

Kingston Transportation Master Plan

Highlights



Introduction

- Study Purpose
- Study Process
- Highlights of Transportation Plan



Study Purpose

- To offer transportation choices that meet Kingston's needs consistent with the strategic plan
- To outline the strategic direction and the priorities for infrastructure, policies and programs to manage traffic to 2026
- To prepare a multi-modal integrated transportation strategy for Kingston



Public Consultation Process

- **City Technical Steering Committee**
- Meetings:
 - Visioning
 - Focus Group Meetings
 - Stakeholder
 - Public Information
- Project Website
- Newsletters
- Talk back telephone line
- Dedicated e-mail address
- **Travel Survey of Kingston Residents – MODEL**



Principles, Plans & Policies

- Public consultation led to a set of 13 principles that helped shape the Council Approved Strategic Direction for the plan
- Principles support:
 - Reduction in single occupant vehicles – promote alternative modes
 - Making best use of available right-of-way
 - Allocation of roadway space for non-auto modes
 - Strategic expansion of the roadway network
 - Maintain and reconstruct existing roads



Transportation Master Plan Steps

Study followed the Master Plan Process of the Class Environmental Assessment

1. Identify transportation problem areas
2. Identify “alternative solutions”
3. Evaluate alternatives to identify a preferred transportation network
4. No formal Notice of Completion needed



The Kingston Transportation Solution Includes:

- Cycling and Pedestrian Facilities
- Parking
- Public Transit
- Road Infrastructure Plan
- Transportation Demand Management
- Transportation Systems Management



Transportation Demand Management (TDM) Program

- Reduce auto demand in the peak periods
- Promote alternative modes:
 - walk, bike, transit
- Assign a TDM Coordinator
- Prepare a community action plan
 - Promote public/private travel reduction plans



Transportation System Management (TSM) Program

- Enhance road safety programs
- Optimize the performance of the existing network
- Apply a consistent set of traffic management processes



Cycling and Pedestrian Plan

- Promote the environmental, health and economic benefits of walking and cycling as an alternative to the automobile
- Implement additional pedestrian facilities (Cycling and Pathways Study)
- Implement enhanced design, operating and maintenance practices



Parking

- Supports the TDM objectives
 - Minimizing impacts and making best use of existing facilities
- Encourages preferred land use and development patterns
- Supports tourism and economic development
- Pursues fiscal self-sufficiency
- Parking Advisory Committee



Transit Plan

- High service level for major transit corridors (e.g., Princess Street, Bath Road, Division Street)
- Increased emphasis on the downtown, Queens/KGH
- Combination of fixed routes and flexible routes
- Supported by Five Year Business Plan (2005)
 - Transit signal priority/queue jump lanes
 - Park n' Ride Lots
 - Downtown and Tourist Shuttles
 - Rural service as warranted





Conceptual Transit Plan (2026)



Road Infrastructure Plan

- Developed after consideration of other modes
- Plan used as a background to update the Development Charges By-Law 2004
- Plan will cost approximately \$135.68 million over next 20 years -includes backlog, maintenance as well as new roads



Implementation

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|--|-----------|
| <ul style="list-style-type: none">• Approved in Principle by Council | July 2004 |
| <ul style="list-style-type: none">• Implementing components of the Master Plan that require no further approval over the next 20 years – make best use of existing road capacity | On-going |
| <ul style="list-style-type: none">• Some components require additional work under the Municipal Class EA Process – Centennial, Wellington, Counter | On-going |

