

KINGSTON TRANSPORTATION MASTER PLAN

Newsletter No. 3

June 2002

Three Scenarios for Kingston's Transportation System in the future...

Based on your input during Phase I and II of the study, the team has developed three scenarios for the future of Kingston's transportation system. Will we be **Staying on Track** and continue to expand the transportation system to accommodate the automobile? Will we be **Switching Gears** to a system that recognizes the automobile, but increases the role of transit, walking and cycling? Or will we take **A New Direction** to reduce automobile use and provide a system for residents to rely on transit and other methods of transportation to get to work and school? Please tell us the scenario you envision for the future of transportation in Kingston. Simply review the enclosed material and complete the questionnaire or record your answers on the telephone talk back line. The questionnaire will also be available at upcoming consultation events, and online at www.ktmp.ca.



FOR MORE INFORMATION:

www.ktmp.ca

CONTACT US!

info@ktmp.ca
(613) 384-1770 ext.124

Dillon Consulting:

Shannon Claggett
P.O. Box 22011
Kingston, Ontario
K7M 8S5
Phone: (613) 389-0375
Fax: (613) 389-8387

Municipal Contact:

Joe Gallivan
Project Manager
City of Kingston
216 Ontario Street
Kingston, Ontario
K7L 2Z3
Phone: (613) 384-1770
ext. 184

UPCOMING CONSULTATION EVENTS

PUBLIC MEETING

Thursday, June 6, 2002

7:00 - 9:00 pm

Memorial Hall, City Hall

A presentation by the study team will outline the three scenarios for the future of transportation in Kingston.

OPEN HOUSES

Wednesday, June 12, 2002

4:00 - 8:00 p.m.

Room B, Isabel Turner Library

Thursday, June 13, 2002

4:00 - 8:00 p.m.

Kingston Fire and Rescue Station 3,
Gore Road

Members of the study team will be available to discuss the three scenarios and answer any questions or concerns.

HOUSEHOLD TRAVEL - TELEPHONE SURVEY RESULTS

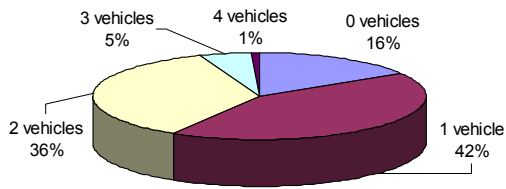
In January and February 2002, the KTMP study team conducted a telephone survey of over 2,600 households in the Kingston area. The survey focused on the travel choices and behaviours of each member of the household, on the day before the survey.

Residents welcomed us into their daily lives and reported on over 16,000 travel trips. The travel trips are defined by destinations. For example, if you travel from work to the daycare, to the store and to home, you have identified three travel trips. Similarly if you have traveled from work to the bus stop and the bus stop to home, you would have identified two travel trips.

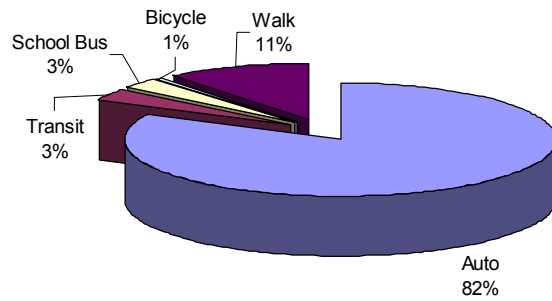
The survey has provided a snap shot of Kingston's travel patterns today and will be used to understand where, when and how Kingston residents travel around town. It will also be used to estimate the improvements necessary to accommodate the transportation system over the next 20 years.



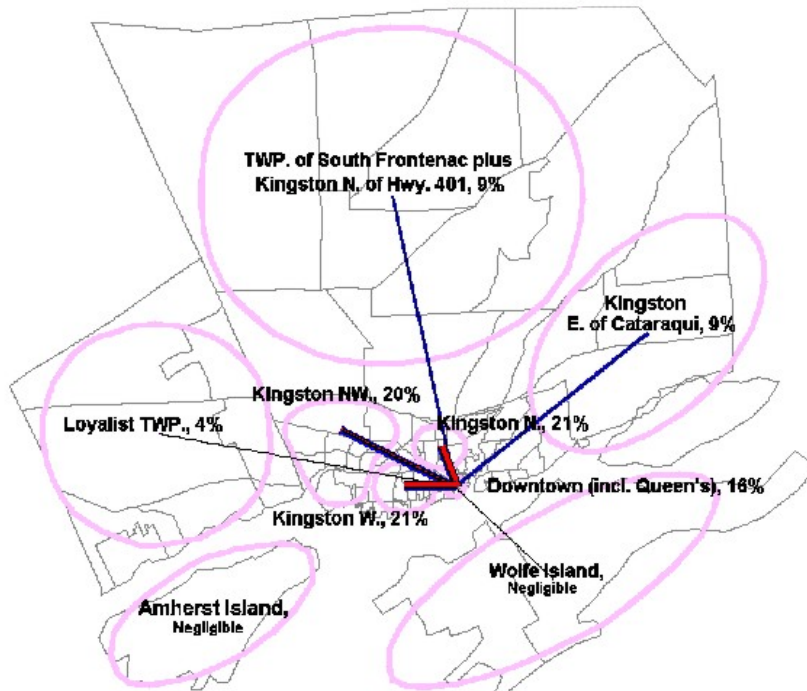
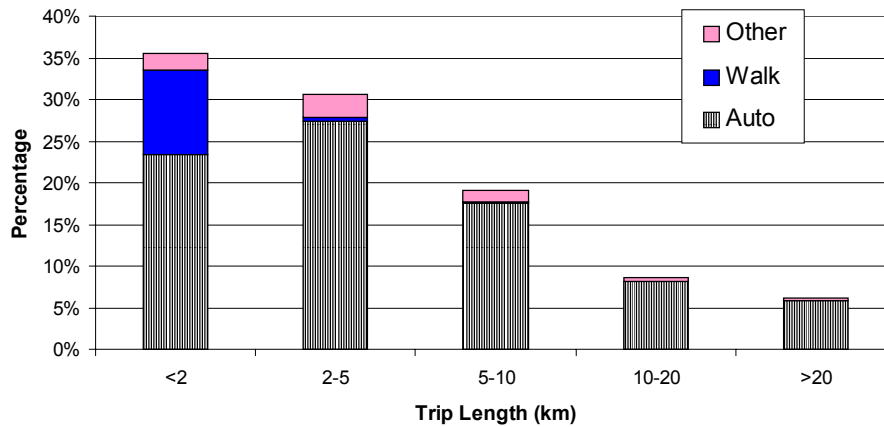
Vehicles Available per Household



Method of Transportation (All Day)



Trip Length by Method of Transportation



Percentage of Auto Trips to and from the Downtown (incl. Queen's) during the PM Peak Period (3:30 to 6:30 PM)

Transportation Principles

Urban Structure and Land Use - Plan for increased densities and more mixed land use.

Walking - Promote walking as the preferred mode of person trips.

Cycling - Increase opportunities for cycling as an optional mode of travel.

Transit - Provide higher quality transit service to increase its attractiveness relative to the private auto.

Automobile - Create an environment in which automobiles can play a more balanced role.

Parking - Plan parking supply and price to be in balance with walking, cycling, transit and auto priorities.

Special User Needs - Design and operate transportation systems which can be used by the physically challenged.

Goods Movement - Improve the efficiency of the urban goods distribution system.

Inter-Modal Integration - Promote inter-modal and inter-line connections.

New Technology - Promote new technologies which improve urban mobility and help protect the environment.

System Optimization - Optimize the use of existing transportation systems to move people and goods.

Environment - Ensure the urban transportation decisions protect and enhance the environment.

Financing - Create better ways to pay for future urban transportation systems.

PHASE III – IDENTIFYING A SCENARIO FOR THE FUTURE

From both the questionnaires we received in the fall and the telephone survey conducted this winter, it is apparent that residents highly value their quality of life and recognize the threats posed by automobiles and pollution. But to what extent are you prepared to accept disincentives to automobile use, such as higher parking fees and congested roads, and incentives for using other methods of transportation, such as a free shuttle service in the downtown. This must still be determined.

The KTMP study team has developed three scenarios for the future of transportation in the City of Kingston – **Staying on Track, Switching Gears and A New Direction**. These scenarios range from a future that places priority on the automobile and continues to provide the facilities and services similar to today, to a future that places priority on all other methods of transportation and provides the facilities and services to encourage transit, cycling and walking, by making it less convenient to use the automobile.

The following summary highlights the three scenarios and identifies how each could influence the transportation principles (automobile, transit, parking, walking and cycling). For more information please refer to **Questionnaire 2, Choosing a Scenario for the Future** or plan to attend any of the upcoming consultation events or visit the project website www.ktmp.ca.

Scenario 1 - Staying on Track

This scenario will continue to build and improve the roadway and services necessary to meet today's trends and priorities. Emphasis will be placed on movement of the automobile. Existing pedestrian pathways, cycling routes and links to public transit facilities will be maintained, with some expansion.

How will Scenario 1 affect the Transportation Principles?

Automobile:

- it will not create a more balanced role for the automobile
- it will continue to provide a road system which facilitates automobile travel
- it will involve widening and/or adding new roadways

Transit:

- it will not encourage higher quality transit service
- it will continue to focus on transit service in the urban areas of the City
- it will continue to plan school, specialized and tourist transit services independently

Parking

- it will eliminate some on-street parking spaces in the downtown during rush hour to allow enough road space for automobiles
- it will reduce off-street parking spaces downtown to allow for re-development

Walking and Cycling

- it will somewhat support walking and cycling as preferred methods of travel
- it will continue to maintain existing pedestrian and cycling paths and routes, with some expansion
- it will somewhat support waterfront pathways and links to the transit service

Scenario 2 - Switching Gears

This scenario identifies facilities and services necessary to reduce automobile use and increase the use of other methods of transportation. Emphasis will be placed on making transit, walking and cycling more convenient and attractive. More links to support other methods of transportation will be created (e.g. park-and-ride lots, cycling and pedestrian routes connected with major public transit stops).

How will Scenario 2 affect the Transportation Principles?

Automobile

- it will allow automobile travel to become somewhat less convenient
- it may delay or avoid some road widening or new roads (such as a third crossing of the Cataraqui River) due to the increased usage of other methods of transportation
- it will reduce the road budget to allow for increased spending on other methods of transportation

Transit

- it will support more links between the transit service and other methods of transportation
- it may provide transit service to new and rural areas of the City
- it will plan some of school, specialized and tourist transit services in a coordinated manner
- it will increase spending on transit services, vehicles and marketing

Parking

- it may require removing some downtown on-street parking spaces to facilitate cycling, walking and transit use
- it will support higher parking fees to promote the use of transit, cycling and walking

Walking and Cycling

- it will support pedestrian and cycling connections to transit and encourage transit use
- it will increase spending to improve and add facilities (bike racks, change/shower areas)
- it will require new development to include elements that promote walking and cycling

- it will delay or avoid some road widening and/or new roads (such as a third crossing) due to increased use of other methods of transportation (transit, walking, cycling)
- it will substantially increase spending on non-automobile transportation at the expense of the roads budget to encourage transit, walking, and cycling

Transit

- it will promote transit as an attractive method of transportation by servicing all areas of the City
- it will offer a complete range of services, including fixed urban routes and active routes in rural areas
- it will be fully coordinated to provide seamless transfers
- it will fully coordinate the local transit system with the inter-city bus, train, ferry and airport services
- it will provide a door-to-door transit trip that is comparable with the convenience of an automobile trip

Parking

- it will not support additional parking with development
- it will continue to support short-term, on-street parking spaces in the downtown
- it will encourage some parking (such as employee parking) in outer areas with frequent shuttles to downtown

Walking and Cycling

- it will include a complete walking and cycling network with widespread connections and links to transit
- it will increase spending to add and improve facilities
- it will require that pedestrians and cyclist be accommodated in any road construction or reconstruction projects

Scenario 3 - A New Direction

Consultant recommended scenario

This scenario promotes non-automobile transportation. It identifies the facilities, services and policies necessary for the future of this transportation system. It will coordinate all non-automobile transportation, and increase funding to add new and expanded facilities. Transit, walking and cycling will be the preferred methods of transportation. Municipal policies will place emphasis on development that encourages non-automobile transportation. In the short-term, high levels of congestion would be experienced. This scenario is the most sustainable scenario for the future of transportation in the City of Kingston.

How will Scenario 3 affect the Transportation Principles?

Automobile

- it will allow automobile travel to become less convenient

Remember...

The future starts today and the results of Phase III will be used to make decisions that will affect you. Therefore, it is very important to tell us the scenario you envision for the future of transportation in Kingston. Simply complete the enclosed questionnaire, or record your answers on the telephone talk back line. The questionnaire will also be available at upcoming consultation events (public meeting - June 6, open houses - June 12 and 13), and online at www.ktmp.ca.

Kingston Transportation Master Plan - Scenarios for the Future

Transportation Goals	Staying on Track	Switching Gears	A New Direction <i>Consultant recommended scenario*</i>
Transportation Service			
Provides the necessary space, facilities and services to balance the use of all methods of transportation - automobile, transit, walking and cycling.	Some progress is made to improve the services provided for non-automobile transportation, but there is little change in the priority or mobility of automobile.	Progress is made to improve and expand the service provided for non-automobile transportation, particularly transit. By allowing some road congestion and changes to design and service standards, priority begins to shift from the automobile to transit, walking and cycling.	To encourage a shift from the automobile to transit, walking and cycling, services and programs are aggressively promoted and expanded. Increased levels of road congestion are permitted, and service and design standards promote walking, cycling and transit.
Supports the integration of all methods of transportation with strategies and programs that are coordinated with system goals.	Current planning practices, standards, guidelines and maintenance programs will continue. There is little effort to improve the strategies and programs that support the system goals.	Planning practices, standards, guidelines and maintenance programs are improved for each method of transportation. There is a significant effort made towards creating the strategies and programs to support the system goals.	Planning practices, standards and guidelines are very supportive and take a pro-active approach in creating programs that encourage the shift from the automobile to transit, walking and cycling. The entire transportation system, including parking, promotes the system goals.
Economic Environment			
Promotes the efficient movement of goods to support economic development.	By maintaining the existing levels of road congestion, it is very supportive of the movement of goods.	Supportive of the movement of goods, but some increased road congestion may result in slightly longer intra-city travel times.	Somewhat supportive of the movement of goods, but increased levels of road congestion will result in longer intra-city travel times.
Promotes the use of the existing infrastructure and resources to minimize the economic impact on the community.	Roadway expansions occur at higher service levels. Somewhat supportive of minimizing the disruption of existing businesses.	Balances the need for roadway expansion by maximizing the use of available space at slightly lower service levels. Supportive of minimizing disruption of existing businesses.	Priority is given to non-automobile methods of transportation and to minor road improvements. Road expansion occurs only when the lower service levels are not met or are required for safety reasons. Very supportive of minimizing the disruption of existing businesses.
Supportive of better ways to pay for transportation infrastructure.	Supports new methods of financing and new ways of delivering infrastructure.	Encourages new methods of financing and new ways of delivering infrastructure.	Promotes new methods of financing and new ways of delivering infrastructure.
Social & Cultural Environment			
Promotes a mix of development densities and land use types.	Somewhat supportive of land use mix, but continues to allow road expansion.	Supportive, of land use mix that encourages non-automobile transportation.	Very supportive of land use mix that promotes non-automobile transportation.
Supports and promotes elements necessary to accommodate users with special needs.	By placing emphasis on automobile transportation, it is only somewhat supportive of users with special needs.	By balancing the mix of automobile and non-automobile transportation, it is supportive of users with special needs.	By promoting non-automobile transportation, it is very supportive of users with special needs.
Promotes urban transportation decisions that protect and enhance community features, institutions and their enjoyment.	By allowing road expansions, it is only somewhat supportive of protecting and enhancing the community and will have greater social and cultural impacts.	By balancing the approach to road expansions, it will be supportive of protecting and enhancing the community and will have lower social and cultural impacts.	Very supportive of transportation decisions that minimize social and cultural impacts.
Natural Environment			
Promotes urban transportation decisions that protect and enhance the environment.	By allowing road expansions, it is only somewhat supportive and will have greater environmental impacts.	Supportive of a balanced approach to road expansions, and will have lower environmental impacts.	Very supportive of transportation decisions that minimize environmental impacts.
Cost			
Capital and operating costs	High - with emphasis on roads	High - with a transfer of spending from roads to transit, walking and cycling.	High - with a substantial transfer of spending from roads to transit, walking and cycling.
			*Subject to public review and comment



CHOOSING A SCENARIO FOR THE FUTURE

QUESTIONNAIRE

1. Which of the three scenarios do you prefer?
 Staying on Track
 Switching Gears
 A New Direction

2. Why do you prefer this scenario? *(Please use the back of the form for additional comments)*

3. What improvements could be made to this scenario?

4. What are the major drawbacks of the other two scenarios?
 - a)

 - b)

5. Please rank the importance of the evaluation criteria from 1 to 5 (1 is most important).
 Transportation Service
 Economic Environment
 Social-Cultural Environment
 Natural Environment
 Cost

Please complete and return this questionnaire to: KTMP Study, City of Kingston c/o Joe Gallivan, Planning & Development Services, Midland Offices. The questionnaire can be completed on-line by visiting the project web site at www.ktmp.ca.

THANK YOU!

Personal information and opinions are collected under the authority of the Municipal Freedom of Information & Protection of Privacy Act. This information will be made available for public disclosure. Questions about this collection of information may be directed to the City Clerk, City Hall, Kingston, ON K7L 2Z3.