

THE CITY OF KINGSTON COMMUNITY STRATEGIC PLAN

TRANSPORTATION ACTION PLAN

DESCRIPTION OF INITIATIVE

The community believes that a good quality transportation system is necessary for economic growth and to the quality of community life. A plan for the transportation system must direct road development but also must address:

- a Transit Strategy that stabilizes the service, markets the service to current and potential clients and builds the service as demand grows
- a City-wide network of paths and trails serving walkers, joggers, cyclists and linking neighbourhoods
- accessibility for mobility impaired users
- safety issues, and
- needs of rural and urban users, businesses and visitors.

STRATEGIC FIT

This Initiative supports fulfilment of the Vision for Kingston in 2010 created by the community.

This Initiative contributes to the success of many of the other Initiatives found in the Strategy. Quality transportation was identified as a fundamental service contributing to the economic prosperity and quality of life of Kingston people. The Transportation Plan is closely linked with two other Initiatives - New Official Plan and Long Range Infrastructure Plan. These three Initiatives are City-lead and have been identified as priorities within the City's corporate strategy. Immediate and short term action is anticipated.

SCOPE OF WORK

The City of Kingston intends to prepare a Transportation Master Plan. The challenge is to ensure that the Transportation Master Plan is consistent with the Vision for Kingston in 2010.

Qualified consultants will be used to undertake this large and technical project. City staff currently are preparing terms of reference for this project.

To ensure that City work is in keeping with community expectations, City staff have consulted with a Transportation Consultative Group composed of volunteers drawn from the strategic planning process. The Group aided with the review of the draft terms of reference and helped to focus on an important component of the project – public consultation.

City staff are now completing the terms of reference for the Transportation Master Plan Program for review and approval by Council with the intention of acquiring proposals from consultants as soon as possible.

TRANSPORTATION PRINCIPLES

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The Transportation Master Plan will fully satisfy the Initiative, as stated above. The terms of reference for the Master Plan have been developed using principles and approaches recommended by the Transportation Advisory Committee (TAC). The thirteen principles that point the direction to future changes in transportation, as identified by the TAC, are as follows:

1. Urban Structure and Land Use

Plan for increased densities and more mixed land use.

This principle will reduce dependence on the private auto, shorten trip lengths, and encourage modal shifts to walking, cycling and transit. It can be applied at both the macro scale (the whole urban area) and the micro scale (Neighbourhood and communities within the urban area). It includes techniques such as intensification, infill and neo-traditional urban design.

2. Walking

Promote walking as the preferred mode of person trips.

Walking is part of every person trip. Increased walking is healthy, environmentally friendly, and reduces demand on road and transit systems. The goal is to improve the quality of the walking environment through pedestrian friendly streetscapes and make walking a more attractive choice.

3. Cycling

Increase Opportunities for cycling as an optional mode of travel.

Cycling is part of a total urban transportation system and, like walking, is healthy, environmentally friendly. Increased opportunities for safe cycling can best be achieved through urban and community plans, and through provision of facilities.

4. Transit

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

More attractive service and increased market share for transit are essential elements in achieving this vision. Better transit can reduce reliance on the single occupant automobile. Current demographics, existing urban designs and funding requirements make this a challenging goal, but many things can be done – especially if improvements are aimed at specific market segments.

5. Automobile

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

The private automobile is the dominant mode of urban transportation and will remain so for the foreseeable future. Current urban structures and land use practices, coupled with the comfort, security and convenience of the auto make this inevitable. However, inefficient auto uses (e.g. Single occupant vehicles to destinations served by transit) should be reduced and a more balanced transportation system should be achieved through a combination of methods.

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6. Parking

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

Parking is an important part of the transportation infrastructure and its provision should be coordinated through the urban area much like roads or transit. It is critical to the financial health of retail activities and can complement public transit. In order to make parking part of the solution to traffic congestion problems, it must be both planned and controlled.

7. Goods Movement

Improve the efficiency of the urban goods distribution system.

Efficient goods movement is vital to the economic health and competitiveness of an urban area, but at present many inefficiencies exist. Added costs are passed on to truckers in the form of decreased profits, to consumers through higher prices and to the public with increased congestion

8. Inter-Modal Integration

Promote inter-modal and inter-line connections.

Each mode and each carrier – whether for passengers or goods – should be conveniently integrated with the rest of the urban transportation system. Special planning efforts are required to achieve this. Benefits include more attractive transit services and more efficient goods movement.

9. New Technology

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

New technologies can be used to reinforce desirable changes advocated in this vision.

10. System Optimization

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

Improving urban mobility requires a determined effort to make the most of the expensive transportation infrastructure already in place. Minor modifications (lane widening, turning bays, etc.) may be appropriate, but very expensive items (new freeways, bridges, tunnels, mass rapid transit, etc.) will have to wait in favour of cheaper options with better payoffs.

11. Special User Needs

Design and operate transportation systems which can be used by the physically challenged.

The number of physically challenged persons will grow in the future as the population ages. Transportation services must be accessible to them.

12. Environment

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Ensure the urban transportation decisions protect and enhance the environment.

The two largest sources of air pollution in most Canadian urban areas under normal conditions are motor vehicle emissions and space heating. Improvement in air quality from reduced motor vehicle emissions can be achieved provided there is a determined effort to do so. The first ten principles in this vision all work toward that end. The goal is to strengthen these trends and build environmental considerations into every stage of decision making.

13. Funding/Financing

Create better ways to pay for future urban transportation systems.

Realistic means must be found to provide adequate and sustaining sources of funds for new, expanded and properly maintained urban transportation infrastructure and services. Current funding/financing mechanisms do not meet this need.

TRANSPORTATION CONSULTATIVE GROUP RECOMMENDATIONS

A key component of the project is public consultation. The Transportation Consultative Group have made a number of suggestions for ensuring broad community involvement which the consultants will be asked to incorporate into their project proposals. These include:

- Seek input from a large and representative cross-section of the community.
- Begin communications early in project with a focus on explaining study approach and process.
- Communications should employ broad approaches reaching as many residents as possible.
- Emphasize approach being taken based on the TAC principles.
- Use speakers from other communities to explain advantages of TAC approach.
- Recognize attitudinal shift being sought and design public consultation accordingly.
- Initial consultation meetings should be small, well-distributed across City and in accessible locations.
- As process progresses, bigger, cross-section meetings are needed to bring issues, interests and ideas together.
- Make good use of focus groups for in-depth discussion of various transportation modes, user group needs and issues where questions can be posed and problems explored.
- Present options for discussion; emphasize the need to make choices and the basis for decision-making.
- Make good use of the many and varied community organizations to assist with communications and consultation.
- Set up a telephone talk back line.
- Use City web site and linkages with other community web sites.
- Use City newspaper column for a regular **What's New** item.
- Make good use of Transportation Consultative Group in ensuring public consultation to effective.

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PARTICIPANTS

- City of Kingston *Master Plan Program Steering Committee*
- Transportation Consultative Group

RESPONSIBILITIES

City of Kingston - all aspects of project management (Strategic & Long-Range Planning)
- approving and implementing Master Plan including integration with Long Range Infrastructure Plan

Transportation Consultative Group
- assist and advise on public consultation process during project

RESOURCES

City of Kingston - budget is projected at between \$400 – 500,000
- identify funds necessary for Plan development

ANTICIPATED RESULTS

The study resulting from the transportation master planning process will contain an outline of the study methodology, the study findings and study recommendations with respect to policy direction for short and long term transportation planning. It will also contain all of the supporting maps and statistical summaries, as well as data collection materials and a transportation model that can be updated and used for scenario development

The Transportation Master Plan document more specifically will include:

- I. A presentation of a strategic approach to land use, development, and a growth strategy as they relate to the study area transportation network. In particular, the Master Plan shall provide a set of coordinated strategies addressing the four key travel modes (walking, cycling, public transit, and automobile travel) within Kingston. The strategies should consist of supportive measures, system optimization measures, and system expansion where required;
- II. A discussion and the recommendation of policies designed to guide the transportation system suitable for inclusion in the City's Official Plans;
- III. A discussion and appropriate recommendations regarding pedestrian and cyclist safety and security with a particular reference to the impact of noise attenuation walls along busy streets as well as traffic calming measures, crosswalk placement and intersection design;
- IV. The identification, the discussion and recommendations with respect to Transportation Demand Management (TDM) policies and programs, including potential TDM strategies as well as opportunities and threats to successful implementation;
- V. The discussion and recommendation of a strategy for public transit, including evaluation of the present system and identification of future direction. The strategy, among other

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- matters, should address the policies needed to encourage transit use; the capital investment requirements; and the support measures for effective transit delivery provided through improvements to land use planning, pedestrian linkages, traditional and alternative transit services;
- VI. The discussion and recommendation of a parking strategy for current and projected needs for parking (and parking management) in downtown Kingston (i.e., the area described as the Lower Princess Street Commercial Core in the Official Plan);
 - VII. The discussion and recommendation with respect to an action plan for implementation of the Transportation Master Plan incorporating all transportation components (transit, cycling, pedestrian, and automobile), addressing issues related to program funding, staffing, administrative operations, technical standards and practices, and implementation priorities.
 - VIII. Discussion and recommendation of a comprehensive monitoring and reporting program and model that would include: (a) a City-wide monitoring strategy to track changes in overall land use patterns, demographic characteristics, and system performance and travel by modes; and (b) a corridor and area-specific monitoring strategy to measure individual objectives outlined in the Master Plan against observed conditions directly related to major growth areas.

The foregoing list of matters are neither intended as an exhaustive outline nor is it intended to limit the approach that may be taken. It has been provided as a guide to the issues that the City feels need to be addressed.

TIME FRAME

- Issue proposal call to consultants in October 2000.
- Select consultant and begin Plan development in January 2001.
- Plan development will take approximately 24 months including City review and approval.
- Plan approved by December 2002 with implementation by January 2003.

CURRENT STATUS

Work is already underway on this initiative.

The City of Kingston has been working towards the creation of a Transportation Master Plan for some time. This includes: development of terms of reference for the Plan; creation of a short list of qualified consultants; and, identification of funds for development costs.

Staff have been reviewing findings from the Community Strategic Plan process. A meeting has been held with the Transportation Consultative Group to ensure that the draft terms of reference responded effectively and fully to the Transportation Initiative. The Consultative Group also provided advice on the public consultation process, which will be an important component of Plan development.

Terms of reference are now being completed.

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