



**City of Kingston**  
**Information Report to Environment, Infrastructure & Transportation Policies**  
**Committee**  
**Report Number EITP-25-003**

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<b>To:</b>	<b>Chair and Members of the Environment, Infrastructure &amp; Transportation Policies Committee</b>
<b>From:</b>	<b>Brad Joyce, Commissioner, Infrastructure, Transportation &amp; Emergency Services</b>
<b>Resource Staff:</b>	<b>Ian Semple, Director, Transportation &amp; Transit</b>
<b>Date of Meeting:</b>	<b>December 10, 2024</b>
<b>Subject:</b>	<b>Street and Pathway Lighting Process and Prioritization</b>

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**Council Strategic Plan Alignment:**

Theme: 3. Build an Active and Connected Community

Goal: 3.1 Expand parks and recreation opportunities and participation.

**Executive Summary:**

Lighting in public spaces is an important element in supporting active transportation and enhancing quality of life in urban areas. Appropriate lighting can ensure visibility for pedestrians, cyclists, and motorists and contribute to increased safety and accessibility.

The City regularly receives requests from residents, businesses, community groups, and Councillors to provide new or upgraded lighting on streets, pathways, and within neighbourhood areas. These requests are reviewed, prioritized, and actioned based on available capital resources or as part of larger projects. This report outlines the processes used to evaluate and prioritize these lighting requests.

For street light requests, the City uses a warranting process aligned with the Transportation Association of Canada (TAC) Guidelines. This ensures decisions are based on standardized criteria, balancing safety, operational needs, and resource allocation. The TAC guidelines include factors such as geometric conditions (road curves, grades, intersections), operational considerations (traffic volume, speed, pedestrian activity), environmental factors (land use, weather, light pollution), and historical collision data.

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For pathway and neighbourhood lighting requests, the City uses an assessment process focused on safety and active transportation. Evaluation criteria include pedestrian usage (with high-usage areas rated highest), geometric features (curves, blind spots, surface type), proximity to amenities (parks, schools, transit), and community input. Areas with challenging geometries, high pedestrian traffic, or serving as links to key amenities are prioritized.

The City maintains a prioritized list of lighting projects based on the evaluation of street and pathway lighting requests, which are implemented annually within available capital funds. Implementation planning considers the scope, complexity, and opportunities to integrate with other capital projects for efficiency, though these factors are not part of the formal evaluation process. Updates on lighting projects are provided annually during the capital budget process or as requested.

**Recommendation:**

This report is for information only.

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**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

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

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

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**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
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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### **Options/Discussion:**

Street and pathway lighting in public areas is an important element in enhancing public safety, supporting active transportation, and improving the overall quality of life in urban areas. Proper lighting helps to ensure visibility for pedestrians, cyclists, and drivers, reducing the risk of accidents and crime, especially during the darker hours of the day. Lighting can also play a key role in creating a welcoming and accessible environment.

The City frequently receives and tracks requests from residents, businesses, community groups and Councillors for lighting enhancements, including pathway lighting, neighbourhood area lighting, and street lights. These requests are regularly reviewed, prioritized, and are actioned as individual upgrades based on available capital resources or as a component of larger capital projects.

This report provides information on the processes used to evaluate and prioritize pathway, neighbourhood, and street lighting requests.

### **Warranting Process for Street Light Requests**

Street lighting is provided along city streets to illuminate vehicle road lanes and adjacent sidewalk areas. The City evaluates street light requests using a warranting process guided by the Transportation Association of Canada (TAC) Guidelines. This approach ensures that decisions are based on standardized criteria, balancing safety, operational needs, and resource allocation.

Evaluation criteria included as part of the TAC guidelines are as follows:

- Geometric factors including roadway curves, grades, intersections, and visibility considerations.
- Operational factors including reviews of traffic volume, speed, and pedestrian activity.
- Environmental factors that assess surrounding land use, weather conditions, and light pollution.
- Historic collision data to identify areas with higher risks.

### **Assessment Process for Pathway and Neighbourhood Lighting**

For lighting requests on pathways in neighbourhoods or within parks where vehicles are not present, the City uses an assessment process that is focused on active transportation users, safety, and opportunities to increase access to neighbourhood amenities.

The specific criteria used for in this assessment is as follows:

- **Usage** - Pedestrian and pathway usage data are collected over seven-day, 24-hour periods during months of higher activity (April–October). Requests are rated based on daily counts, with high-usage areas (e.g., 1,000+ users/day) receiving the highest score of 10.

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- **Geometry** - Pathway characteristics such as curves, blind spots, and elevation changes. Surrounding environment, including open areas vs. dense tree coverage. Surface type (asphalt, gravel, grass) and availability of rest areas with benches. Locations with challenging geometries or lower visibility are prioritized for safety improvements.
- **Amenity Access** - Proximity to parks, schools, libraries, shopping centers, recreational facilities, and public transit. Pathways serving as links for active transportation or transit are given higher priority.
- **Community Input** - All requests from Councillors and residents are tracked by location and frequency, allowing identification of recurring or widespread concerns over time.

### **Planning for Implementation**

Based on the street lighting warrants and pathway lighting assessments, a prioritized list of new or upgraded locations is maintained with stand-alone projects completed annually based on available capital funds.

In planning for implementation, staff review scope, complexity, and opportunities to integrate with other capital projects for efficiency however these factors are not included in the formal scoring. Updates on planned lighting projects will be provided during the capital budget process.

### **Climate Risk Considerations**

The addition of lighting within the City's transportation network and park network increases opportunities for active transportation which can help shift trips and activities away from a reliance on motor vehicles.

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

Adding new or upgraded lighting along pathways increases accessibility, safety, and transportation options for all residents.

### **Financial Considerations**

Funding for the planned lighting projects is included in the City's approved or forthcoming capital budget.

### **Contacts:**

Mark Dickson, Manager, Transportation Systems, 613-546-4291 extension 3254

### **Other City of Kingston Staff Consulted:**

None

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**Exhibits Attached:**

None