



**City of Kingston
Report to Council
Report Number 19-096**

To: Mayor and Members of Council
From: Jim Keech, President & CEO, Utilities Kingston
Resource Staff: Sheila Kidd, Deputy Commissioner Operations - Transportation & Infrastructure Services
Date of Meeting: April 2, 2019
Subject: Road Safety Enhancements – Various Locations

Executive Summary:

This report requests approval of amendments to By-law 2003-209, “*A By-law For Regulating Traffic in the Highways of the City of Kingston, Subject To the Provisions of the Highway Traffic Act*” to address a variety of road safety concerns that have been identified through the City’s monitoring programs, that have been raised by the Kingston Police Force, Councillors, or residents, or have been identified through the recent road safety public engagement process.

The proposed amendments include the following road safety changes and locations:

All-way stop control at the following intersections:

- Bagot Street and Earl Street
- Barrie Street and Colborne Street
- Kirkpatrick Street and Lyons Street
- William Street and Clergy Street
- Dalton Avenue and Binnington Court

Reduced posted speed limits as follows:

- Henderson Boulevard (Days Road to Bayridge Drive) – extend the existing 40 kilometres per hour in the school zone to the entire street;
- Dalglish Avenue (Gore Road to Donald Street) – from 50 kilometres per hour to 40 kilometres per hour;
- Kirkpatrick Street (Division Street to Brant Avenue) – from 50 kilometres per hour to 40 kilometres per hour; and
- Kingston Road 38 (McIvor Road to Burbrook Road) – from 80 kilometres per hour to 70 kilometres per hour.

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It is also being recommended that 1) heavy trucks be prohibited on Cataraqui Woods Drive between Midland Avenue and Bayridge Drive and 2) U-turns at Centennial Drive be prohibited for southbound vehicles at the intersection of Kingsdale Avenue/Malabar Drive.

The recommendations are consistent with established City of Kingston traffic guidelines and are consistent with the approach being developed as part of the City's Road Safety review. City staff are working closely with Kingston Police to ensure that enforcement is also considered when making amendments to road safety measures. For example, more enforcement in school zones has been identified as a priority. Kingston Police also intend to use its new vehicle recognition technology and increase enforcement, and has committed to work with City staff to re-initiate the discussion in regards to red light cameras.

Recommendation:

That a by-law be presented to amend By-law Number 2003-209, being a "A By-law for Regulating Traffic in the Highways of the City of Kingston, subject to the provisions of the Highway Traffic Act" as amended, as per Exhibit A attached to Report Number 19-096.

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Authorizing Signatures:

ORIGINAL SIGNED BY PRESIDENT & CEO, UTILITIES KINGSTON

**Jim Keech, President & CEO,
Utilities Kingston**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Acting Chief Administrative
Officer**

Consultation with the following Members of the Corporate Management Team:

Gary Dyke, Commissioner, Corporate & Emergency Services	Not required
Peter Huigenbos, Acting Commissioner, Community Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

The City completes regular, ongoing assessments to evaluate and monitor a wide variety of road safety concerns. Speed limits on both urban and rural roads are regularly reviewed and intersections are assessed for all-way stop control on an ongoing basis as part of the City's traffic counting program. In addition to this work, road safety assessments are completed in response to requests from Kingston City Police, Councillors, and residents.

This report recommends road safety enhancements at various locations in relation to all-way stop control, posted speed limit reductions, prohibiting trucks on a particular route, and banning U-turns at an intersection.

Proposed All-Way Stop Control – Various Locations

The City of Kingston uses guidelines, approved by Council in 2010, to determine where all-way stop control should be installed. These guidelines consider vehicle and pedestrian volumes, vehicle splits (percentage of vehicles travelling in each direction), and collision history.

Intersections are assessed on an ongoing basis as part of the City's traffic counting program and in response to requests from Kingston City Police, Councillors, and residents. The following intersections are recommended for all-way stop control:

- Bagot Street and Earl Street

Traffic counts completed at this intersection in spring 2018 confirmed high traffic volumes in all directions and almost 300 pedestrians were observed crossing Bagot Street during the peak eight hours of the day. This location also has a collision history that indicates that there has been an average of one collision every year that could be prevented with all-way stop control. As such this intersection is being recommended for all-way stop control.

- Barrie Street and Colborne Street

Traffic counts completed at this intersection in fall 2017 indicate high traffic volumes in all directions. In 2018, there were four collisions at this intersection that could have been prevented with all-way stop control. For safety-related reasons, all-way stop control is being recommended at this location.

- Kirkpatrick Street and Lyons Street

This intersection currently includes a school crossing on the west leg of Kirkpatrick Street. The proposed all-way stop control will improve the level of safety for pedestrians travelling to and from school as well as for those walking outside of school hours. Traffic counts completed at this intersection in spring 2018 confirm the need for all-way stop control. Pedestrian volumes are also expected to increase with the addition of the new Kingston Secondary High School in 2020.

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- William Street and Clergy Street

Traffic counts completed at this intersection in fall 2018 indicated high traffic volumes and more than 200 pedestrians crossing Clergy Street during the peak eight hours of the day. The pedestrians, which included children walking to the local school, would benefit from all-way stop control.

- Dalton Avenue and Binnington Court

The K&P Trail currently runs along the south side of Dalton Avenue and crosses the south leg of the intersection with Binnington Court. This crossing has been clearly marked on the road with a white thermoplastic brick pattern crosswalk. The existing stop control is on Dalton Avenue and there are no stop signs for vehicles on Binnington Court. In order to require motorists to stop for trail users, it is being recommended that all-way stop control be installed at this intersection to increase the level of safety for K&P Trail users.

Reduced Posted Speed Limits – Various Roads

The “Guidelines for Establishing Posted Speed Limits”, endorsed by Council in the fall of 2011, were created to provide a framework to standardize posted speed limits within the City of Kingston. These guidelines outline methodologies used in the City to establish appropriate posted limits in urban and rural areas as well as in school zones. The intent of the guidelines is to reduce posted speed limits where necessary, not to increase posted speed limits.

In accordance with the *Highway Traffic Act (HTA) of Ontario*, unless signage is posted, the de facto speed limit is 50 kilometres per hour in urban areas and 80 kilometres per hour in rural areas. Within Kingston, unless posted signs state otherwise, the maximum speed limit is 50 kilometres per hour on roadways south of the 401 and 80 kilometres per hour on roadways north of the 401. Without the HTA de facto speed limit provision, municipalities would be required to provide an excessive amount of signage, which would be unsightly and cost prohibitive to install and maintain.

Speed limits on both urban and rural roads are assessed on an ongoing basis by the City and in response to requests from Kingston Police, Councillors, and residents. When posted speed limits are changed on any roadway in the city, Kingston Police are informed such that additional enforcement can be considered.

A summary of the recommended speed limit reductions for this year is as follows:

Henderson Boulevard (Days Road to Bayridge Drive)

The existing speed limit on Henderson Boulevard is 50 kilometres per hour, with the exception of within the school zone (Roosevelt Drive to Glen Castle Road), where it is posted at 40 kilometres per hour.

The City has received many speed-related concerns regarding Henderson Boulevard. As this street is adjacent to a school, daycare, pool, soccer fields, and playground, there are often numerous pedestrians, including children, walking in the area. In 2018, the City installed traffic-

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calming bollards along Henderson Boulevard. Speed studies concluded that the average vehicle operating speed decreased from 58 kilometres per hour to 50 kilometres per hour once the traffic-calming bollards were installed.

Since just under half of Henderson Boulevard is posted at 40 kilometres per hour and the remainder is posted at 50 kilometres per hour, it is being recommended that all of Henderson Boulevard be posted at 40 kilometres per hour in order to provide a consistent posted speed limit along the street and to encourage motorists to slow down.

Dalgleish Avenue (Gore Road to Donald Street)

The City has received speed-related concerns from residents that live along the rural part of Dalgleish Avenue between Gore Road and Donald Street. This portion of Dalgleish Avenue includes a sharp curve and there are no curbs or sidewalks.

An assessment of this road determined that the average vehicle operating speed is 60 kilometres per hour. It is recommended that the posted speed limit on Dalgleish Avenue, between Gore Road and Donald Street, be reduced from 50 kilometres per hour to 40 kilometres per hour in order to encourage motorists to slow down.

Kirkpatrick Street (Division Street to Brant Avenue)

In anticipation of the opening of the Kingston Secondary School on Kirkpatrick Street, it is being recommended that the posted speed limit on all of Kirkpatrick Street (Division Street to Brant Avenue) be reduced from 50 kilometres per hour to 40 kilometres per hour in order to encourage motorists to slow down in this school zone area. This change is being completed as part of a range of measures related to parking, cycling, and school crossings that are being reviewed in this area.

Kingston Road 38 (Mclvor Road to Burbrook Road)

The existing 70 kilometres per hour zone on Kingston Road 38 extends northerly from Highway 401 and ends at Mclvor Road. The 80 kilometres per hour zone is posted just north of Mclvor Road and extends northerly on Kingston Road 38.

As there are steep grades, curves, and rock cuts in the area, it is being recommended that the existing 70 kilometres per hour zone be extended from Mclvor Road to just north of Burbrook Road in order to improve the level of safety on this rural road.

Truck Route Restrictions – Cataraqui Woods Drive

Cataraqui Woods Drive, between Midland Avenue and Bayridge Drive, is designated as a collector roadway and carries more than 6000 vehicles per day. It is the only segment along Cataraqui Woods Drive with residential front-facing driveways and includes a school crossing at the intersection with Birchwood Drive for students travelling to and from Cataraqui Woods Public School.

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Concerns have been raised related to increasing truck traffic along Cataraqui Woods Drive between Midland Avenue and Bayridge Drive, particularly now that Cataraqui Woods Drive extends westerly to Princess Street.

Based on the characteristics of this section of Cataraqui Woods Drive noted above, it is recommended that heavy trucks be prohibited on Cataraqui Woods Drive between Midland Avenue and Bayridge Drive. A heavy truck is defined in the City's by-law as any vehicle that weighs one tonne or more when unloaded or any vehicle that weighs three tonnes or more when loaded. Access for local deliveries adjacent to this segment of Cataraqui Woods Drive will continue to be permitted.

No U-turns – Centennial Drive at Kingsdale/Malabar

For safety reasons related to the grade of the railway bridge on Centennial Drive, left turns to and from Centennial Drive at the north leg of Kingsdale Avenue are currently prohibited and blocked with a concrete median along the centre of Centennial Drive.

As this left turn is not permitted, southbound motorists on Centennial Drive have been observed travelling to the nearest signalized intersection at Kingsdale Avenue/Malabar Drive and complete a U-turn in order to travel back up Centennial Drive to turn right at the north leg of Kingsdale Avenue. This U-turn movement increases the risk of collisions and it is recommended that U-turns be prohibited for southbound motorists on Centennial Drive at Kingsdale Avenue/Malabar Drive.

Next Steps

The installation of the new signage and paint markings related to the recommendations in this report are expected to occur in late spring/early summer of this year. Kingston Police will be informed of all of the road safety enhancements for regular enforcement and school zones will be identified as a priority.

The road safety changes recommended in this report are consistent with the approaches that are being developed as part of the City's Road Safety review. The approach to road safety informed by public engagement and the work with the Vision Zero Road Safety advisory group will be presented to the Environment, Infrastructure, and Transportation Policy Committee in Q2 2019. This approach will also consider how road safety programs can be integrated into the active transportation implementation work that is being planned for 2019-2023.

Existing Policy/By-law:

By-Law No. 2003-209, "*A By-Law For Regulating Traffic in the Highways Of The City of Kingston, Subject To The Provisions Of The Highway Traffic Act*".

Notice Provisions:

Not applicable.

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Accessibility Considerations:

Not applicable.

Financial Considerations:

The cost associated with the installation of additional signage and pavement markings required will be accommodated within the existing approved operating budget. Police Services obtained a grant and has been able to install the vehicle recognition technology on some of its vehicles.

Contacts:

Ian Semple, Director, Transportation Services, 613-546-4291, extension 2306

Deanna Green, Manager, Traffic Division, 613-546-4291, extension 3170

Other City of Kingston Staff Consulted:

Bill Linnen, Director, Public Works

Others Consulted:

Antje McNeely, Chief of Police, Kingston Police

Exhibits Attached:

Exhibit A Proposed Changes to By-law 2003-209

Exhibit B Location Maps of Proposed Road Safety Enhancements

By-law Number. 2019-XX

A By-law to Amend By-law Number 2003-209 “A By-law to Regulate Traffic”

Passed: Meeting date, 2019

Therefore be it resolved that the Council of the Corporation of the City of Kingston hereby enacts as follows:

1 **By-law Number 2003-209 of the Corporation of the City of Kingston entitled** “A By-Law to Regulate Traffic, Subject to the Provisions of the Highway Traffic Act”, as amended, is hereby further amended as follows:

1.1 **Schedule C-3, All-Way Stop Signs, is hereby amended by adding the following thereto:**

Bagot Street and Earl Street
Barrie Street and Colborne Street
William Street and Clergy Street
Dalton Avenue and Binnington Court
Kirkpatrick Street and Lyons Street

1.2 **Schedule C-1, Through Highways, is hereby amended by removing the following therefrom:**

Bagot Street from Barrie Street to South Side of Raglan Road.
Barrie Street from North Side of Queen Street to South Side of York Street.
Binnington Court from North End of Street to East End of the Street
Clergy Street from North Side of Earl Street to South Side of Queen Street
Kirkpatrick Street from Division Street to Brant Avenue

1.3 **Schedule C-1, Through Highways, is hereby amended by adding the following thereto:**

Bagot Street from Barrie Street to South of Earl Street
Bagot Street from North of Earl Street to South of Ordnance Street
Bagot Street from North of Ordnance Street to South of Raglan Road
Barrie Street from North Side of Queen St to South Side of Colborne Street.
Barrie Street from the North Side of Colborne Street to South Side of York Street.

Binnington Court from South Side of Binnington Lane Southerly to North Side of Dalton Avenue.

Binnington Court from South Side of Dalton Avenue Southerly to the South End of the Street.

Clergy Street from North Side of Earl Street to South Side of William Street.

Clergy Street from North Side of William Street to South Side of Queen Street.

Kirkpatrick Street from Division Street to Lyons Street

Kirkpatrick Street from Lyons Street to Brant Avenue

- 1.4 **Schedule A-4, Highways with a Limit of 40 kilometres per hour, is hereby amended by removing the following there from:**

Henderson Boulevard from Roosevelt Drive to Glen Castle Road

- 1.5 **Schedule A-4, Highways with a Limit of 40 kilometres per hour, is hereby amended by adding the following thereto:**

Dalgleish Avenue from Gore Road to Donald Street

Henderson Boulevard from Days Road to Bayridge Drive

Kirkpatrick Street from Division Street to Brant Avenue

- 1.6 **Schedule A-2, Highways with a Limit of 70 kilometres per hour, is hereby amended by adding the following thereto:**

Kingston Road #38 from McIvor Road to 50 metres North of Bur Brook Rd

- 1.7 **Schedule F-1, Heavy Traffic Restrictions, is hereby amended by adding the following thereto:**

Cataraqui Woods Drive from Midland Avenue to Bayridge Drive.

- 1.8 **Schedule E-3, U-Turn Restrictions, is hereby amended by adding the following thereto:**

Centennial Drive. At Kingsdale Avenue & Malabar Drive in the North and South Direction.

2. This By-law shall come into force and take effect on the date of its passing.

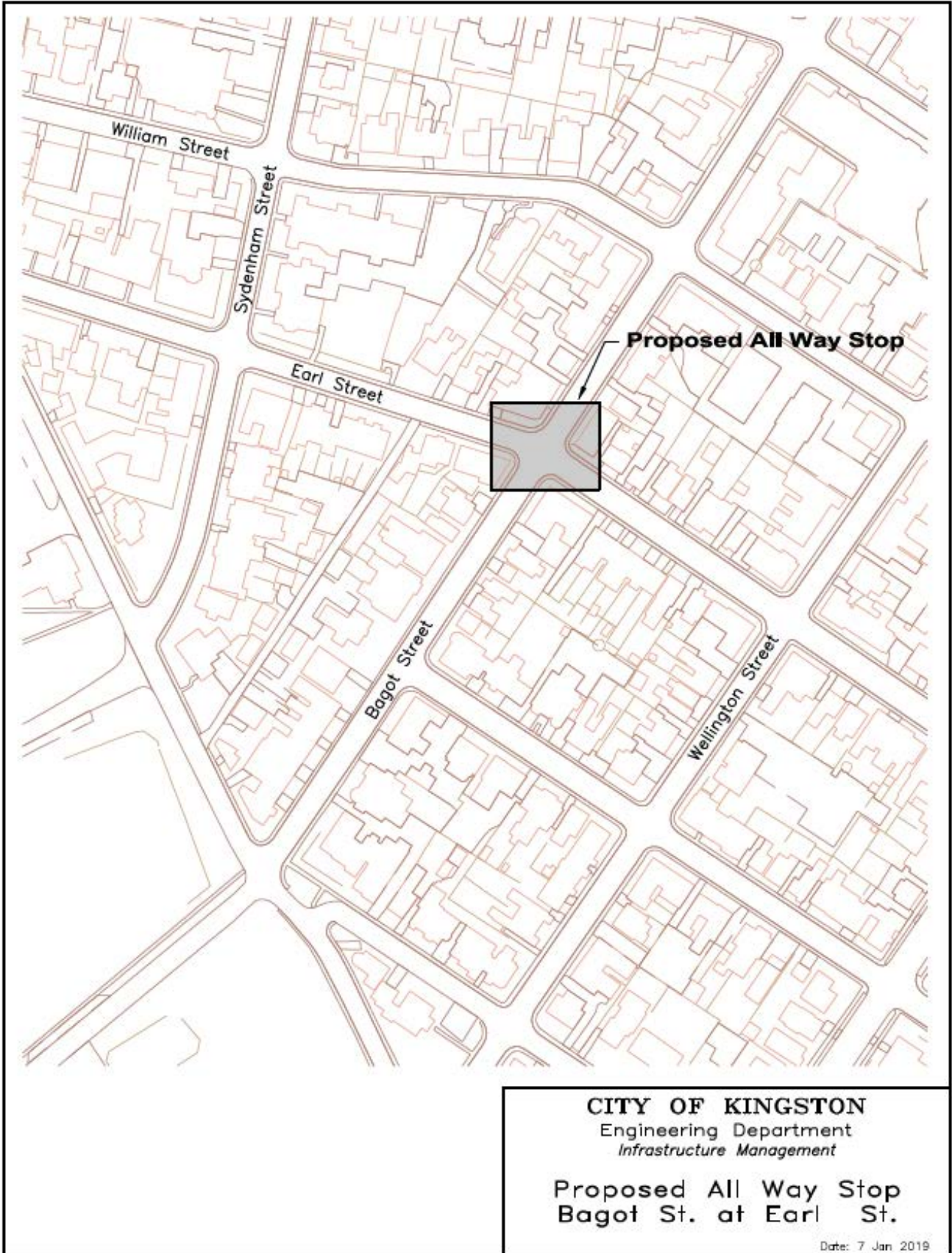
Given all Three Readings and Passed: Meeting date, 2019

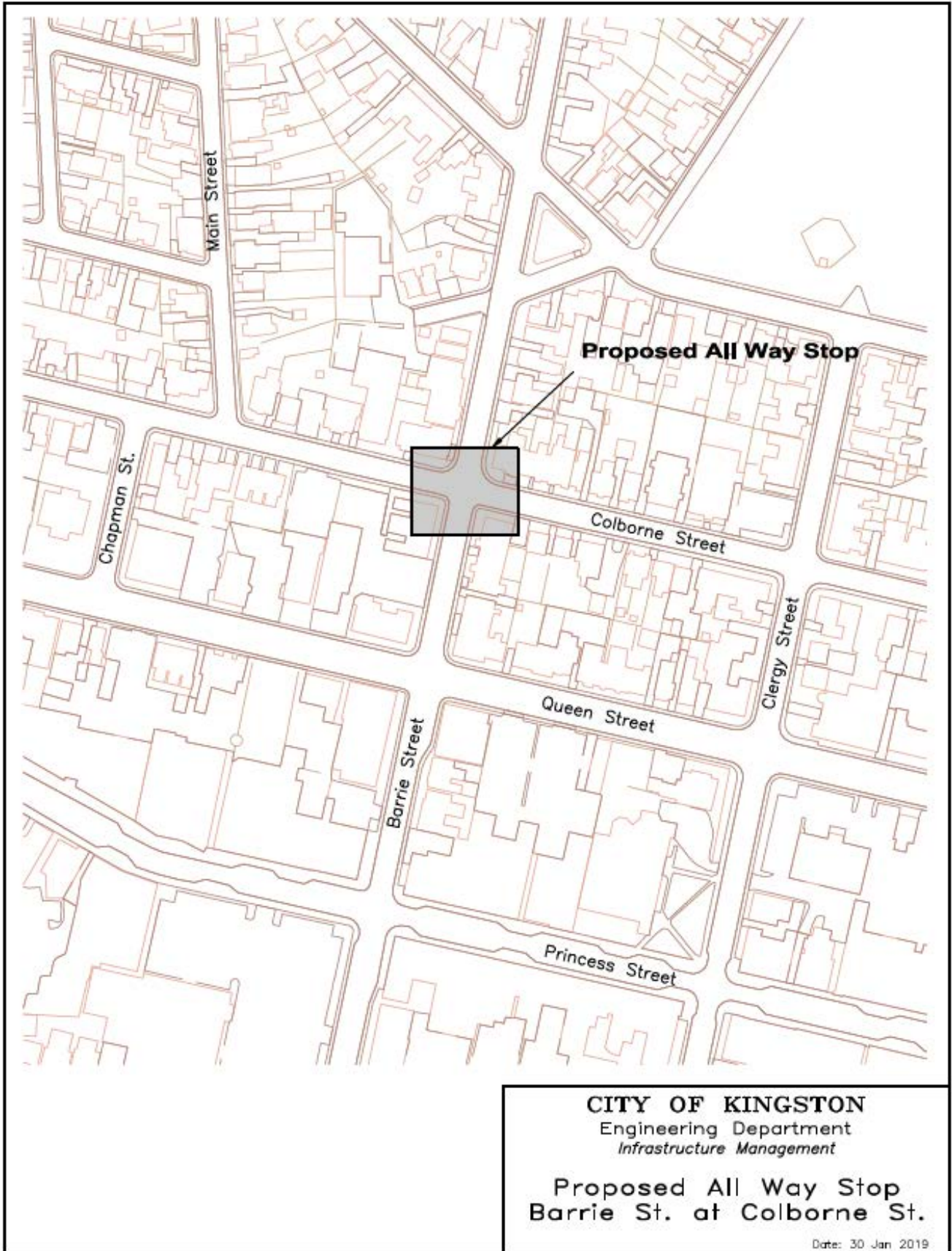
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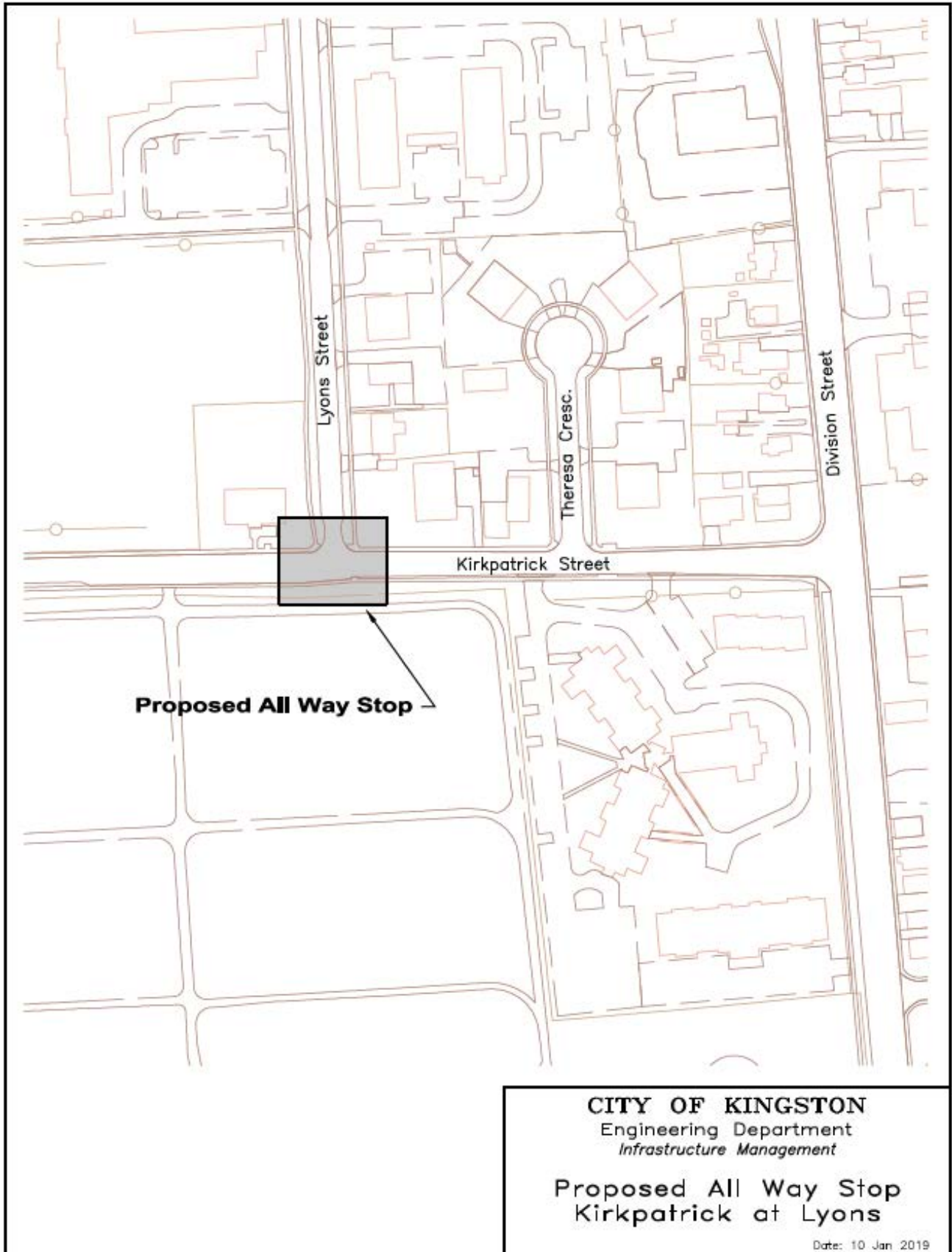
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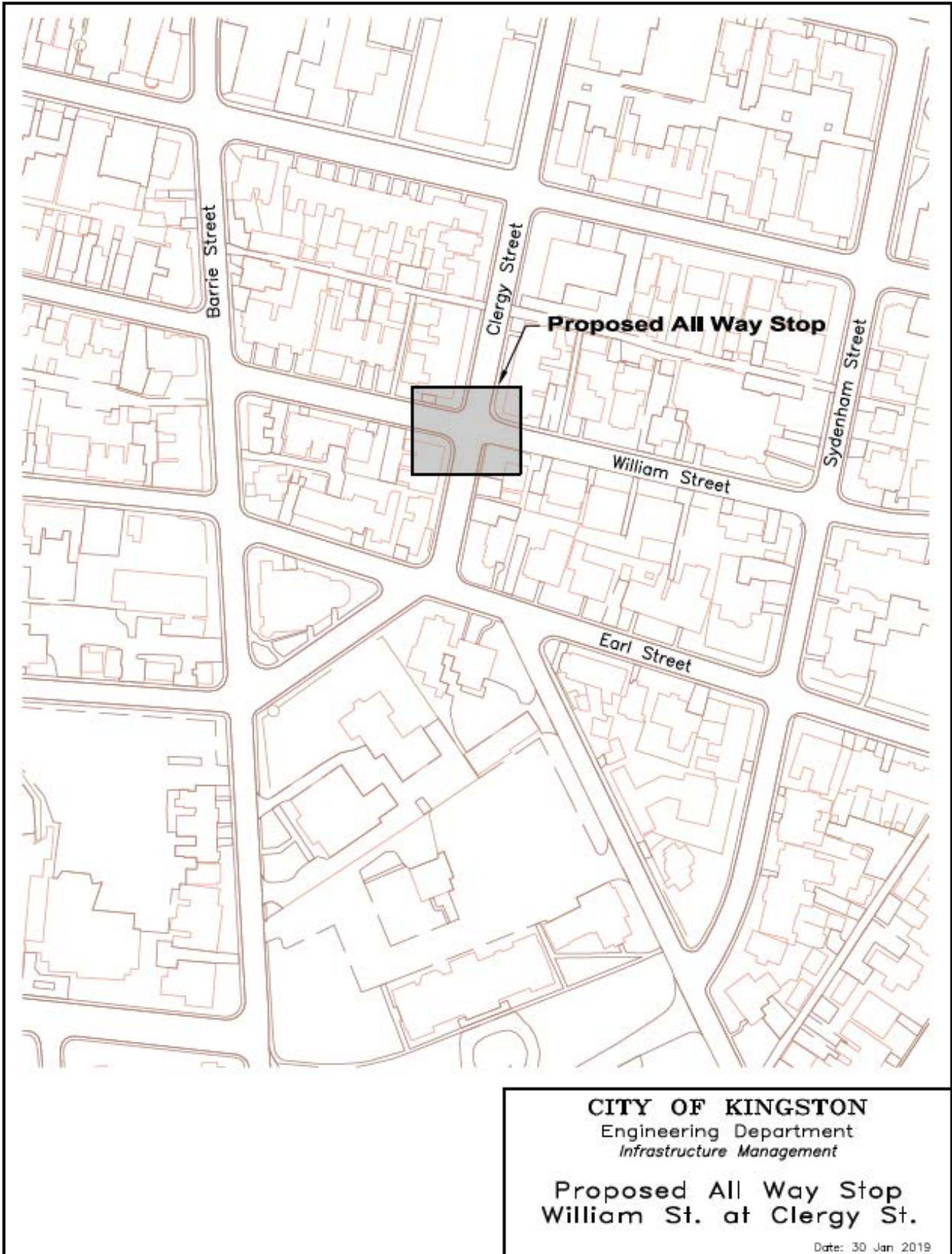
John Bolognone
City Clerk

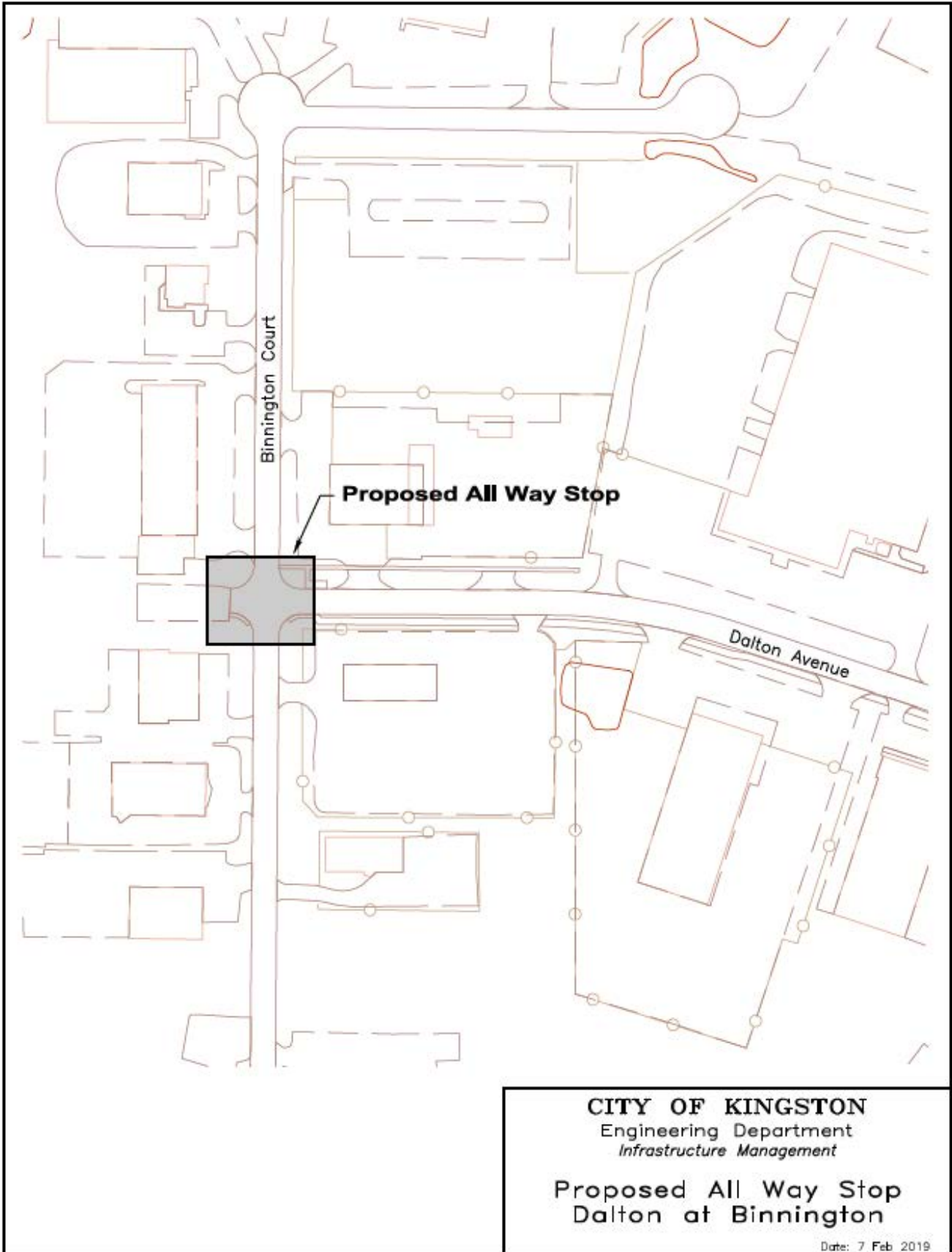
Bryan Paterson
Mayor

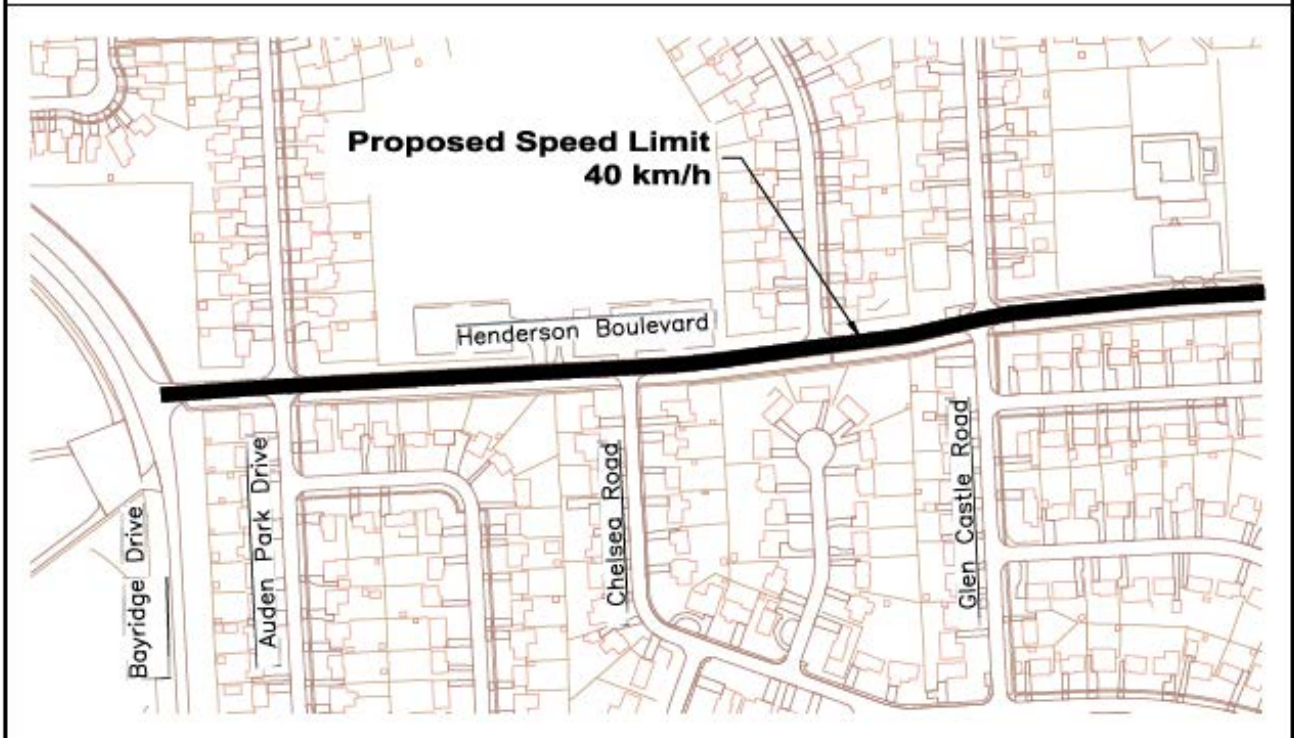
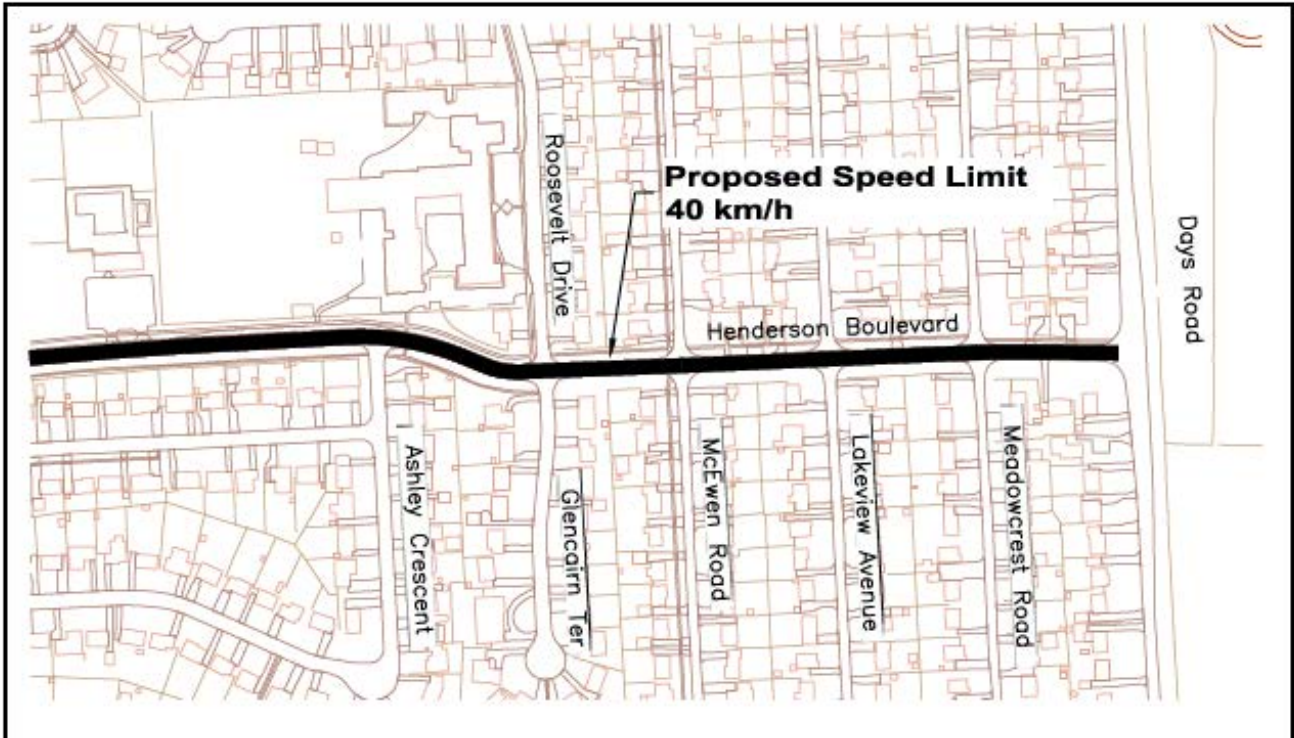








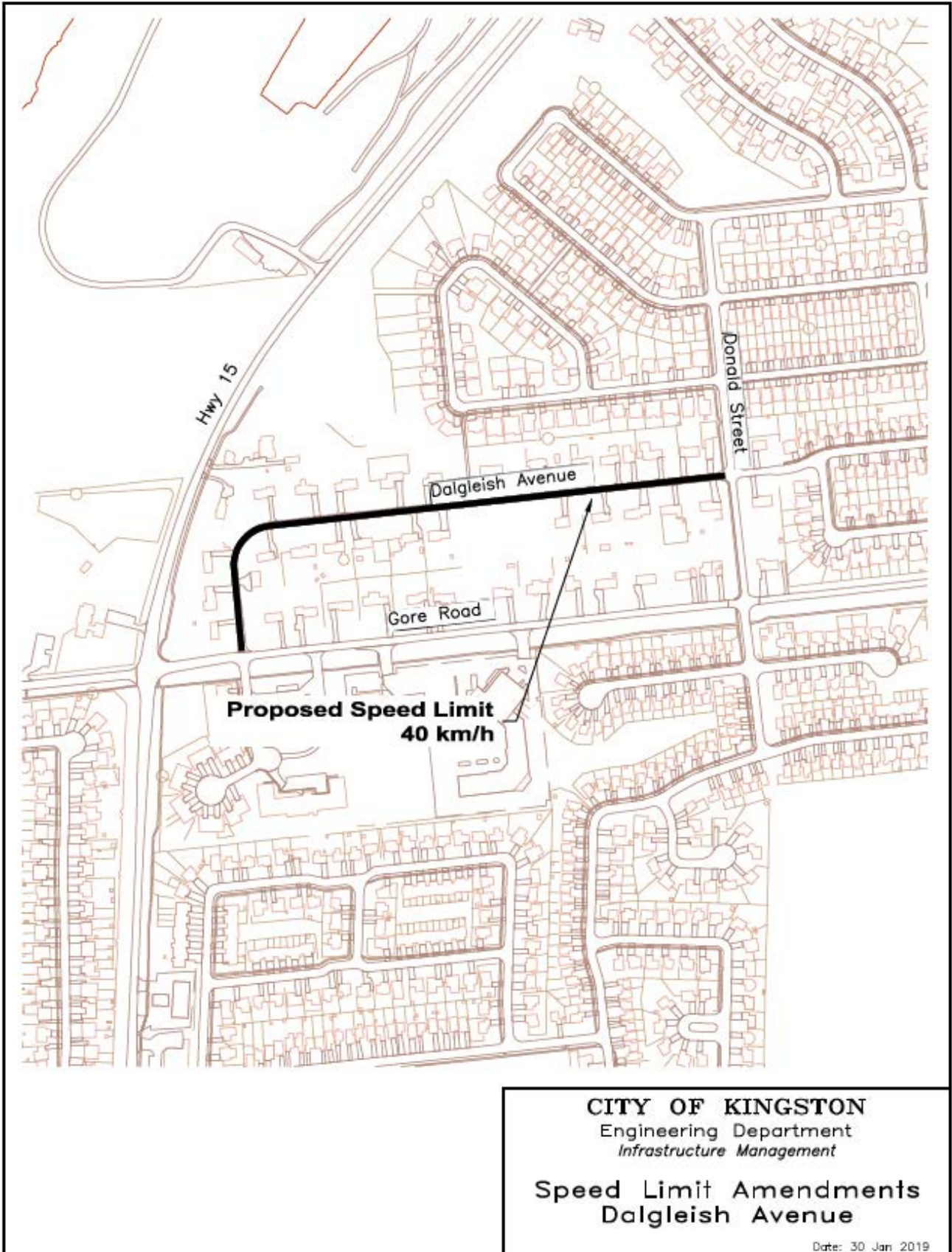


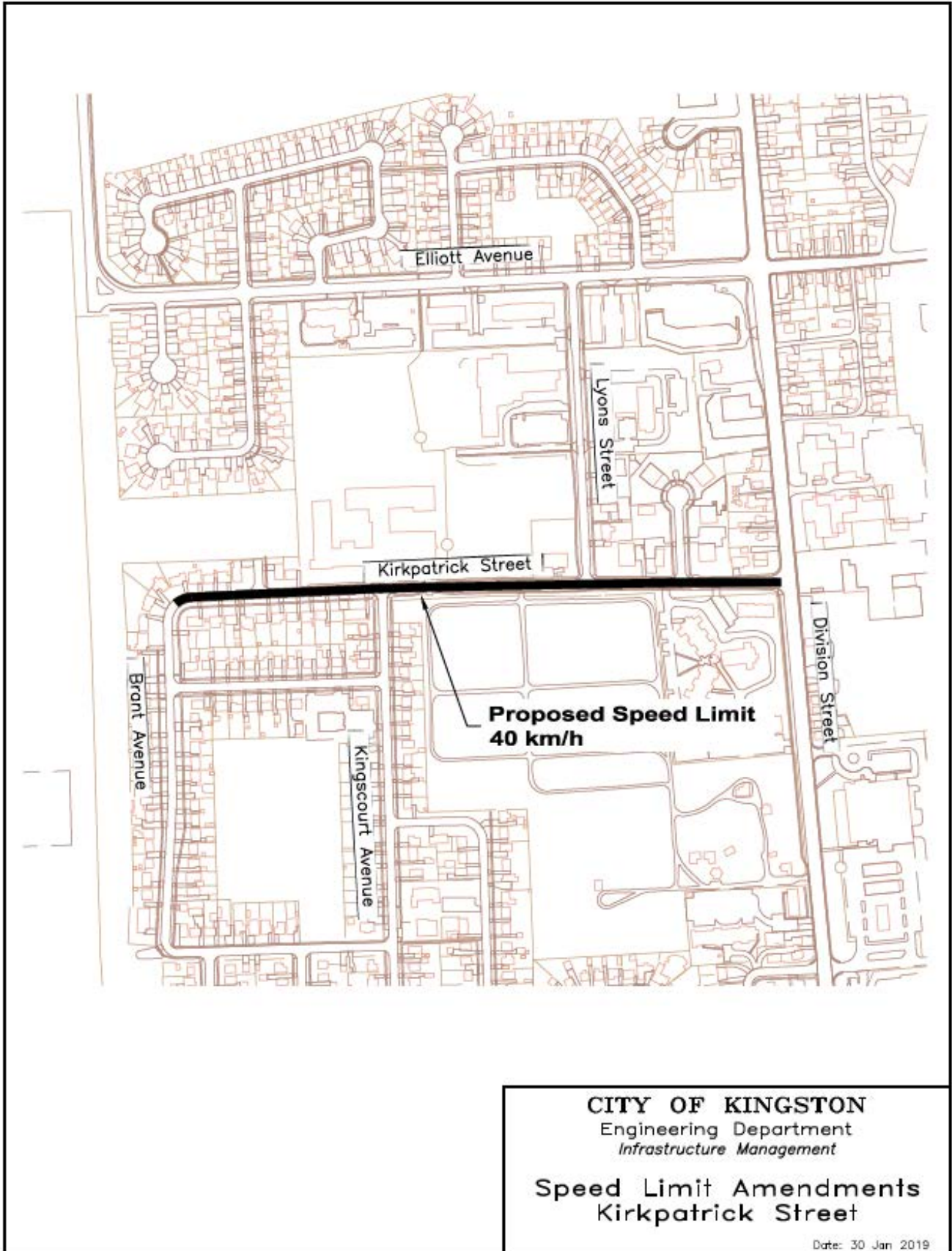


CITY OF KINGSTON
Engineering Department
Infrastructure Management

**Speed Limit Amendments
Henderson Boulevard**

Date: 30 Jan 2019

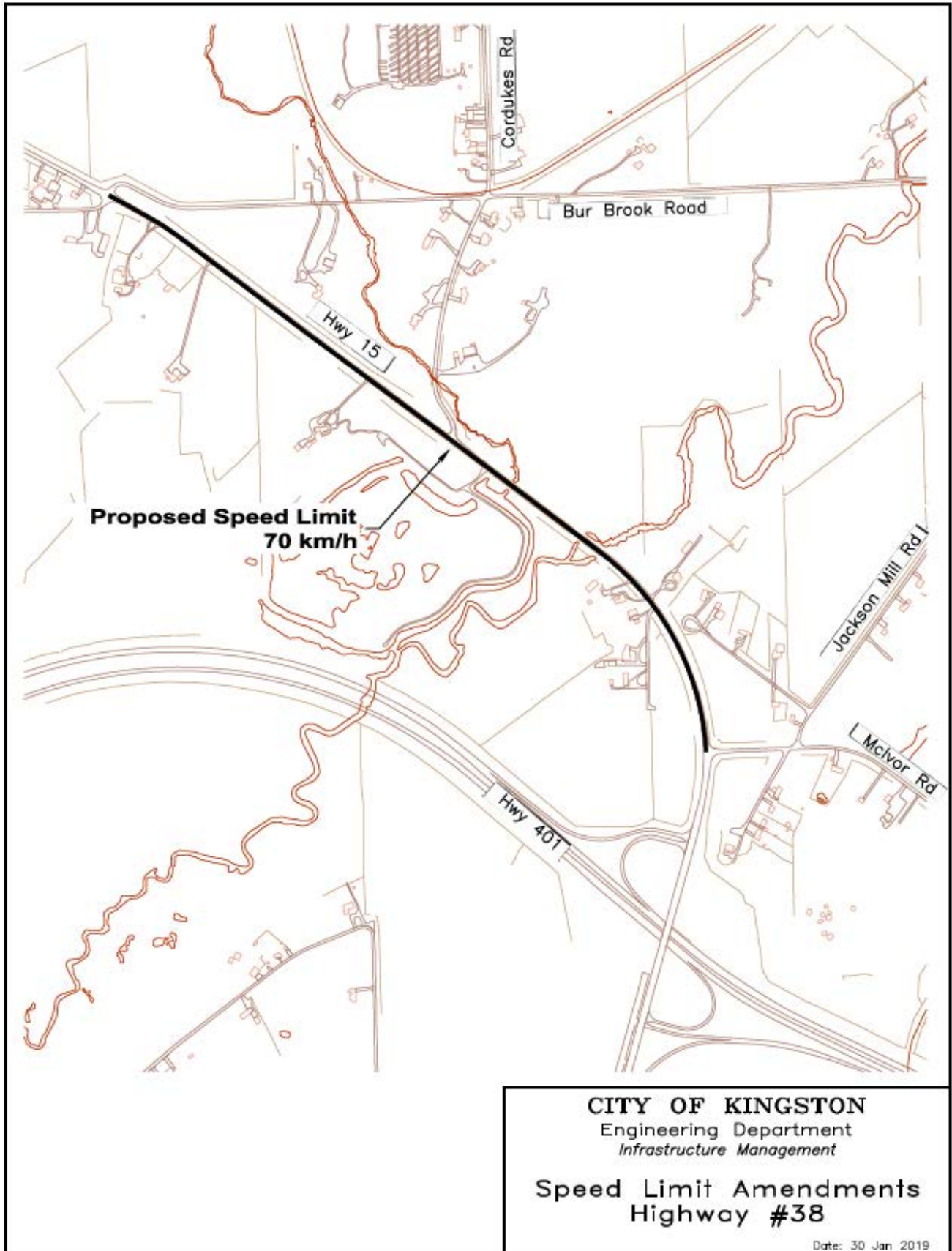


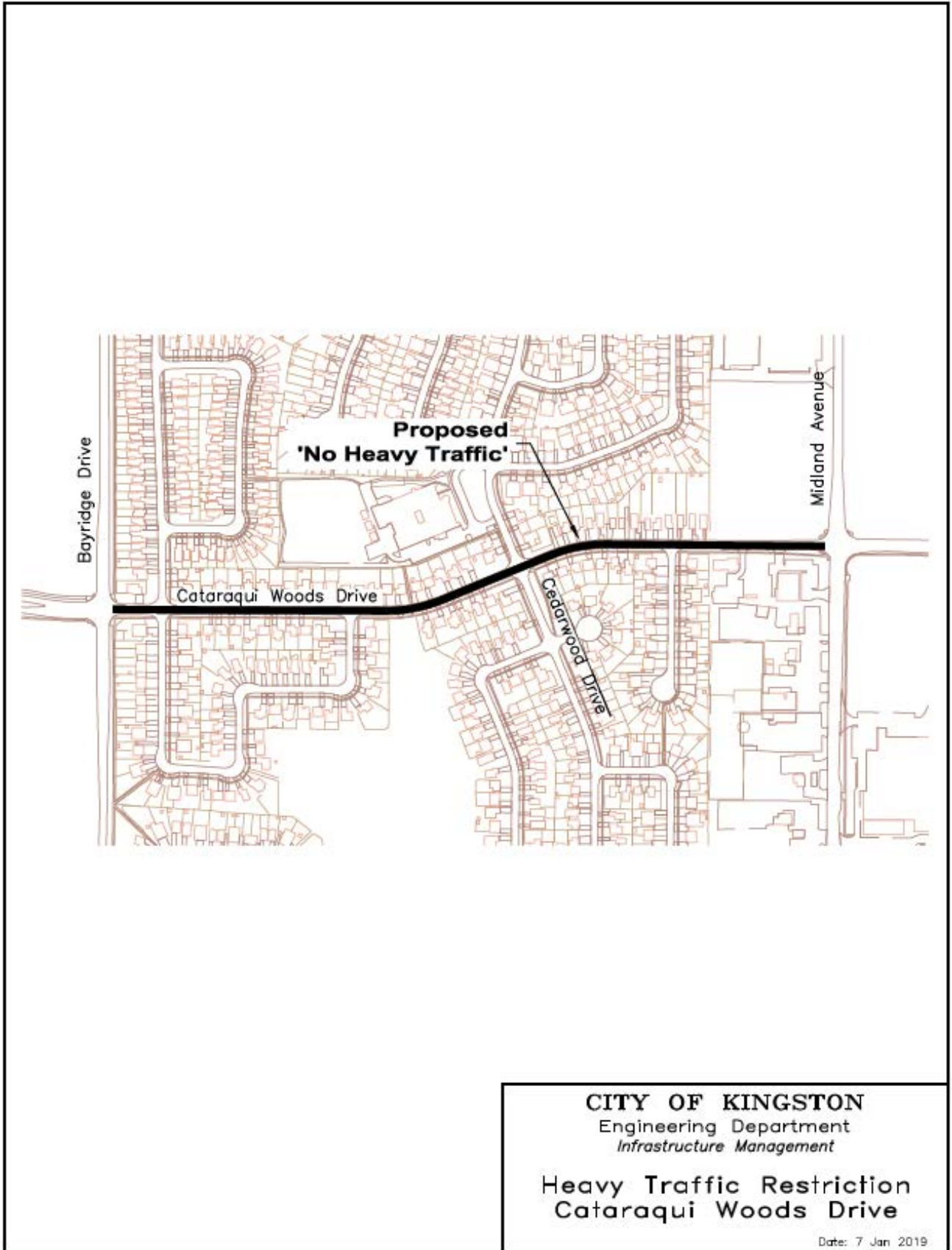


CITY OF KINGSTON
Engineering Department
Infrastructure Management

**Speed Limit Amendments
Kirkpatrick Street**

Date: 30 Jan 2019





CITY OF KINGSTON
Engineering Department
Infrastructure Management

**Heavy Traffic Restriction
Cataraqui Woods Drive**

Date: 7 Jan 2019

