



**City of Kingston
Report to Council
Report Number 19-218**

To: Mayor and Members of Council
From: Sheila Kidd, Commissioner, Transportation & Public Works
Resource Staff: Ian Semple, Director, Transportation Services
Date of Meeting: September 17, 2019
Subject: Active Transportation 5-Year Implementation Plan

Executive Summary:

The Active Transportation 5-Year Implementation Plan (ATIP) was developed to directly address Council's priorities to demonstrate leadership on climate action and improve walkability, roads, and transportation in the city, while also considering Council's guiding principles that shape decision making, policy development, and resource allocation. It aligns with the direction provided by Council in 2018 to develop a comprehensive 5-year implementation and resourcing plan following the adoption of the City's Active Transportation Master Plan (ATMP).

The ATIP identifies cycling and pedestrian infrastructure, intersections, pedestrian crossings, programming, and operational investments to foster a culture of active transportation in Kingston. It prioritizes improvements to create an integrated citywide active transportation network, identifies opportunities to develop neighbourhood-level connections, and outlines plans for programming and policy initiatives. As such, the plan is framed around four themes:

- Neighbourhood-Level Infrastructure
- Citywide Infrastructure
- Existing Gaps and Barriers
- Policies, Programs, and Operations

Neighbourhood-level components in the ATIP will collectively establish a network of routes and paths within a local area, and form connections to the citywide active transportation and transit networks. Three focus areas (Bayridge, Reddendale/Henderson, and North King's Town) in the city were identified based on opportunities to align with short-term phasing of the citywide cycling and pedestrian network, and to ensure connections and links were made to the transit backbone. These areas also strongly reflect stakeholder input received during the development of the ATMP.

Building on the neighbourhood-level approach, this plan also outlines the citywide AT routes to be prioritized in the short term. The citywide network refers to a system of routes and facilities

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that provide key north-south and east-west AT connections throughout the City of Kingston. An evaluation matrix was developed to identify components of the citywide network for short-term implementation and to assess the active transportation routes relative to one another based on public input, connectivity, citywide benefits, among other factors. The following citywide active transportation routes were identified for implementation in the short term:

- Route 8 – Rideau Trail, Queen Mary Road, Brock Street, and Johnson Street
- Route 6 – Bayridge Drive, Henderson Boulevard, Days Road, Front Road, and Union Street
- Route 3 – Taylor-Kidd Boulevard, John Counter Boulevard, Gore Road
- Route 14 – Leroy Grant Drive and the Leroy Grant Drive off-road trail

A key part of the ATIP is centered around supporting infrastructure, including the construction of new intersections, existing intersection improvements, and upgrades to pedestrian crossings. Several existing gaps were also identified within the active transportation network that need to be addressed in the short term to increase connectivity and strengthen existing active transportation infrastructure. This plan includes 13 committed and candidate intersections/crossings that align to the neighbourhood and citywide routes being created or are located at existing school crossings throughout the city, along with studies to enable the creation of future crossings.

The full listing of proposed infrastructure projects planned for each year is included as Exhibit C.

The ATIP also proposes the introduction of several initiatives to support and facilitate the adoption of active travel. This includes the introduction of programming centered on active routes to school, establishing an Active Transportation Wayfinding strategy, developing and delivering innovative educational content, and filling gaps and expanding the city's bicycle parking supply.

The development of a 5-year implementation plan aligns the City's capital infrastructure plans for major construction projects and provides a greater opportunity for proposed projects to be identified in the City's future capital plans. The capital investment proposed is consistent with the funding planned for 2019-2023 as part of the 15-year capital forecast. Additional funding for citywide active transportation projects, pedestrian crossings, and intersection improvements may become available if projects submitted for the Investing in Canada Infrastructure Program (ICIP) are approved. If funding for ICIP projects is awarded, staff will update Council on the potential new project locations and the resulting amended budget. It is expected that as new infrastructure is built, there will be a need for additional operating budget to maintain that infrastructure.

The implementation plan is intended to foster a realistic and flexible strategy that responds to ongoing changes, available resources, funding, and partnerships. It is an action plan to deliver on a vision of all ages and abilities walking and rolling in Kingston.

Recommendation:

That Council endorse and approve the Active Transportation Implementation Plan included as Exhibit A in Report Number 19-218; and

That Council direct staff to incorporate the infrastructure projects and programs outlined in Exhibit A in Report Number 19-218 into the work plans of the Transportation & Public Works Group and associated 2020-2022 operating and capital budgets and forecasts.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Sheila Kidd, Commissioner,
Transportation & Public Works**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Interim Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Peter Huigenbos, Acting Commissioner, Community Services

Jim Keech, President & CEO, Utilities Kingston

Not required

Desirée Kennedy, Chief Financial Officer & City Treasurer

Deanne Roberge, Acting Commissioner, Corporate Services

Not required

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Options/Discussion:

The City's Active Transportation Master Plan (also known as Kingston Walk 'n' Roll) was received and adopted by City Council on June 26, 2018. At that time, Council directed staff to develop a 5-year implementation and resourcing plan.

The Active Transportation Implementation Plan (ATIP), attached as Exhibit A to this report, was developed to directly address Council's priorities to demonstrate leadership on climate action and to improve walkability, roads, and transportation in the city, while also considering Council's guiding principles that shape decision making, policy development, and resource allocation.

More specifically, the ATIP is aligned to the following objectives set by Council in the Strategic Plan 2019-2022:

- Promote active transportation (AT) to reduce greenhouse gas emissions.
- Repair roads and enhance the usability of sidewalks, walkways, paths to increase connections across the city through supporting the Active Transportation Master Plan.
- Enhance public safety through active transportation and a focus on pedestrian and enforcement.
- Create network connections and north-south and east-west corridors by maximizing existing infrastructure and explore creating a transit-way for both transit and active modes.
- Install crosswalks around schools, sidewalks, and heavy pedestrian traffic areas.

The implementation plan identifies cycling and pedestrian infrastructure, programming, and operational investments to foster a culture of active transportation in Kingston. It prioritizes improvements to create an integrated citywide active transportation network, identifies opportunities to develop neighbourhood-level connections, and outlines plans for programming and policy initiatives. As such, the plan is framed around four themes:

- Neighbourhood-Level Infrastructure
- Citywide Infrastructure
- Existing Gaps and Barriers
- Policies, Programs, and Operations

Infrastructure investments are divided into citywide and neighbourhood-level components, while recognizing that they are equally important in achieving the City's long-term goal of having at least 20% of all trips within the city using active transportation by 2034.

The integrated approach of this 5-year plan takes into consideration programming, policies, and operations that promote and govern the use of each infrastructure investment. Each initiative further builds the case for active travel, laying the foundation for consistent uptake and adoption by residents of Kingston. The development of a 5-year implementation plan aligns the City's capital infrastructure plans for major construction projects and provides a greater opportunity for proposed projects to be identified in the City's future capital plans. The plan is built upon a foundation of extensive public engagement, which informed the priorities identified throughout.

For decades, infrastructure in Kingston was constructed with motorists at the forefront of design decisions and this cannot be completely undone in the City's first 5-Year Active Transportation

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Implementation Plan. The implementation plan is intended to foster a realistic and flexible strategy that responds to ongoing changes, available resources, funding, and partnerships. It also recognizes the capacity and resources available to complete this work.

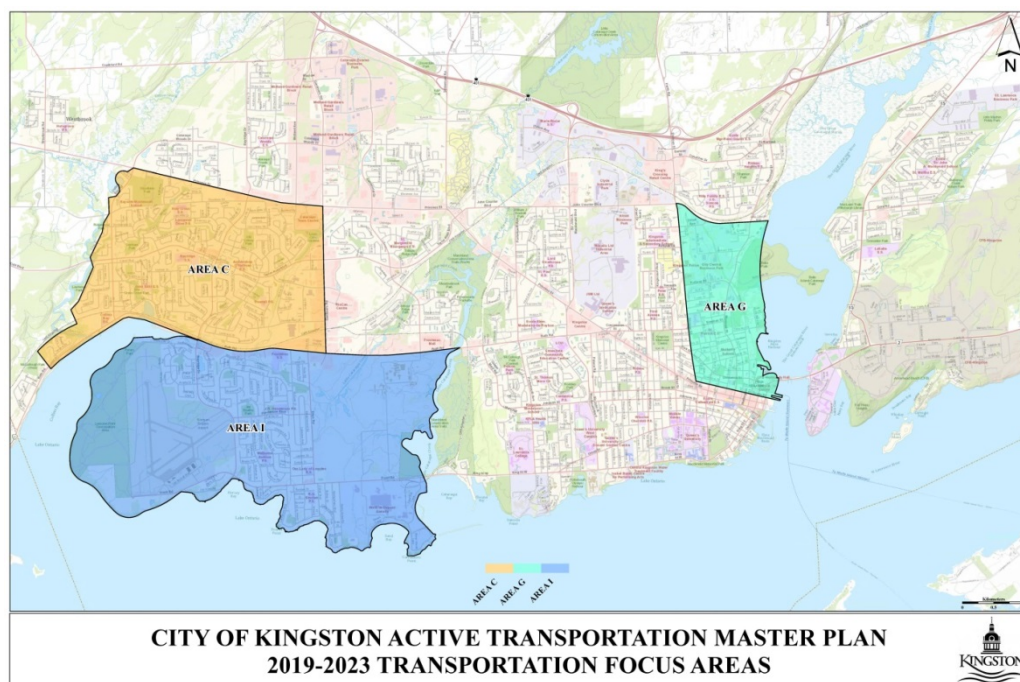
This plan will also serve to reduce greenhouse gas (GHG) emissions by limiting the need to rely on motor vehicles. Dedicated routes for active travel and corresponding programming initiatives make it easier for residents to reduce their environmental footprint. Upon the completion of the Household Travel Survey in 2020, staff will report back on the GHG reductions that would be associated with achieving the City’s mode-share targets by 2034.

Neighbourhood-Level Infrastructure

Neighbourhood-level components in the ATIP will collectively establish a network of routes and paths within a local area, and form connections to the citywide active transportation and transit networks. Trips at a neighbourhood level typically take place on local roads and along trails and pathways, and involve active routes to and from local destinations, including schools, libraries, corner stores, and community centres.

The plan identifies three focus areas that the City will complete studies for as determined by public engagement, conducted over the summer of 2018. These transportation focus areas were selected based on opportunities to align with short-term phasing of the citywide cycling and pedestrian network, and to ensure connections and links were made to the transit backbone. These areas also strongly reflect stakeholder input received during the development of the ATMP. The three focus areas for the 5-Year Implementation Plan are shown below in Figure 1.

Figure 1- Neighbourhood Focus Areas for 2019-2023



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Areas C (Bayridge area) and I (Reddendale/Henderson area) were identified based on the opportunities to connect with planned east-west citywide cycling routes, proximity to Express transit, and existing gaps in active transportation infrastructure. These areas also present a good opportunity to address active routes to schools, existing issues related to traffic, parking, and infrastructure.

Area G (North King's Town area) aligns with a transportation study currently underway in the area's secondary planning exercise that will identify the neighbourhood transportation needs and approaches to shift neighbourhood-level trips to active modes.

Within these areas, staff will initially focus their efforts on piloting an Active Routes to School program. Through the identification of preferred or desired neighbourhood routes to schools, upgrades to the sidewalks, pathways, roadways, and intersections along these routes will be prioritized.

Beyond these initial areas, the City will also be taking a broader approach to active transportation at a neighbourhood level through infrastructure upgrades at existing school crossings, traffic calming, and bicycle parking improvements.

Citywide Infrastructure

Building on the neighbourhood-level approach, this plan also outlines the citywide active transportation routes to be prioritized in the short term. The citywide network refers to a system of routes and facilities that provide key north-south and east-west active transportation connections throughout the city of Kingston.

Citywide trips are typically used for commuting or for long distance/touring purposes, and include trips to and from work, major commercial centres, transportation hubs, and other major destinations. These trips typically occur on arterial and collector roads that have moderate to high operating speeds and motor vehicle traffic. Major off-road trails, such as the K&P Trail, will also form part of this network.

The citywide active transportation network is intended to address large-scale mobility concerns and issues that impact the city as whole rather than specific challenges at a local level. The infrastructure requirements for a citywide transportation system are typically larger in scale and scope and are planned in conjunction with other major projects. Examples of infrastructure improvements at a citywide network level include enhanced crossings for pedestrians and cyclists, right-of-way widenings or extensions with cycling facilities that are separated from motor vehicle lanes, and major off-road trail linkages.

An evaluation matrix was developed to identify components of the citywide network for short-term implementation and to assess the active transportation routes relative to one another based on 18 criteria. Broadly, the criteria are organized into six topic groups:

- Citywide benefit
- Connectivity
- Community preference
- Financial considerations
- Implementation constraints

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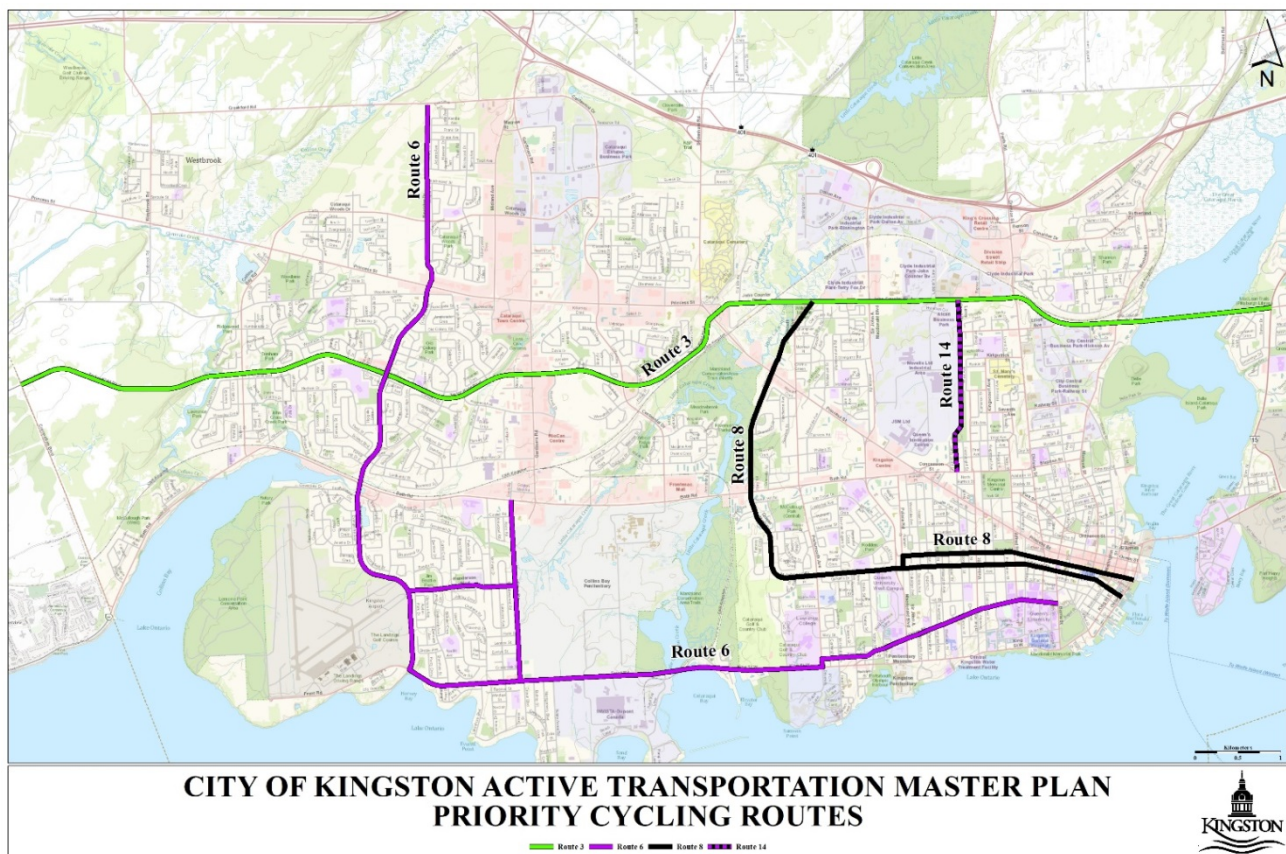
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- Integration with other planned roadway improvements

Through this analysis, four active transportation routes were identified for implementation in the short term:

- Route 8 – Rideau Trail, Queen Mary Road, Brock Street, and Johnson Street
- Route 6 – Bayridge Drive, Henderson Boulevard, Days Road, Front Road, and Union Street
- Route 3 – Taylor-Kidd Boulevard, John Counter Boulevard, Gore Road
- Route 14 – Leroy Grant Drive and the Leroy Grant Drive off-road trail

Figure 2 – Citywide Active Transportation Routes 2019-2023



This ATIP identifies segments within the selected routes that can be implemented in the short term that maximize the connectivity and leverage other planned and ongoing infrastructure projects.

While the majority of the facilities along Routes 3, 6, and 8 will be completed as part of this 5-year plan, some remaining sections will require further consultation, design, and construction work outside of this 5-year period. Specific details on each project can be found in Figures 6, 7, 8 and 9, and in Table 2 of Exhibit A. The full listing of annual infrastructure projects proposed in the ATIP is included as Exhibit C.

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Existing Gaps and Barriers

In addition to building citywide active transportation routes, a key part of the ATIP is centered around supporting infrastructure, including the construction of new intersections, existing intersection improvements, and upgrades to pedestrian crossings. Several existing gaps were also identified within the active transportation network that need to be addressed in the short term to increase connectivity and strengthen existing active transportation infrastructure.

Intersection Improvements

Pedestrian crossings and pedestrian/cyclist movements at intersections were identified in the Master Plan as a high priority. These facilities often present as barriers to active modes of transportation. To address these barriers, a number of intersections and pedestrian crossings have been committed to for construction and/or upgrade as part of this 5-year plan. Candidate locations are also identified and will be reviewed and constructed as funding and resources are made available through external funding opportunities, such as the Investing in Canada Infrastructure Program (ICIP).

Committed intersections were identified based on their presence within projects that were already underway or committed to being completed in the short term. Committed pedestrian crossings are projects that were identified as part of the 2019 budget to improve locations with higher volumes of pedestrians along transit routes and active routes to school.

Candidate intersections were generally identified based on their presence along the four priority citywide active transportation corridors, where it is expected that additional improvements will be required to facilitate the movement of pedestrians and cyclists. This work could range from signage and signal upgrades to full reconstruction.

Many of the candidate pedestrian crossings are located at existing school crossings throughout the city as the City has committed to evaluating all existing school crossings and constructing or upgrading a minimum of four new pedestrian crossings over the next five years at these school-crossing locations.

As part of the Road Safety Plan work, the City is also completing a review and evaluation of the City's Pedestrian Crossing Guidelines, with a focus on developing an implementation approach for the Type D Pedestrian Crossover (identified with crosswalk markings and signage only) that can be installed in a more expeditious and cost-efficient manner to address pedestrian safety at a neighbourhood level. The outcome of this work should allow the City to upgrade and formalize pedestrian crossovers in neighbourhoods more thoroughly than is presently permitted. Additional pedestrian crossover installations of this type would be prioritized for implementation in the neighbourhood focus areas identified in the previous sections.

'Candidate' and 'Committed' intersections and pedestrian crossovers can be found in Figure 10 and Table 3 of Exhibit A. The full listing of proposed infrastructure projects planned for each year is included as Exhibit C.

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Sidewalk and Cycling Network Gaps

As part of the development of the ATMP, the City evaluated the existing sidewalk and cycling network and identified major gaps and barriers. The plan focuses on eliminating existing sidewalk gaps within the network and providing new linkages to areas that are heavily used or have numbers of vulnerable road users such as children, elderly, and those with accessibility concerns. Specific details for each sidewalk project can be found in Figure 11 and Table 4 of Exhibit A.

An analysis of the existing cycling network was completed to identify infrastructure gaps and facilities that are deficient. These smaller active transportation projects do not fall within the priority citywide routes or neighbourhood areas that have been identified. The individual projects are planned to take advantage of other planned city infrastructure projects, or due to their low complexity and cost of implementation can be easily completed. These additional cycling infrastructure components can be seen on Figure 12 and specific details can be found in Table 5.

A barrier that was identified in the ATMP was the KP Trail/CN-Rail crossing at Division Street and John Counter Boulevard, which requires cyclists to either enter a traffic lane or dismount their bicycle and walk on the sidewalk. To improve this intersection, a pedestrian crossing was identified in the ATMP on John Counter Boulevard east of Division Street. Due to the complexity of the project, issues pertaining to land ownership, and the expected cost of the project, further study is required. As such, funding has been included as part of this implementation plan to conduct an environmental assessment expected to begin in late 2020, which will identify the most appropriate solution. The implementation and construction of the eventual solution will be considered in future implementation plans.

Policies, Programs, and Operations

The vision of all ages and abilities walking and cycling around Kingston cannot be achieved through infrastructure changes alone. The ATIP focuses on the introduction of programming centered on active routes to school, establishing an Active Transportation Wayfinding strategy, developing and delivering innovative educational content, and filling gaps and expanding the city's bicycle parking supply.

It identifies a number of policy-related initiatives to be undertaken, including consideration of the City's Vision Zero Road Safety Strategy and relevant countermeasures, a review and update of City policies and by-laws to align with the goals of the ATMP, an update of the Household Travel Survey and City's Transportation Model, and implementation of traffic calming measures as part of an integrated transportation approach. It also establishes operational commitments to ensure a user-friendly experience for residents along existing and new active transportation facilities.

Integrating the Vision Zero Road Safety Plan

The Vision Zero Road Safety Plan identified several countermeasures which will collectively reduce the incidence or severity of motor vehicle collisions. These initiatives provide a framework to coordinate available resources and plan, prioritize, and implement road safety projects.

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The implementation of the countermeasures of four of the seven emphasis areas (Pedestrian Collisions, Cyclist Collisions, Intersections, and Young Demographic) and the identified awareness area (School Zones) have been incorporated in this implementation plan. These initiatives aim to collectively foster a culture of active transportation in Kingston, support investments in active transportation infrastructure, and improve safety for all road users.

The implementation of the road safety measures through an active transportation lens will improve the level of safety for all road users in the city. An implementation approach with an emphasis on pedestrians and cyclists creates a safer overall transportation system including for motorists, through traffic calming, upgraded intersections, education and promotion, and physical separation of vulnerable users.

As part of this work, a comprehensive review and evaluation of the City's Pedestrian Crossing Guidelines will be conducted and include the engagement of an external traffic safety consultant. This work will provide an implementation approach for pedestrian crossovers (PXOs) in the city, particularly as it relates to the use of the Type D PXO that can be installed in a more expeditious and cost-efficient manner to address pedestrian safety at a neighbourhood level. This review is targeted for completion in Q1 2021.

An evaluation of the existing traffic calming policy will also be conducted to determine a more appropriate or expedited means of addressing traffic calming requests. Staff will report back on the findings of this review and will identify recommended changes and efficiencies to the policy and process in Q2 2021. In the interim, the City will continue to take measures to place a greater focus on the use of center lane traffic-calming bollards as a cost-effective, proven means of improving road safety for all users at a neighbourhood level. This interim traffic-calming approach will focus specifically on school zones in the city to improve safety for schoolchildren. This approach aligns with proposed plans to develop an Active Routes to School Program.

Active Routes to School Program

The Active Routes to School Program uses a community-based model for implementing active school travel that systematically reduces barriers and creates incentives for walking and rolling to school. The program will strengthen local commitments to active school travel and is a proven, cost-effective way to improve the safety along routes to school. The program will facilitate diverse community stakeholders to work together in establishing 'preferred' routes to school and create multidisciplinary solutions using a combination of the four E's: education, encouragement, engineering, and enforcement. This approach is also intended to address a variety of neighbourhood complaints related to safety and congestion during the pick up/drop off period at these schools.

The goal of the program is to address ongoing transportation and traffic safety issues while increasing the number of students using active and sustainable modes for all or part of the school journey. Staff will provide a report back to EITP by Q1 of 2020 with a more detailed rollout of this program that will identify three school areas to begin implementation.

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Active Transportation Wayfinding

An active transportation wayfinding system consists of comprehensive signing and pavement markings to guide pedestrians and cyclists to their destinations along preferred routes. Signs are typically placed at decision points, often at the intersection of two or more bikeways or pedestrian routes, and at other key locations leading to active routes. An easy-to-understand wayfinding system—including directional signage, maps, and trip-planning tools—helps users navigate cycling and pedestrian networks, and confidently traverse from place to place.

Wayfinding signage is particularly important for recreational and tourist users who typically have less familiarity with their surroundings than regular users. The implementation of a unifying graphic element for wayfinding signage can be an effective strategy to make these signs more recognizable. A phased approach will be undertaken beginning in Q2 of 2020 as outlined in Figure 18 in Appendix A.

Updating the Household Travel Survey and Transportation Model

Household travel surveys support a wide variety of transportation planning, analysis, modeling applications, and infrastructure planning. The City last conducted a Household Travel Survey in the fall of 2008. The survey was designed to capture trip-making patterns of Kingston residents throughout a typical weekday, collecting information such as home location, time of trip, trip origin and destination, mode of travel, and trip purpose.

The City's current strategic transportation model is based on the data from the 2008 Household Travel Survey and is a representation of the afternoon peak hour travel in the Kingston Census Metropolitan Area (CMA). The City will be conducting a new Household Travel Survey in the fall of 2019, the results of which will serve as a new baseline for transportation in Kingston.

Additional programs, initiatives, and operational-based initiatives outlined in the implementation plan include:

- Reviewing and updating City policies and by-laws to align with active transportation implementation goals.
- Enacting policy and by-law changes that support the adoption of active transportation infrastructure.
- Promotion and education of active transportation.
- Developing an active transportation online hub.
- Establishing integrated open data partnerships.
- Exploring the use of a bicycle level of traffic stress (LTS) map.
- Accessing and integrating supplemental data sources.
- Conducting a review of current bike parking supply and identifying gaps.
- Developing bicycle anti-theft initiatives.
- Establishing a winter network that will be maintained year-round.
- Strengthening engagement with operations and maintenance staff during the design phase of all new active transportation facilities.
- Establishing a partnership with Commute Ontario.
- Implementing traffic-calming measures as part of an integrated transportation approach.

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Public Engagement

Extensive public consultation was completed for the development of the ATMP, which informed the citywide cycle network, the transportation focus areas, and the recommended programs and policies. After the ATMP was adopted, additional consultation was completed to inform the implementation plan through recommended phasing and priorities of the citywide infrastructure and routes, transportation focus area priorities, and supporting programs and initiatives.

Public engagement consisted of an online survey and several pop-up events across the city to hear from a broad range of residents and stakeholders. The pop-up events included information on cycling routes, transportation focus areas, and programs and initiatives. The events were strategically selected at different times and geographical locations across the city and included the following:

- Cataraqui Centre Transit Transfer Point
- Woodbine Park
- Princess Street Promenade
- Party in the Park at Grenadier Park
- Douglas Fluhrer Park
- Teddy Bear Picnic at Lake Ontario Park
- Kingston Multi-Cultural Arts Festival, Confederation Park
- Movies in the Square

The online survey gave the participants an opportunity to select and prioritize cycle routes. It also provided an opportunity for feedback on specific features that would enhance or encourage residents to ride, walk, or roll more often. It also allowed participants to prioritize the transportation focus areas and the supportive programs and initiatives. This feedback informed the technical analysis to determine projects and programs that are shown in this plan.

Residents were provided an opportunity to review and comment on the draft implementation plan between June 25 and July 19, 2019. A wide range of perspectives was shared through the City's Get Involved page and the project-specific email account. Most of the feedback that the City received from residents was aligned with what was included in the draft plan. A few themes and comments beyond these general sentiments highlighted the following:

- The importance of Brock and Johnson Street cycling facilities and the desire for the route to continue further into the downtown core.
- Inquiries into the route selection process, which considered citywide benefits and connectivity, community preference, financial components, implementation constraints, and integration with other planned projects.
- Questions about the current policies around bike lanes, many of which were related to parking regulations and enforcement in cycling lanes.
- The desire to improve walkability throughout the city by implementing new sidewalks and pedestrian crossings.
- The importance of forming partnerships with local active transportation groups.
- The need to consider active transportation in any new development within the city.
- The importance of ample bike parking, as well as secure bike parking, with an emphasis on the downtown core.
- The importance of maintaining existing and future cycling and pedestrian facilities.

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There were additional comments received through the City's project-specific email that outlined the desire for the plan to include additional funding and expedited timelines. City staff noted that the implementation plan was developed to align with the City's 15-year capital budget and has been developed to ensure sufficient resources are in place to complete the work identified.

Based on the input received from the public, minor changes were made to the initial draft to reflect and align the implementation plan to this feedback.

Capital Infrastructure Costs

The ATIP identifies a number of infrastructure projects and initiatives to be completed from 2019 through to 2023. The capital costs associated with this plan are broken into four allocations as seen in Table 1 below: citywide infrastructure, neighbourhood-level infrastructure, intersection and pedestrian crossings, and policies and programs. The non-intersection and pedestrian crossing infrastructure costs related to existing gaps and barriers are allocated within Citywide infrastructure and Neighborhood Infrastructure.

The capital costs associated with the infrastructure projects are based on a unit cost per kilometre of construction per facility type. The unit prices have been identified based on best practices from various municipalities in southern Ontario and reflect 2018 dollars. The costs include conservative estimates for design and permits (15%) and a contingency (10%) on top of the unit price developed for the estimates. These assumptions are consistent with the City's existing practice for all infrastructure construction projects.

The total capital investment for projects associated with this plan is estimated at \$22,290,000, including funding of \$3,442,000 for 2019 that was previously approved as part of the 2019 capital budget in Q1 2019 (Council Report Number 19-029) and previous years' capital works in progress. A further \$1,900,000 was advanced from the 2020 budget in July 2019 (Council Report Number 19-189) to ensure that funding was available for the construction of the multiuse pathway and intersections projects on King Street (between Trailhead Place and Portsmouth Avenue) to coincide with Utilities Kingston project timing. While the timing of some individual funds has shifted to align with other project timings and account for resource requirements, the capital investment proposed is consistent with the funding planned for 2019-2023 as part of the 15-year capital forecast.

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Table 1 – ATIP Capital Funding 2019-2023

	2019	2020	2021	2022	2023
Citywide Infrastructure	\$1,762,000	\$2,364,000	\$2,590,000	\$2,935,000	\$940,000
Neighbourhood Infrastructure	\$500,000	\$990,000	\$1,455,000	\$1,526,000	\$1,158,000
Intersection and Pedestrian Crossings	\$1,130,000	\$1,133,000	\$1,133,000	\$1,133,000	\$800,000
Policies and Programs	\$50,000	\$185,000	\$135,000	\$135,000	\$235,000
Total	\$3,442,000	\$4,672,000	\$5,314,000	\$5,729,000	\$3,133,000

The capital numbers provided in the table above also include the additional \$1,000,000 in federal gas tax funding associated with upgrading four pedestrian crossings allocated as part of Council's strategic priority session (Council Report Number 19-133) these funds have been evenly distributed across years 2020-2022. Additionally, \$1,669,000 previously awarded as part of the Ontario Municipal Commuter Cycling (OMCC) program has also been included and is allocated within City-wide projects in 2019 and 2020. The funds associated with the intersection upgrades at Highway 15 at Gore Road and along John Counter Boulevard are allocated within other existing project capital budgets and are not included in this table.

Additional funding for citywide active transportation projects, pedestrian crossings, and intersection improvements may become available if projects submitted for the Investing in Canada Infrastructure Program (ICIP) are approved. If funding for ICIP projects is awarded, staff will update Council on the potential new project locations and the resulting amended budget.

Operating Budget Implications

Maintenance of the City's active transportation network will be part of a commitment to provide high-quality routes and facilities in Kingston. Maintenance is also a key component of providing viable transportation options to encourage pedestrians and cyclists to use the active transportation network year-round, and to achieve a 20% active transportation mode share target by 2034.

It is expected that as new infrastructure is built, there will be a need for additional operating budget to maintain that infrastructure. As such, the City has used unit costs developed in the ATMP to determine estimated ongoing operating budget increases required by Public Works over the 5-year implementation plan, as shown in the table below.

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Table 2 – Annual Operating Budget Increases for Active Transportation Maintenance

	2019	2020	2021	2022	2023
Operating Budget Increase (Public Works)	-	\$143,000	\$93,000	\$112,000	\$124,000

Next Steps

All capital projects slated for 2019 are complete or underway, including:

- The construction of a 1.8-kilometre multi-use path from John Counter Boulevard to Third Avenue along the Leroy Grant Drive right-of-way.
- Pedestrian signals at the intersection of Sir John A. Macdonald Boulevard at Norman Rogers Drive, Johnson Street at Macdonnell Street, and Front Road at Lakeview Avenue.
- Protected cycling lanes and new sidewalks at a variety of locations.

Design work is underway on the 2020 projects identified in the plan, with public engagement on specific projects ongoing or planned for the near future.

Staff have also begun developing the Active Routes to School Program and have completed an initial analysis at the city's 21 school crossing guard locations to determine appropriate infrastructure upgrades to improve safety and accessibility. More details about this program and school crossing upgrades will be presented to Council in Q4 2019.

The Household Travel Survey is on target to be completed in the fall of 2019, with initial results expected in Q2 2020.

As the ATIP spans multiple years, staff will incorporate the various initiatives and programs into annual departmental work plans and budgets particularly as it relates to the Transportation & Public Works Group. These annual work plans will include detailed information about specific projects, programs, schedule, and timing.

Existing Policy/By-law:

N/A

Notice Provisions:

N/A

Accessibility Considerations:

The City will ensure accessibility consideration are adhered to in all projects in accordance with the *Accessibility for Ontarians with Disabilities Act* and will work with the Municipal Accessible Advisory Committee (MAAC) on projects moving forward.

Representatives from MAAC helped develop the ATMP, which informed this implementation plan. The City also advised MAAC of public engagement opportunities as they were available

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and has had MAAC representatives selected to advise on the infrastructure projects that are being constructed in 2019 and in design for 2020.

Financial Considerations:

Staff will incorporate the capital projects outlined in Table 1 of this report as part of the annual and multi-year capital budgeting within the Transportation Services capital budget.

Additional funding for AT projects may become available as part of the Investing in Canada Infrastructure Program (ICIP). Staff will update Council on the potential new project locations and the resulting amended budget as these details become available.

Operating budget increases related to the ongoing maintenance of new AT infrastructure will be incorporated into the Public Works operating budget as outlined in Table 2 of this report.

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Bill Linnen, Director, Public Works

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Deanna Green, Manager, Traffic Division

Exhibits Attached:

Exhibit A – Draft Active Transportation Implementation Plan

Exhibit B – What We Heard – Reporting Back on Public Engagement

Exhibit C – AT Implementation Project Listing