



**City of Kingston
Report to Council
Report Number 24-058**

To: Mayor and Members of Council
From: Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services
Resource Staff: Ian Semple, Director, Transportation & Transit
Date of Meeting: April 16, 2024
Subject: Neighbourhood Area Speed Limit Reductions

Council Strategic Plan Alignment:

Theme: 3. Build an Active and Connected Community

Goal: 3.4 Improve road construction, performance, and safety.

Executive Summary:

This report outlines a proposed plan for the citywide implementation of neighbourhood area speed limits, which would reduce the statutory speed limit within residential areas from 50 km/h to 40 km/h and establish a speed limit of 30 km/h along school frontages. This approach is aligned with the City's Strategic Priorities, Road Safety Plan, and addresses the Council motion passed on September 19, 2023, to develop a plan to extend these neighbourhood speed limits to all areas of the city.

This plan is based on the implementation of pilot initiatives undertaken in the Strathcona Park and Westwoods neighbourhoods in August 2022, and incorporates a review of similar approaches that have been undertaken or are underway in other Ontario municipalities, and the parameters set out for speed limit reductions of this nature under the *Highway Traffic Act*. This work is also consistent with the completed implementation of Community Safety Zones, the City's Traffic Calming Program, and the approaches recommended by the School Pedestrian Safety Panel in June 2022.

In November 2023, Infrastructure Canada announced that the City of Kingston was successful in receiving \$240,000 for a project to improve school area road safety in neighbourhoods across

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Kingston over a three-year period. The grant funding, received through the Active Transportation Fund (ATF), was contingent on the City contributing \$160,000 in funds as part of this work. The scope of the project covered by the ATF grant includes funding to establish reduced area speed limits in neighbourhoods with schools, reduced speed limits along school frontages, and additional complementary pavement markings along roadways in school areas.

Based on the scope of the proposed citywide plan and the parameters of the grant funding, staff have developed a three-phase program to implement neighbourhood speed limit reductions that will include all residential neighbourhoods in the city.

Phase 1 (Spring 2024 to end of 2025) involves implementing area speed limits in approximately 25 neighbourhoods with schools outlined in Exhibit B, speed limit reductions to 30 km/h along school frontages on local roads within the neighbourhood areas, and pavement markings to encourage safer school areas and more active travel in accordance with the scope of the ATF project. This phase is proposed to be prioritized as it has time-limited funding attached to completing this phase.

Phase 2 (2026) involves implementing area speed limits in the remaining 17 urban residential areas without schools, as shown in Exhibit B. This implementation requires less signage for each neighbourhood and is proposed to be completed throughout 2026. Notably, this phase also proposes to include the installation of driver feedback signs along key routes to schools as an additional traffic calming measure to supplement the lowered speed limits established in Phase 1.

Phase 3 (2027+) involves a broader review of speed limits along the remainder of residential roads in both the urban and rural areas. This is intended to capture the remaining local roads in residential areas outside of those included in Exhibit B. This work may require additional study and resources given the unique context of these local roadways.

The completion of the proposed work entails extensive analysis, planning, field investigations, and design efforts across more than 40 neighborhoods in the city. Staff are recommending that the Director of Transportation & Transit be delegated to establish neighborhood area speed limits and any required speed limit reductions in the Traffic By-law. This is intended to expedite the implementation and allow adjustments to be made if needed.

Recommendation:

That the Director of Transportation & Transit or their designate be granted the authority to submit, for all three readings, such by-laws necessary to amend By-law Number 2003-209, A By-Law To Regulate Traffic, to establish Designated Areas, prescribe Area Speed Limits and any necessary changes related to prescribing Area Speed Limits, and to prescribe lower rates of maximum speed that apply to highways or parts of highways under the jurisdiction of the City of Kingston, including placement on the Council Agenda without requiring in each instance an accompanying report to Council; and

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That a by-law be presented for all three readings to amend By-law Number 2016-189, "A By-law to Consolidate the Delegation of Powers and Duties", as amended, as per Exhibit C attached to Report Number 24-058.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Brad Joyce, Commissioner,
Infrastructure, Transportation &
Emergency Services**

ORIGINAL SIGNED BY CHIEF

ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

Following the adoption of [Report Number 22-187](#) – Community Safety Zones and School and Neighbourhood Area Speed Limits, the City piloted area speed limit reductions in two residential neighbourhoods: Strathcona Park and Westwoods. These speed limit reductions formed part of a broader neighbourhood and school area safety program and have been in place since August 2022.

As part of the Council's [Strategic Priorities 2023-2026 Implementation Plan](#), Council set a priority to identify strategies to improve road safety and continue to implement the [Vision Zero Road Safety Plan](#). Included in this priority was a direction from Council to review all neighbourhood speed limits by Q4 2026.

On September 19, 2023, Council passed the following motion:

Whereas Kingston Strategic Plan 2023-2026 Item 3.4.2 is to “identify strategies to improve road safety and continue to implement the Vision Zero Road Safety Plan”; and

Whereas other cities have used gateway speed limit signage to reduce neighbourhood area speed limits to 40 kilometres per hour from the unsigned de facto speed limit of 50 kilometres per hour; and

Whereas neighbourhood area speed limit gateway signage installed at all entry and exit points to and from bordering main roads can help set consistent expectations for motorists to keep their speeds down when entering and travelling through neighbourhoods; and

Whereas City staff have planned a review of all speed limits in neighbourhood areas based on the pilot areas that have been in place since fall 2022; and

Whereas Council has received many complaints and concerns regarding vehicle speeds in neighbourhoods across the City;

Therefore Be It Resolved That Council direct staff to report back to Council with recommendations on a plan for speed limit reductions in all neighbourhood areas by Q1 2024.

This report provides an update on the pilot areas that were implemented and outlines a proposed plan to complete the rollout of this program across city neighbourhoods.

Background

Speed limits within Ontario municipalities are regulated by the *Highway Traffic Act* (HTA). Under the HTA, the statutory unsigned speed limit is 50 km/h within local municipalities and built-up areas. A municipality may designate a speed limit other than the statutory unsigned speed limit

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along an individual roadway by way of a by-law and in accordance with the requirements for signage installation provisions stipulated under the HTA.

In May 2017, Bill 65, Safer School Zones Act received Royal Assent. The *Safer School Zones Act* included amendments to the HTA that allow municipalities to designate an area, such as a neighbourhood, at a posted limit of less than 50 km/h. This approach involves the use of specialized 'gateway' speed limit signage posted at the entry and exit points of a neighbourhood, as shown in Exhibit A, eliminating the need to install signage along every roadway within the designated area.

To establish a reduced area speed limit, the boundaries of the designated area must be listed in a relevant municipal by-law (i.e. By-law Number 2003-209, "A By-law to Regulate Traffic") and regulatory signs must be installed at all vehicle entry and exit points.

Area speed limits are an additional tool for municipalities to establish consistent driving expectations within a neighbourhood by setting a uniform speed limit for an entire neighbourhood or area. This approach significantly reduces the number of signs required to implement broader speed limit changes, thereby lowering the costs associated with materials, planning, design, and installation. This provides an opportunity to reduce the posted speed limit in larger neighbourhood areas with significantly fewer signs than were required in the past.

Speed and Road Safety

Driving at an appropriate speed reduces the likelihood of a collision and injury severity if a collision does occur. It also provides a safety buffer by giving additional time to stop in an emergency. In the instance of a collision, rates of survival for pedestrians significantly increase at operating speeds of 40 km/h and further at 30 km/h, particularly when compared to operating speeds of 50 km/h.

As part of the development of the City's Road Safety Plan, speeding in residential areas was identified by the public as a top area of concern for residents. Similarly, this concern was reflected in the public engagement conducted as part of the redevelopment of the City's Traffic Calming Policy, which indicated that 83% of residents agree or strongly agree that speeding is a concern in their neighbourhood.

Reflecting these concerns, the City receives a large volume of requests annually from residents concerned about speeding on residential roads. Many of these requests include a desire for a reduced posted speed limit. Actioning these requests on a case-by-case basis with individual speed limit assessments is resource-intensive. When implemented along one road over another with similar characteristics, it can create confusion and concern among residents living along adjacent roads. Implementing speed limit reductions on an area basis allows the City to take action in setting appropriate, enforceable regulations to lower vehicle speeds within neighbourhoods.

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School Area Road Safety Improvements Project

In November 2023, Infrastructure Canada announced that the City of Kingston was successful in receiving \$240,000 for a project to improve school area road safety in neighbourhoods across Kingston over a three-year period. The grant funding, received through the Active Transportation Fund, was contingent on the City contributing \$160,000 in funds as part of this work. The scope of the project covered by the ATF grant includes the following elements:

- **Establishing Community Safety Zones in School Areas Citywide.** Community Safety Zones remind motorists that they are driving in an area with higher volumes of pedestrians and vulnerable road users, such as near schools. Community Safety Zones are a distinct regulatory tool from posted speed limits and the rules of the road for driving do not change within a Community Safety Zone. However, the fines for many traffic violations, including for speeding, are doubled within Community Safety Zones to improve compliance with the posted speed limit and to encourage motorists to drive with increased caution and care.
- **Speed Limit Reductions Along School Frontages.** Speed limit reductions are proposed along some school frontages. For example, some school frontages along local roads are proposed to be reduced to 30 km/h.
- **40 km/h Neighbourhood Area Speed Limits.** Speed limit reductions are proposed in neighbourhood areas surrounding schools by way of 'gateway' speed limit signage. These gateway signs are different from traditional speed limit signs in that they apply to the entire neighbourhood, meaning that all roads beyond that point within the neighbourhood are designated 40 km/h (unless otherwise posted).
- **Roadway Markings.** Messaging on the roadway will be included to bring additional awareness to school areas. Examples include "SCHOOL AHEAD", or the posted speed limit.

The project implementation was divided into three phases:

- **Phase 1 – Neighbourhood and School Area Pilots (Summer 2022 to Fall 2022):** Implement Community Safety Zones, 40 km/h Neighbourhood Area Speed Limits, pavement markings, and 30 km/h speed limit reductions along school frontages in two neighbourhoods: Strathcona Park and Westwoods.
- **Phase 2 – Citywide Community Safety Zone Implementation (Fall 2022 to Fall 2023):** Establish Community Safety Zones in school areas across the city. Establishing Community Safety Zones in school areas is a required step for the City to establish areas to implement Automated Speed Enforcement.
- **Phase 3 – Speed Limit Reductions and Pavement Marking Installations in School Areas (Spring 2024 to Spring 2026):** Implement Area Speed Limits in school areas,

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speed limit reductions along school frontages on local roads, and pavement markings in school areas to encourage safer school areas and more active travel.

The first two phases of this project have been completed. The larger third phase, which expands works in school areas and the surrounding neighbourhood, is outlined in further detail in this report.

Area Speed Limit Pilot in Kingston Neighbourhoods

Using the updated parameters for neighbourhood speed limits, the City undertook a pilot project in two neighbourhoods, Strathcona Park and Westwoods, where the speed limit was set to 40km/h within the neighbourhood and to 30km/h in areas on local roadways around schools. Details of the pilot implementation, including maps of the areas and signage used can be found at [Neighbourhood Road Safety - City of Kingston](#).

The pilot program allowed a consistent lower speed to be set for the neighbourhood to gauge resident acceptance and integrate as an additional tool within neighbourhoods to prioritize lower road speeds. The program rollout included information provided to all residents, school sites, and motorists in general.

With the initial introduction, there were several questions from residents regarding the rationale for the program and selection criteria for sign placement. However, no major concerns have been raised since the implementation. The approach was supported by the School Pedestrian Safety Working Group, comprised of representatives from school boards, Kingston Police, Tri-board Student Transportation Services, and Public Health KFL&A.

Speed data was captured post-implementation that showed the average speed in the Lancaster Drive school area of 31 km/h and the McMahon Avenue school area of 35 km/h. Average neighbourhood speeds were observed to be 37.5 km/h in Westwoods and 40.3 km/h in Strathcona Park. These observations represent a single data point from spring 2023, with additional data gathering planned for the future.

Review of Ontario Municipalities

Several cities in Ontario have either piloted an area speed limit approach or are in the process of applying an area speed limit approach citywide. A jurisdictional review was completed to understand commonalities in implementation strategies. Of the 17 municipalities reviewed, 10 have completed or are in the process of completing the implementation of neighbourhood area speed limit reductions citywide, four are piloting neighbourhood area speed limit reductions, and three have no current applications of area speed limits. A key commonality found was the prioritization of residential neighbourhoods that contain schools.

The most common approach involves reducing residential street speed limits to 40 kilometres per hour and school area street speed limits along local roads to 30 kilometres per hour. The table below summarizes the jurisdictional review completed.

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Table 1 – Jurisdictional Review Summary of Area Speed Limit Reductions

Municipality	Citywide Neighbourhood Area Speed Limit	Residential Area Speed Limit	School Frontage Speed Limit
Barrie	No	50 km/h	40 km/h
Brampton	Five neighbourhoods via pilot	50 km/h 40 km/h (via pilot)	10 km/h reduction on all roads adjacent to schools
Burlington	One neighbourhood via pilot	50 km/h 40 km/h (one ward via pilot)	40 km/h
Cambridge	Yes (in progress)	40 km/h	30 km/h
Guelph	Yes	40 km/h	30 km/h arterial and collector reduced by 10 km/h
Hamilton	Yes	40 km/h	30 km/h
Kitchener	Yes (in progress)	40 km/h	30 km/h
London	Yes (in progress)	40 km/h	40 km/h
Milton	One neighbourhood via pilot (city-wide approach proposed for review by Council in 2024)	50 km/h 40 km/h (via pilot)	40 km/h
Mississauga	Yes	40 km/h	30 km/h
Oakville	No	50 km/h	40 km/h
Oshawa	Five neighbourhoods via pilot	50 km/h 40 km/h (five neighbourhoods via pilot)	50 km/h 40 km/h pilot

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Municipality	Citywide Neighbourhood Area Speed Limit	Residential Area Speed Limit	School Frontage Speed Limit
Ottawa	Yes (in progress, inconsistent)	40 km/h	30-40 km/h
St. Catherines	Yes	40 km/h	40 km/h
Toronto	Yes (in progress)	30 km/h (ongoing)	30 km/h
Waterloo	Yes (in progress)	40 km/h	30 km/h
Windsor	No (in development)	50 km/h	40 km/h

Analysis

Based on a review of municipalities employing area speed limits in Ontario and the pilot program undertaken in Westwoods and Strathcona Park, staff note a number of benefits that could be achieved with a broader rollout of this program to neighbourhoods across the city. These benefits, outlined below, are proposed to be achieved by setting a neighbourhood area speed limit of 40 km/h, and with a further reduction to a posted speed limit of 30 km/h on local streets that front schools.

At a high level, an expansion of this approach allows for a consistent expectation for lower vehicle speeds in neighbourhoods to be set across the city and for those expectations to be incorporated into future designs and reconstructions of roadway areas. It also eliminates a patchwork of street-specific speed limit reductions that have been put in place to address specific concerns without extending the benefit to neighbouring areas. Unlike speed limits set on a block-by-block basis, consistent neighbourhood speed limit areas are better positioned to change driver behaviour by making lower operating speeds the standard condition.

The use of gateway signage at a neighbourhood level helps communicate a change in motorist behaviour required for an area without requiring multiple signs on each street. Further, setting the neighbourhood area limit to 40 km/h better allows for further speed limit reductions along school frontages where vulnerable pedestrian activity is highest.

While there are several benefits associated with reducing speed limits in this way, it is also important to highlight that a significant reduction in operating speeds typically requires interventions across enforcement, education, and engineering measures. It is expected that compliance concerns could increase when implemented in neighbourhoods citywide. However, staff note that a speed limit reduction to 40 km/h in neighbourhoods and 30 km/h along school frontages along local roads are important and supportive steps in improving road safety within neighbourhoods. This approach aligns with the ongoing and future work planned related to

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implementing traffic calming initiatives, neighbourhood bikeways, pedestrian crossings, and automated speed enforcement within neighbourhoods.

Proposed Implementation Plan

It is proposed that the third phase of the Active Transportation Fund (ATF) project and additional neighbourhood area speed limit work for the remainder of the city be integrated and completed in three phases to adequately address Council's priority to review all neighbourhood speed limits.

Phase 1 (Spring 2024 to End of 2025): Area Speed Limits in Neighbourhoods with Schools

This phase involves implementing area speed limits in 25 neighbourhoods with schools outlined in Exhibit B, speed limit reductions to 30 km/h along school frontages on local roads within the neighbourhood areas, and pavement markings to encourage safer school areas and more active travel in accordance with the scope of the ATF project. This phase is proposed to be prioritized as it has time-limited funding attached to completing this phase.

A phased schedule of work based on potential operational efficiencies and planned capital works will be developed and shared on the City's website outlining approximate timelines for work to be completed in each neighbourhood. Staff are recommending that flexibility be built into the schedule to allow for consideration of other works and factors, including consideration of the timing of Automated Speed Enforcement, planned capital works, and changes in the neighbourhood such as a school opening or closing. The installation of 40 km/h area speed limit signage will take place in tandem with the installation of 30 km/h speed limit signage along the frontage of schools. Pavement markings may be installed in multiple areas at one time and may not be coordinated with the installation of signage in the same way.

It should be noted that a large area in the City's central core comprised of six different neighbourhoods has been identified for further study. This area is complex, with several higher volume urban roads bisecting local roads in a grid manner. Staff will conduct a review of this area and develop an approach that recognizes the high pedestrian activity in the area, the quantity of signage that may be required, and the current design of arterial and collector roads in the area. A recommended approach will be developed by staff and presented in a report for Council's consideration by Q4 2024.

This phase of the project is currently funded through \$240,000 in grant funds from the Active Transportation Fund and an approved municipal capital budget allocation of \$160,000.

Phase 2 (2026): Area Speed Limits in Urban Neighbourhood Areas without Schools + Additional Traffic Calming Measures

This phase involves implementing area speed limits in the remaining 17 urban residential areas without schools, as shown in Exhibit B. This implementation requires less signage for each neighbourhood and is proposed to be completed throughout 2026. Notably, this phase also

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proposes to include the installation of driver feedback signs along key routes to schools as an additional traffic calming measure to supplement the lowered speed limits established in Phase 1.

This phase of the project is estimated at \$250,000 and can be completed within the approved capital budget.

Phase 3 (2027+): Broader Review of Speed Limits along Local Roads in Small Residential Areas

The final phase of work involves a broader review of speed limits along the remainder of residential roads in both the urban and rural areas, capturing the remaining local roads in residential areas outside of those included in Exhibit B. This work may require additional study and resources for several reasons, including:

A variety of cross-sections, uses and types of roadway conditions and road surfaces;

- Often lower volumes and little to no through traffic, other than those who live there or are visiting.
- May require additional communication to residents in these areas ahead of changes being made.

It is anticipated that this work can be completed at existing operating funding levels however any additional costs beyond the scope of the existing operating and capital budgets will be presented in a future budget submission if required.

Delegated Authority

Completing this work involves significant analysis, planning, field investigations (e.g., utility locates required for sign installations), and design work in over 40 neighbourhoods throughout the city. Staff are recommending that the Director of Transportation & Transit be delegated the authority to establish neighbourhood area speed limits and any other necessary speed limit reductions in the Traffic By-law through the adoption of an amending by-law on a Council agenda without an accompanying report to Council. This is intended to expedite the implementation and allow adjustments to be made if needed. Proposed amendments to By-law Number 2016-189, A By-law to Consolidate the Delegation of Powers and Duties, are included as Exhibit C. It is recommended that the amending by-law be given all three readings to allow staff to begin this work in the spring.

Communications Plan

A number of approaches will be used to inform residents about the neighbourhood area speed limit changes, including consideration for the following:

- Digital marketing using City accounts.
- Information and education shared with local schools for distribution.

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- Information available on the City's webpage.
- Roadside messaging.

Evaluation Plan

For the completion of the remaining phases, staff will be monitoring the speed limit reductions through the collection of before and after data. Staff note that it can take considerable time for a consistent baseline speed to be observed, and it is expected that there may be additional change in neighbourhoods citywide as area speed limits become the norm. Evaluation will be conducted over a three-to-five-year period post-installation and will be reported back to Council as part of transportation and traffic safety reporting.

Related Programs

In addition to the proposed neighbourhood area speed limits, the City offers a number of programs and other tools to address speeding concerns through enforcement, education, and engineering.

Community Safety Zones (CSZs) are implemented where public safety is of special concern or where public safety concerns are evident. Many set fines, such as speeding offences, are doubled within CSZs. CSZs are intended to be used in areas where there is a heightened need for motorists to be aware of vulnerable road users. CSZ boundaries have been set with consideration of a review of each school site, generally aligning with where pedestrian activity is high (i.e. along school frontages). This approach was outlined and endorsed by Council through [Community Safety Zones and School and Neighbourhood Area Speed Limits - Report Number 22-187](#). To date, staff have implemented Community Safety Zones along approximately 80 segments of roadway. Following the implementation of the School Area Road Safety Improvements project, staff will revisit the Community Safety Zone program and report back on more specific criteria for Community Safety Zone for other areas where public safety is of special concern, while ensuring that Community Safety Zones remain credible and effective.

The **Automated Speed Enforcement** program will be launched later this year. Automated Speed Enforcement will play a key role in reducing operating speed within Community Safety Zones in school areas. The implementation of 40 km/h area speed limits and further reductions down to 30 km/h along school frontages on local roads will be coordinated to ensure speed limits are not changing during the time that a speed camera is deployed.

Traffic Calming measures will be introduced as part of the implementation plan alongside the school area speed limit reductions. More broadly, the City's traffic calming program through the annual Councillor-selected program, community-based initiatives, and engineering-based measures included as part of future capital projects will further reinforce the need for drivers to reduce their speeds in neighbourhoods.

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Indigenization, Inclusion, Diversity, Equity & Accessibility (IIDEA) Considerations

This project is intended to enhance road safety in neighbourhoods and reduce obstacles and barriers for individuals, particularly vulnerable road users, school children, and those who travel in an active manner.

Existing Policy/By-Law

By-law Number 2003-209, A By-law to Regulate Traffic

By-law Number 2016-189, A By-law to Consolidate the Delegation of Powers and Duties

Financial Considerations

Funding for the majority of this project has been secured through a successful grant application to the Active Transportation Fund through the Government of Canada. Additional funding to ensure this program can be implemented in all neighbourhood areas was approved as part of the 2024 capital budget in anticipation of this work being undertaken. Additional funding to complete the remainder of individual roadways. No new funding is anticipated to be required at this time based on project estimates.

Contacts:

Matt Kussin, Manager, Transportation Policy & Programs, 613-546-4291 extension 1333

Other City of Kingston Staff Consulted:

Mark Dickson, Manager, Transportation Systems

Exhibits Attached:

Exhibit A – Sample of Speed Limit Area Signs

Exhibit B – Phased Implementation of 40 km/h Area Speed Limits

Exhibit C – Proposed Amendments to By-law Number 2016-189




Figure 1: Example of regulatory gateway signage required to establish an Area Speed Limit.

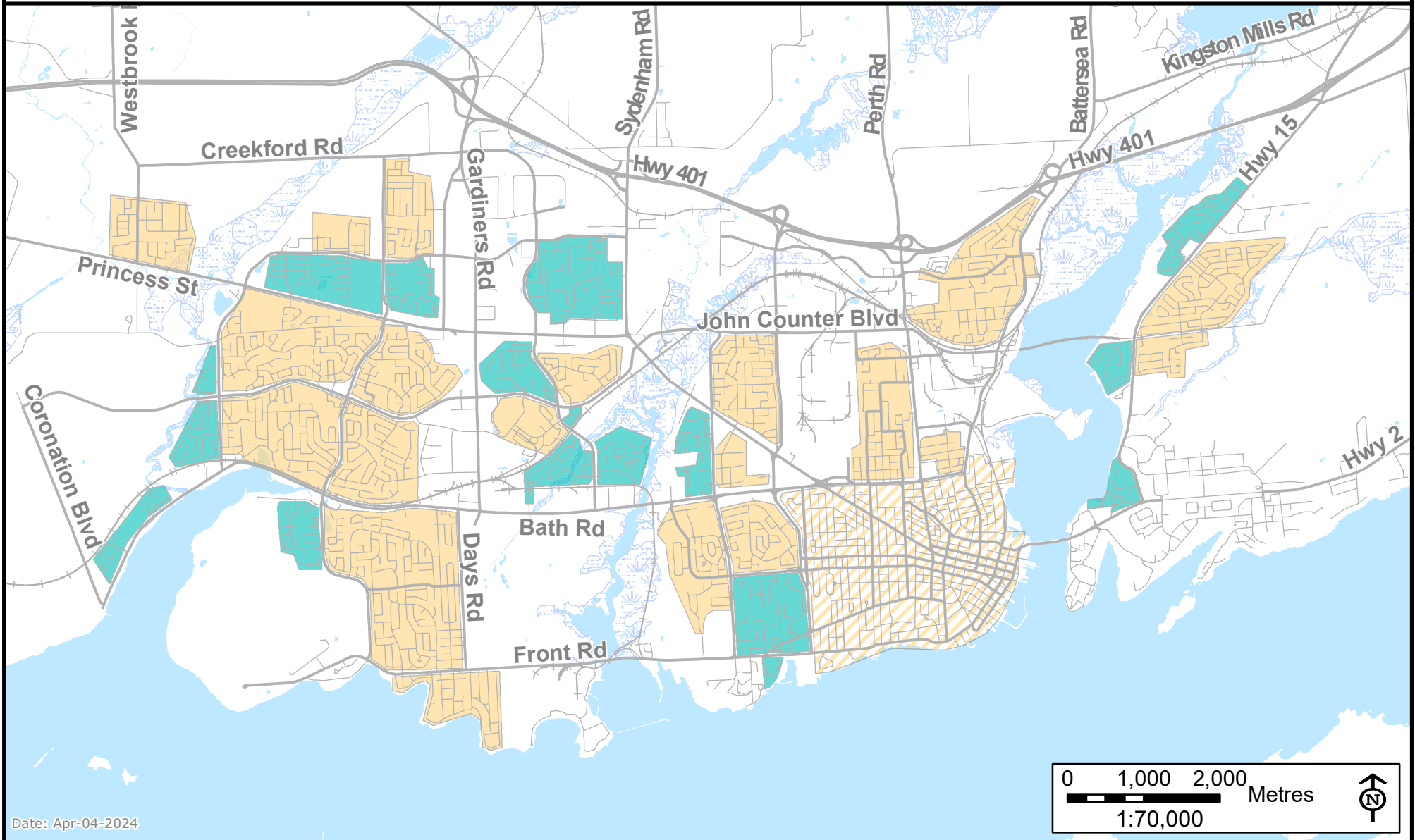


City of Kingston Phased Implementation of 40 km/h Area Speed Limits

Exhibit B to Report Number 24-058

IS&T
GIS

-  Phase 1 - Neighbourhoods with Schools
-  Phase 2 - Neighbourhoods without Schools
-  Phase 1 - Subject to Further Review



City of Kingston By-Law Number 2024–...

By-Law to Amend City of Kingston By-Law Number 2016–189, A By-Law to Consolidate the Delegation of Powers and Duties

Whereas:

The Corporation of the City of Kingston (the “**City**”) is a single-tier municipality incorporated pursuant to an order made under section 25.2 of the *Municipal Act*, R.S.O. 1990, c. M.45.

The powers of a municipality must be exercised by its council (*Municipal Act, 2001*, S.O. 2001, c. 25 (the “**Municipal Act, 2001**”), s. 5 (1)).

A municipal power must be exercised by by-law unless the municipality is specifically authorized to do otherwise (*Municipal Act, 2001*, s. 5 (3)).

A single tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public (*Municipal Act, 2001*, s. 10 (1)).

On October 4, 2016, council for the *City* (“**council**”) enacted *City of Kingston By-Law Number 2016-189, “A By-Law to Consolidate the Delegation of Powers and Duties”*.

Council considers it necessary and desirable for the public to amend *City of Kingston By-Law Number 2016–189*:

Therefore, *council* enacts:

1. Amendment

1.1 *City of Kingston By-Law Number 2016–189* is amended as follows:

(a) By adding the following delegated authority to Schedule A:

Delegate	Delegated Authority Description	Enabling By-Law or Council Motion/Resolution
Director of Transportation	Authority to submit, for all three readings, such by-laws necessary to amend By-law Number 2003-	By-Law Number 2024-XXX

By-Law to Amend By-Law 2016–189

and Transit, or their delegate	209, A By-Law To Regulate Traffic, to establish Designated Areas, prescribe Area Speed Limits and any necessary changes related to prescribing Area Speed Limits, and to establish Designated Areas, prescribe Area Speed Limits and any necessary changes related to prescribing Area Speed Limits, and to prescribe lower rates of maximum speed that apply to highways or parts of highways under the jurisdiction of the City of Kingston, including placement on the Council Agenda without requiring in each instance an accompanying Report to Council.	
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2. Coming into Force

2.1 This by-law will come into force and take effect on the day it is passed.

By-Law to Amend By-Law 2016–189

1st Reading date

2nd Reading date

3rd Reading date

Passed date

Janet Jaynes
City Clerk

Bryan Paterson
Mayor