



**City of Kingston
Report to Council
Report Number 21-186**

To: Mayor and Members of Council
From: Sheila Kidd, Commissioner, Transportation & Public Works
Resource Staff: Ian Semple, Director, Transportation Services
Date of Meeting: July 13, 2021
Subject: Road Safety Enhancements

Council Strategic Plan Alignment:

Theme: 3. Improve walkability, roads and transportation

Goal: 3.2 Enhance public safety through active transportation and a focus on pedestrian access and enforcement.

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*” as amended, to address a variety of road safety concerns that have been reviewed. These changes are consistent with Council’s strategic priority to improve walkability, roads, and transportation and are consistent with the City’s current transportation policies.

More specifically, this report recommends changes to reduce a posted speed limit in a school zone and install all-way stop control at two intersections along routes to school. This report also requests approval of additional amendments to the Traffic By-law to address minor housekeeping matters including correcting errors and omissions and revising and updating content.

This report requests that the amending by-law be presented for all three readings to allow the construction and signage associated with the proposed regulations to be completed prior to the start of the school year.

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Recommendation:

That a by-law be presented for all three readings 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 21-186.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Sheila Kidd, Commissioner,
Transportation & Public Works**

ORIGINAL SIGNED BY CHIEF
ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Community Services	Not required
Peter Huigenbos, Commissioner, Business, Environment & Projects	Not required
Brad Joyce, Commissioner, Corporate Services	Not required
Jim Keech, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

The City completes assessments to evaluate and monitor a wide variety of road safety concerns. This report recommends changes at various locations in relation to a posted speed limit reduction and the introduction of all-way stop control at two intersections to be incorporated into By-law Number 2003-209 being "*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.

These changes are consistent with Council's strategic priority to improve walkability, roads, and transportation, particularly as it relates to enhancing public safety, with a focus on pedestrian access and school zones. These updates are also consistent with the City's current transportation policies and are designed to enhance safety or address changes required in the transportation system.

This report also requests approval of additional amendments to the Traffic By-law to address minor housekeeping matters including correcting errors and omissions and revising and updating content.

Vehicle Speed Reviews

The City conducts speed reviews on the road network and recommends changes if needed and when consistent with the City's transportation policies. When posted speed limits are changed on any roadway in the city, Kingston Police are informed of the change to allow appropriate enforcement.

The purpose of the recommended change below is to align an outlying school zone with other school zones found on local roads in urban areas across the city where speed limits are set at 40 kilometers per hour.

MacCauley Street (all)

MacCauley Street is currently signed as a school zone as it fronts Rideau Heights Public School, and is adjacent to a community centre, park, and library. MacCauley Street has been extended to Wilson Street as part of the Shannon Park project, and it is expected that the roadway will see a higher volume of pedestrians and through traffic once this work is completed.

To align MacCauley Street with other school zones found on local roadways across the city and to encourage motorists to slow down, it is being recommended that the entirety of MacCauley Street be posted at 40 kilometres per hour, a reduction from the current 50 kilometres per hour limit.

All-way Stop Control

Stop signs are installed as a form of traffic control to assign and regulate right-of-way at intersections with the potential for conflict. An all-way stop has stop signs at all legs of an intersection. The purpose of the stop sign is to clearly assign right-of-way between vehicles

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approaching an intersection from different directions and allows the installation of a crosswalk on all intersection legs.

The following intersections are being recommended for all-way stop control:

Kirkpatrick Street & Kingscourt Avenue

Following the opening of Kingston Secondary School (KSS) on December 15, 2020, the City of Kingston has conducted observations and collected traffic and pedestrian data in response to ongoing transportation concerns at the intersection of Kirkpatrick Street and Kingscourt Avenue during the morning school drop-off and afternoon pick-up periods. The intersection is directly connected to the KSS site and serves to provide pedestrian access to the school grounds.

Based on the traffic and pedestrian counts that have been collected to date, the City's analysis shows that an all-way stop control at the Kirkpatrick Street and Kingscourt Avenue intersection is warranted.

Along with stop control signage and roadway markings (including crosswalks and stop bars) at the east and west legs of the intersection, the introduction of all-way stop control at this location requires concrete work and paving to appropriately facilitate improvements at the corners and pedestrian movements across the crosswalks. It also involves the removal of the existing speed hump on Kirkpatrick Street at the east leg of the intersection and necessary asphalt work to bring the roadway at grade to facilitate pedestrian movements across the east leg crosswalk.

The proposed all-way stop control will improve the level of safety for students along their route to school by facilitating two controlled crossings across Kirkpatrick Street at Kingscourt Avenue. It is intended that this work will be completed prior to the return to school in the Fall of this year.

Chelsea Road & Henderson Boulevard

The intersection of Chelsea Road and Henderson Boulevard is being recommended for the installation of all-way stop control. This change is aligned with the forthcoming construction of the Henderson Boulevard Multi-use Pathway on the north side of Henderson Boulevard. The all-way stop will provide controlled crossings for pedestrians accessing the multi-use pathway on Henderson Boulevard at both the east and west legs of the intersection. This approach will provide a direct connection to Jim Beattie Park and an additional connection for active travel to École James R. Henderson Public School.

Minor Housekeeping Items

A number of minor housekeeping changes are proposed to the Traffic By-law to reflect existing posted speed limit signage that is currently in place, and to remove a reference in the Traffic By-law to an all-way stop location that is now signalized.

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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", as amended

Notice Provisions:

None

Accessibility Considerations:

None

Financial Considerations:

The cost associated with the installation of additional signage and pavement markings required will be accommodated within existing approved operating and capital budgets.

Contacts:

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

Matt Kussin, Manager, Transportation Services, 613-546-4291, extension 1333

Other City of Kingston Staff Consulted:

Marissa Mascaro, Manager, Transportation Projects

Kyle Bolton, Operations Manager, Public Works

Exhibits Attached:

Exhibit A - A By-law to Amend By-law Number 2003-209 "A By-law to Regulate Traffic"

By-law Number 2021-XX

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

Passed: Meeting date, 2021

The Council of The Corporation of the City of Kingston enacts as follows:

1. By-Law Number 2003-209 of the Corporation of the City of Kingston entitled “A By-Law to Regulate Traffic”, as amended, is hereby further amended as follows:
 - 1.1 Schedule A-1, Highways with a Limit of 80 Kilometres per Hour, is hereby amended by removing the following therefrom:

Westbrook Road from Creekford Road Northerly to Bur Brook Road West
 - 1.2 Schedule A-4, Highways with a Limit of 50 Kilometres per Hour, is hereby amended by removing the following therefrom:

Spooner Road West from Latimer Road to End

Unity Road from 790 Metres West of Sydenham Road to Highland Heights
 - 1.3 Schedule A-4, Highways with a Limit of 50 Kilometres per Hour, is hereby amended by adding the following hereto:

Dover Road from Latimer Road to End

Unity Road from 790 Metres west of Sydenham Road to 150 Metres East of Leeman Road
 - 1.4 Schedule A-3, Highways with a Limit of 60 Kilometres per Hour, is hereby amended by removing the following therefrom:

Unity Road from 150 Metres East of Leeman Road Easterly to Bath Road
 - 1.5 Schedule A-3, Highways with a Limit of 60 Kilometres per Hour, is hereby amended by adding the following hereto:

Unity Road from 150 Metres East of Leeman Road Easterly to Battersea Road
 - 1.6 Schedule A-5, Highways with a Limit of 40 Kilometres per Hour, is hereby amended by removing the following therefrom:

Lachapelle Street from James Street to Regent Street

Knapp Street from Regent Street to End of Road

Pembridge Crescent from 200 Metres West of Milford Drive to 913 Pembridge Crescent

Regent Street from Lachapelle Street to Knapp Street

- 1.7 Schedule A-5, Highways with a Limit of 40 Kilometres per Hour, is hereby amended by adding the following hereto:

MacCauley Street from Montreal Street to Wilson Street

Pembridge Crescent from Truedell Road to 913 Pembridge Crescent

- 1.8 Schedule C-3, All-Way Stop Signs, is hereby amended by removing the following therefrom:

Barrack Street at Wellington Street

- 1.9 Schedule C-3, All-Way Stop Signs, is hereby amended by adding the following hereto:

Henderson Boulevard at Chelsea Road

Kirkpatrick Street at Kingscourt Avenue

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

Henderson Boulevard from West Side of Glen Castle to Bayridge Drive

Kirkpatrick Street from Lyons Street to Brant Avenue

- 1.11 Schedule C-1, Through Highways, is hereby amended by adding the following hereto:

Henderson Boulevard from West Side of Glen Castle Road to East Side of Chelsea Road

Henderson Boulevard from West Side of Chelsea Road to Bayridge Drive

Kirkpatrick Street from Lyons Street to East Side of Kingscourt Avenue

Kirkpatrick Street from West Side of Kingscourt Avenue to Brant Avenue

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, 2021

John Bolognone
City Clerk

Bryan Paterson
Mayor