TO: Bert Meunier, Chief Administrative Officer
FROM: Terry Willing, Acting Commissioner, Planning & Development Services
PREPARED BY: Chris Sleeth, Traffic Supervisor, Engineering Division
DATE OF MEETING: October 19, 2004
SUBJECT: PROPOSED ALL-WAY STOP SIGN LOCATIONS

RECOMMENDATION TO COUNCIL:

That a By-Law be presented to City Council to amend By-Law 2003-209 to establish All-Way Stop Control at the following intersections:

- Lincoln Drive / Hudson Drive at Development Drive
- Bagot Street at West Street

Add: To Schedule C-3 All-Way Stop Signs

<table>
<thead>
<tr>
<th>Highway</th>
<th>At</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Drive / Hudson Drive</td>
<td>Development Drive</td>
</tr>
<tr>
<td>Bagot Street</td>
<td>West Street</td>
</tr>
</tbody>
</table>

ORIGIN/PURPOSE:

Engineering Division staff has been reassessing intersections within the City to determine if all-way stops are warranted using the new City of Kingston warrants. Based on these reassessments, the above-noted locations are being recommended for all-way stop control.
OPTIONS/DISCUSSION:

Lincoln Drive / Hudson Drive at Development Drive

This location meets all warrants which include total vehicle volume, the number of vehicles and pedestrians on the minor street crossing the major street and the warrant for vehicle split. Therefore, is recommended for all-way stop control.

Bagot Street at West Street

This location also met all warrants and is therefore recommended for an all-way stop.

Noise By-Law Consideration

Not applicable

Impact on parking

Not applicable

EXISTING POLICY/BY-LAW:

By-law 2003-209 (Traffic)

LINK TO STRATEGIC PLAN:

Not applicable

FINANCIAL CONSIDERATIONS:

No financial implications are to be considered in this report.

CONTACTS:

Speros Kanellos, P. Eng., Manager, Engineering Division, 384-1770, ext. 3133
Chris Sleeth, Traffic Supervisor, Engineering Division, 384-1770, ext. 3149

DEPARTMENTS/OTHERS CONSULTED AND AFFECTED:

Engineering Division
Kingston City Police
NOTICE PROVISIONS:
All street closures are advertised in the local paper prior to the closing.

APPENDICES:
Appendix A – Drawing - All-Way Stop Locations

Terry Willing,
Acting Commissioner, Planning & Development Services

Bert Meunier
Chief Administrative Officer

K:\Public\2004\Reports To Council - Traffic\04-397 All Way Stops.Doc
TO: Bert Meunier, Chief Administrative Officer
FROM: Terry Willing, Acting Commissioner, Planning & Development Services
PREPARED BY: Chris Sleeth, Traffic Supervisor, Engineering Division
DATE OF MEETING: October 19, 2004

SUBJECT: TEMPORARY STREET CLOSURE: KING STREET WEST FROM BARRIE STREET TO LOWER UNIVERSITY AVENUE NOVEMBER 11, 2004 REMEMBRANCE DAY CEREMONIES

RECOMMENDATION TO COUNCIL:

That a by-law be presented to City Council to provide for the temporary closure of part of King Street West from Barrie Street to Lower University Avenue on Thursday, November 11, 2004 from 9:30 a.m. to 11:30 a.m., for community purposes, the Remembrance Day Ceremonies at the Cross of Sacrifice Monument, subject to the following:

1. Cultural Services Division shall pay for the cost of advertising the temporary street closure; and
2. That Cultural Services Division will be responsible for the acquiring/renting, placing and removal of all barricades necessary to fully close the roadway(s) affected and install advance signage to indicate the street closure and install detour signage.

ORIGIN/PURPOSE:

Cultural Services Division of the City of Kingston requests a temporary street closure for their Remembrance Day ceremonies.

OPTIONS/DISCUSSION:

Cultural Services Division of the City of Kingston has requested to temporarily close King Street West between Barrie Street and Lower University Avenue between 9:30 a.m. and 11:30 a.m. in order to stage the Community Civic Service of Remembrance. The applicant has contacted Kingston General Hospital to advise that City Police will ensure access for all vehicles requiring access to the emergency entrance of the Hospital.
Traffic along King Street is moderate at this time of day and the detour is for a short duration.

City Police will be assisting in traffic control.

**Noise By-Law Consideration**

Noise By-Law No. 9309 “A By-Law of the Corporation of the City of Kingston to Control Noise”, exempts special neighbourhood social events on streets or other lands authorized by City Council from the provisions of the by-law.

**Impact on parking**

None

**EXISTING POLICY/BY-LAW:**

Ontario Municipal Act 2001, S.O. c. 25, Section 11(1)

**LINK TO STRATEGIC PLAN:**

Not applicable

**FINANCIAL CONSIDERATIONS:**

No financial implications are to be considered in this report.

**CONTACTS:**

Leslie Kimble, Assistant Leader, Culture Services Division, 546-4291, ext. 1706
Speros Kanellos, P. Eng., Manager, Engineering Division, 384-1770, ext. 3133
Chris Sleeth, Traffic Coordinator, Engineering Division, 384-1770, ext. 3149

**DEPARTMENTS/OTHERS CONSULTED AND AFFECTED:**

Cultural Services Division
Engineering Division

**NOTICE PROVISIONS:**

All street closures are advertised in the local paper prior to the closing.

**APPENDICES:**

Appendix A - Drawing - Street Closure
Terry Willing
Acting Commissioner, Planning & Development Services

Bert Meunier
Chief Administrative Officer
TO: Bert Meunier, Chief Administrative Officer
FROM: Terry Willing, Acting Commissioner, Planning & Development Services
PREPARED BY: Chris Sleeth, Traffic Supervisor, Engineering Division
DATE OF MEETING: October 19, 2004
SUBJECT: BUS LOADING ZONE AND PARKING RESTRICTIONS ON ST. MARTHA STREET FOR ST. MARTHA SCHOOL

RECOMMENDATION TO COUNCIL:

That a By-Law be presented to City Council to amend By-Law 24 (Traffic) to change the existing parking restrictions on St. Martha Street and to add a bus loading zone on St. Martha Street.

BY-LAW No. 24 Section 30: (No Stopping Any Time)

Add:

St MARTHA STREET North Side
from Molly McGlynn Street to Greenwood Park Drive
Between the hours of 7:30 am and 4:00 pm – School days only

BY-LAW No. 24 Section 47: (School Bus Loading Zone)

Add:

St. MARTHA STREET South Side
from 11.0 metres west Molly McGlynn Street westerly 112.0 meters
School Days Only

ORIGIN/PURPOSE:

The Tri-board Student Transportation Services has requested a school bus loading zone for St. Martha Catholic School.

OPTIONS/DISCUSSION:

The Tri-Board Student Transportation Services and the Algonquin and Lakeshore District Catholic School Board are requesting that a School Bus Loading Zone be made at 455 St. Martha Street in front of the school. This will allow buses to park in the designated location on the paved portion of the boulevard between the curb and the sidewalk directly in front of the school without activating their lights or putting out their stop arms and signs. Also requested is that No Stopping signs be installed across from the
school for the safety of children darting between the buses and crossing the street to parent vehicles. A designated location to pick up and drop off students is being provided on the school grounds as well as beyond the school bus loading zone on the same side of the street. This will eliminate the need for the children to cross St. Martha Street at these busy times before and after school.

Noise By-Law Consideration

Not applicable

Impact on parking

Will eliminate parking on St. Martha Street in front of the school during school times.

EXISTING POLICY/BY-LAW:

By-Law 24 (Traffic)

LINK TO STRATEGIC PLAN:

Not applicable

FINANCIAL CONSIDERATIONS:

No financial implications are to be considered in this report.

CONTACTS:

Speros Kanellos, P. Eng., Manager, Engineering Division, 384-1770, ext. 3133
Chris Sleeth, Traffic Supervisor, Engineering Division, 384-1770, ext. 3149
Paula Nichols, Manager of Parking Services Division, 546-4291, ext. 1279

DEPARTMENTS/OTHERS CONSULTED AND AFFECTED:

Engineering Division
Parking Division

NOTICE PROVISIONS:

Not applicable

APPENDICES:

Appendix A - Drawing - Parking Restrictions and Bus Loading Zone.
Terry Willing,
Acting Commissioner, Planning & Development Services

Cherie Meunier
Chief Administrative Officer