



City of Kingston
Environment, Infrastructure & Transportation Policies Committee
Special Meeting Number 06-2024
Minutes

Tuesday, May 28, 2024 at 6:00 p.m.
Hosted at City Hall in Council Chamber

Committee Members Present

Councillor Cinanni, Chair
Councillor Amos
Councillor Chaves
Councillor Hassan
Councillor Stephen
Councillor Tozzo

Regrets

None.

Staff Members Present

Henk Brilliams, Project Manager, Transportation
Mark Dickson, Manager, Transportation Infrastructure
Allison Hannah, Committee Clerk
Matt Kussin, Manager, Transportation Policy & Programs
Christine O'Connor, Committee Clerk
Ian Semple, Director, Transportation & Transit

Others Present

Maria King & Eric Stewart, Dillon Consulting

Members of the public were present.

This is not a verbatim report.

Meeting to Order

The Chair called the meeting to order at 6:01 p.m.

Approval of the Agenda

Moved by Councillor Tozzo

Seconded by Councillor Amos

That the agenda be amended to include the addendum, and as amended, be approved.

Carried

Confirmation of Minutes

There were none.

Disclosure of Pecuniary Interest

There were none.

Delegations

- a) Roger Healy was present and spoke to the Committee regarding the Williamsville Transportation Study Conclusions.

Mr. Healy spoke to the Committee and voiced his support for Alternative 2B of the Williamsville Transportation Study Conclusions.

There were no questions from the Committee.

Briefings

- a) Ian Semple was present and briefed the Committee regarding the Williamsville Transportation Study Conclusions.

Mr. Semple conducted a PowerPoint presentation regarding the Williamsville Transportation Study Conclusions. A copy of the presentation is available upon request through the City Clerk's Department.

Mr. Semple introduced transportation consultants, Maria King and Eric Stewart, to help answer questions from the Committee.

Councillor Stephen thanked staff for the presentation and noted how Alternative 2B responded well to what the community was looking for. She asked that if left turn lanes were removed if buses would still have priority signalling. She noted that this would be a good way to bypass traffic concerns with left turning vehicles. Mr. Semple explained that transit signal priority does exist and an approved project to bring centralized signalling was in progress. He further noted that the equipment being installed in the section of Princess Street to be rebuilt would have this technology installed.

Councillor Tozzo emphasized the importance of accessibility and sought clarification on a highlighted red portion of the proposed work shown in the presentation. Mr. Semple clarified that there is a small portion between Macdonnell Street and Smith Street that is particularly narrow and would require land acquisition. Ms. King added that land acquisition would be required to fit 1.8-2.0 metre sidewalks on the north side of the street. She stated that at the Macdonnell Street intersection there would be an opportunity to discuss acquisition with property owners once in detailed design.

Councillor Amos thanked staff for their work on this report and asked if there has been collaboration with Utilities Kingston. He inquired about the elevation of the cycle track and if snowplows would be able to plow it. Mr. Semple explained that Utilities Kingston had been a part of the constructability reviews where it has been determined that utilities would need to go underground. He explained that Public Works Services had also been involved in the constructability review process and are committed to maintaining the cycle tracks. He noted that all changes would be finalized at the detailed design stage. Ms. King pointed to the elevation and added that there will be a 0.6 metre mountable curb where the cycle track is set above of and an additional 0.2 metre barrier curb to separate the cycle track from the sidewalk.

Councillor Hassan thanked Mr. Semple for the presentation and sought further clarification for on-street parking, commercial loading zones, and what that would look like for cyclists and for businesses that front Princess Street. Mr. Semple explained that parking is not permitted on the cycle track and this would be demonstrated using signage and physical barriers. He added that motorists would be encouraged to park on side streets. He stated that commercial loading zones would also be located on side streets and the businesses on Princess Street have been included in the consultation process for this study.

Councillor Chaves stated that this was an example of good public engagement. He sought confirmation that the sidewalks in Alternative 2B as outlined in the report would meet the requirements under the *Accessibility for Ontarians with Disabilities Act* (AODA). He also asked what safety measures would be put in place to provide

distinction from the roadway to the cycle track and for bus stops. Mr. Semple confirmed that all sidewalks would be AODA compliant. He explained that the differentiation between the road and the cycle track will be determined during detailed design but will include signage around bus stops. Ms. King added that the AODA requires a sidewalk to be approximately 1.5 metres wide and there will be no segments of the sidewalk that will be less than the AODA requirement. She pointed to the Macdonnell intersection and stated that there would be an adjustment required there. She added that Alternative 2B also includes a frontage and finishing zone that allows for a buffer of approximately one metre that permit adjustments.

Business

a) Williamsville Transportation Study Conclusions

The Chair provided an opportunity for members of the public to ask questions.

David Gordon voiced his support for Alternative 2B of the Williamsville Transportation Study Conclusions. He added that as a cyclist, he believes this section of Princess Street is the most dangerous to cycle in the City, although due to location, is also one of the most convenient routes for cyclists to take.

John Grenville expressed his support for Alternative 2B of the Williamsville Transportation Study Conclusions. He stated his support for the elimination of parking on this section of Princess Street. He expressed concern about moving parking to the side streets. He added that the cost of parking is expensive and worried for an increase in illegal parking. He asked what steps the City will take to increase parking enforcement.

Vicki Schmolka indicated her support for Alternative 2B of the Williamsville Transportation Study Conclusions. She thanked staff for listening to the public and for ensuring compliance with accessibility standards. She asked when will this work is estimated to be constructed.

In response to the public questions, Mr. Semple explained that one of the recommendations in the report indicates that in addition to developing a detailed design for this project, staff will also develop an operating maintenance and service plan which will include enforcement. He noted that there has been a history of parking infractions in Williamsville and that staff would seek to address it. He added that there is an approved project for at least one section from Alfred Street to Division Street and construction is slated to begin in 2025/2026.

Councillor Tozzo thanked staff for the report and for taking into consideration community feedback. He also thanked members of the public for submitting correspondence.

The Chair was passed to Councillor Stephen.

Councillor Cinanni thanked staff for including feedback and bringing this project back to the Committee. He added that the public did good job for advocating for themselves and thanked those involved in this process.

The Chair was returned to Councillor Cinanni.

Moved by Councillor Chaves

Seconded by Councillor Stephen

That the Environment, Infrastructure and Transportation Policies Committee recommend to Council on June 4, 2024:

That the conclusions of the Williamsville Transportation Study presented in Report Number EITP-24-018 be adopted by Council; and

That the preferred concept for Princess Street that prioritizes cycle tracks and pedestrian infrastructure, identified as Alternative 2B in Report Number EITP-24-018, be incorporated into the detailed design and reconstruction of Princess Street as part of future capital projects and redevelopment opportunities; and

That the identified neighbourhood cycling network and facilities, as identified in Exhibit A and Exhibit G in Report Number EITP-24-018, be incorporated into future capital projects and development opportunities planned for identified streets; and

That the green street principles and concepts, as identified in Exhibit A in Report Number EITP-24-018, be established as options that can be integrated into neighbourhood streets slated for reconstruction in approved and future capital budgets; and

That Council direct staff to develop plans for operations, maintenance, enforcement, and other ongoing actions to support new infrastructure on Princess Street, the neighbourhood cycling network, and local streets where green street elements are added to be incorporated into future capital and operating budgets.

Carried

Motions

There were none.

Notices of Motion

There were none.

Other Business

Councillor Tozzo mentioned that it is National Accessibility Week, and thanked Councillors for wearing a red shirt showing their support.

Councillor Hassan thanked staff for their hard work. He also thanked those who participated in the study and encouraged others to take the opportunity to get involved.

Councillor Stephen mentioned that June is Sustainable Transportation month. She encouraged everyone to participate in the Kingston Commuter Challenge. She added that there are different events going on in the City, and it is important to take this opportunity to try other modes of transportation.

Correspondence

See Agenda and Addendum.

Date of Next Meeting

The next meeting of the Environment, Infrastructure and Transportation Policies Committee is scheduled for Tuesday, June 11, 2024, at 6:00 p.m.

Adjournment

Moved by Councillor Chaves
Seconded by Councillor Amos

That the meeting of the Environment, Infrastructure and Transportation Policies Committee adjourn at 6:59 p.m.