WELCOME

ACTIVE TRANSPORTATION MASTER PLAN

Community Forum

November 2, 2016 – 9:00 a.m. to 3:30 p.m.

Memorial Hall, Kingston

AGENDA

Welcome, Introductions and Context – 9:15 a.m.

Table Discussion #1: – 10:00 a.m.

Guest Speaker: Johan Diepens, Founder and CEO Mobycon *From Living City to Living Street* – 10:30 a.m.

Table Discussion #2 – 11:15 a.m.

Lunch – 12:00 noon

Rotating Discussion #3 – 12:45 p.m.

Table Discussion # 4 – 2:00 p.m.

Wrap-up and Conclusion – 3:00 to 3:30 p.m.

AGENDA

Discussion Questions/Themes

Why does your vision for Kingston include AT?

What are your ideas for making Kingston a living city with living streets?

What ideas do you have for hardwear, software and orgwear?

What could AT look like in Kingston in 2026? Mapping the future

WHAT WILL MAKE THIS AN EFFECTIVE FORUM?

Our Ground Rules

We hope to have lots of discussion and sharing of ideas

Everyone's contribution has value

Share your ideas openly

Take turns listening and talking

We don't have to agree but we do have to respect each other's viewpoints

What is your call to action for active transportation in Kingston?

HOW INPUT WILL SHAPE THE PLAN

- Use of Walk ‘n’ Roll Branding
- Interactive webpage on City’s Web-site
- Take the Survey
- Walk ‘n’ Roll Community Forum
- Technical Advisory Group
- Stakeholder Interviews
- Pop-Up Workshops
- Public Open Houses

www.cityofkingston.ca/walkroll
walkroll@cityofkingston.ca

DEVELOPING THE PLAN

WHAT IS THE STUDY ABOUT

- The City is developing its first Active Transportation Master Plan (ATMP) called Walk ‘n’ Roll Kingston
- The plan will be aimed at achieving the target of a 20% active-transportation mode share for peak travel times by 2034 as directed by council

What is active Transportation?

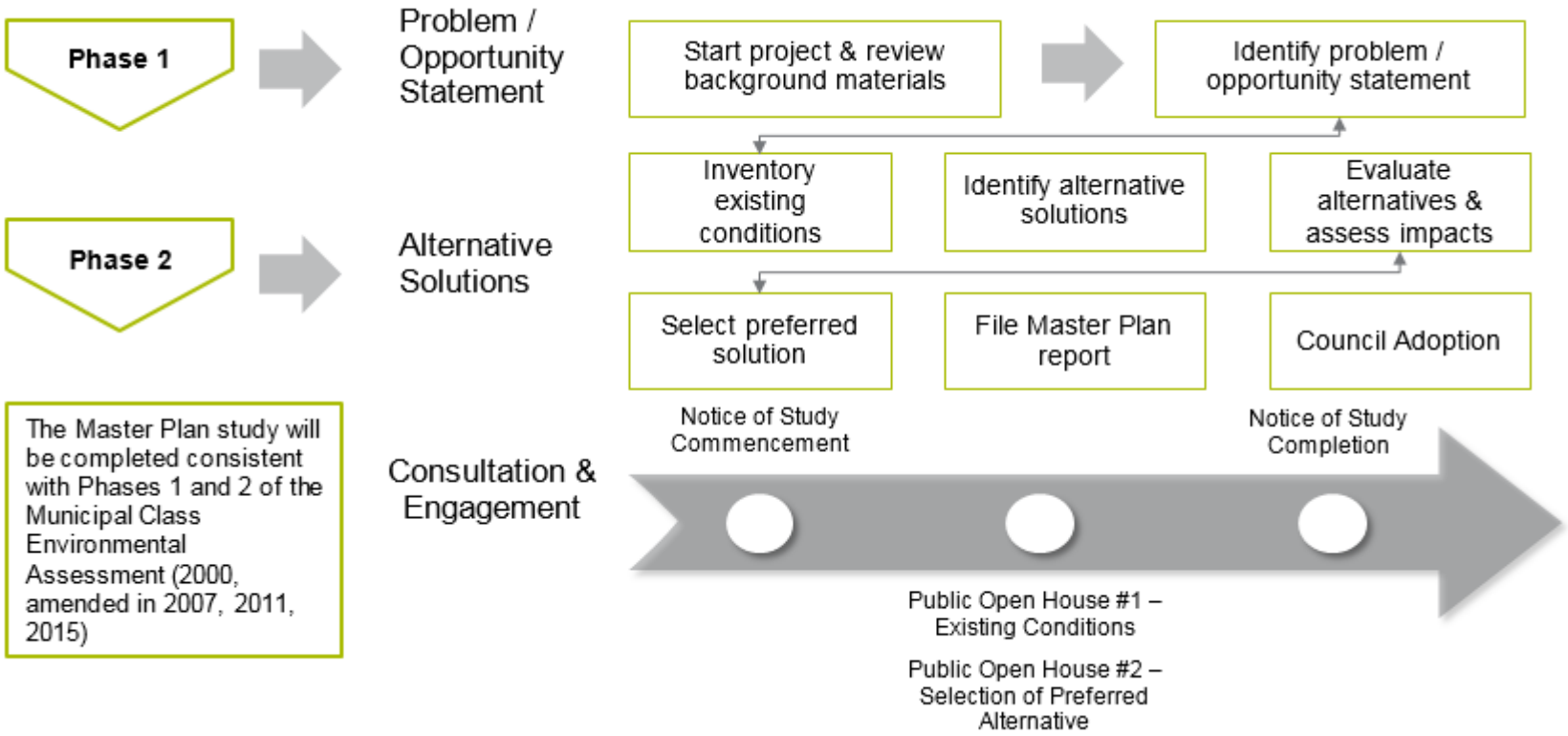
Active transportation refers to any human powered mode of travel including walking, cycling, in-line skating, skateboarding, running and getting around by wheelchair.

PLAN OBJECTIVES

- A comprehensive network
- Corridors that encourage the use of walking and cycling
- Networks that integrate walking and cycling with transit and carpooling
- Facilities that encourage recreational and tourism
- Programs that reflect the objectives of the plan and the City

MUNICIPAL CLASS EA PROCESS

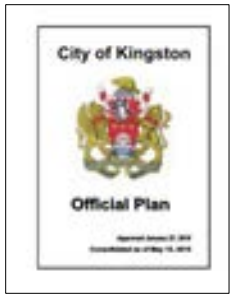
- The ATMP is being developed in accordance with the Master Plans section of the requirements within the Municipal Class EA. The process to be undertaken is shown below:

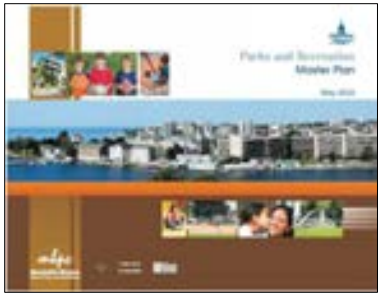


PLANNING CONTEXT

The City has a number of policies in plans that support Active Transportation. Highlights from these policies include:

- Active transportation facilities and access to be included in all development
- Improved connectivity, enhanced pedestrian – friendly streetscapes, and facilities / road cross sections to support cycling
- Promote active living
- Create a sustainable community



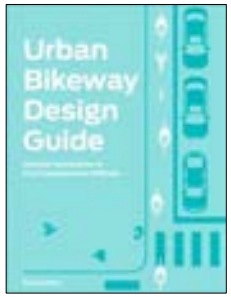


BEST PRACTICES

A review of best practices found **six key themes** to consider in the development of Walk ‘n’ Roll Kingston:

- Design for Users
- Connected Network
- Documented Decision Making
- Complete Streets
- Sound Engineering
- Integration and Coordination

Walk ‘n’ Roll Kingston will incorporate technical guidelines including:



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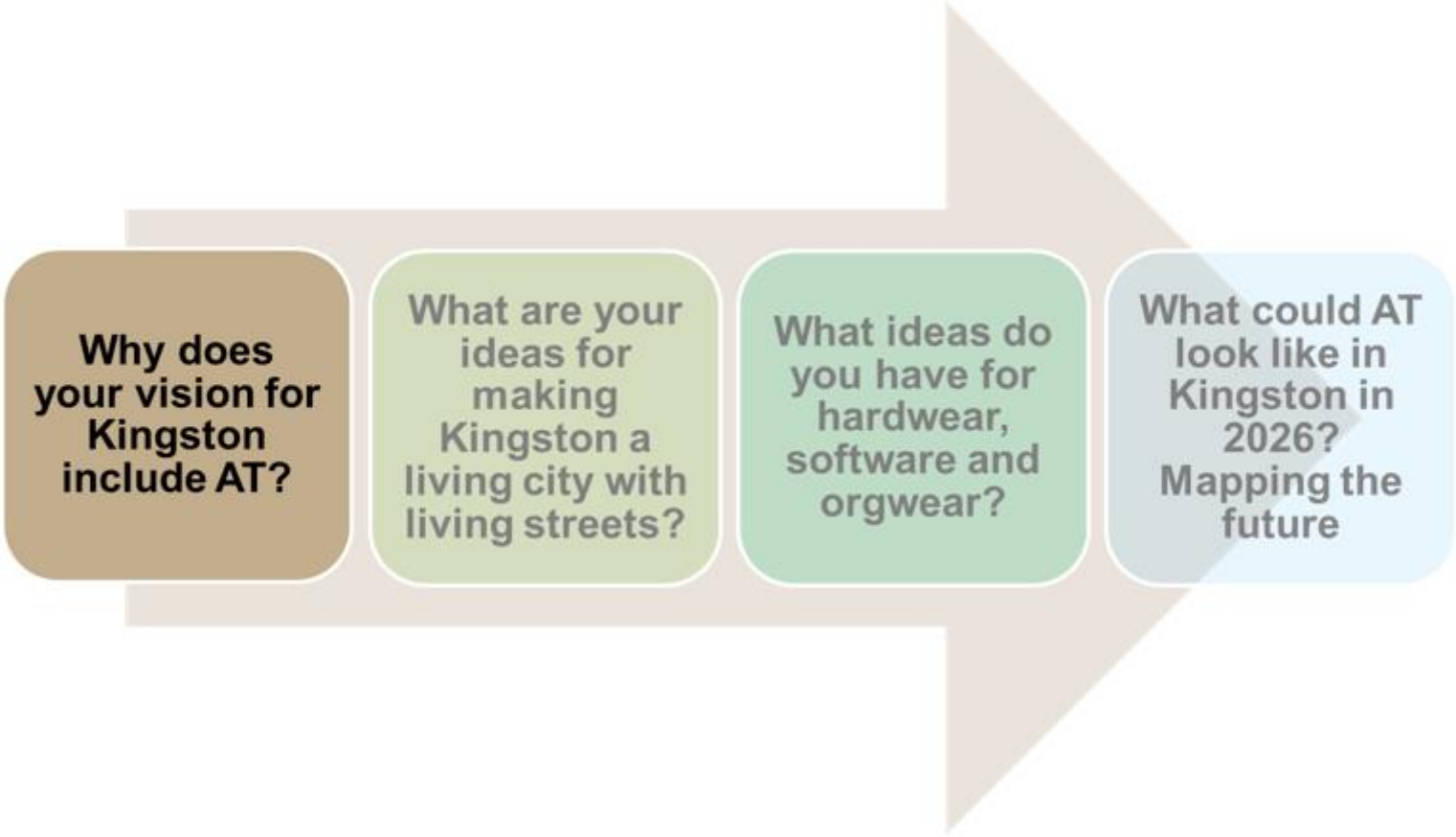


TABLE DISCUSSION #1
– 15 TO 20 MINUTES

Why does your vision for Kingston include AT?

a) With your group, please list your reasons on flipchart paper provided.

b) What are your group's top 3 reasons?

GUEST SPEAKER
JOHAN DIEPENS, FOUNDER AND CEO MOBYCON
FROM LIVING CITY TO LIVING STREET

AGENDA

Discussion Questions/Themes

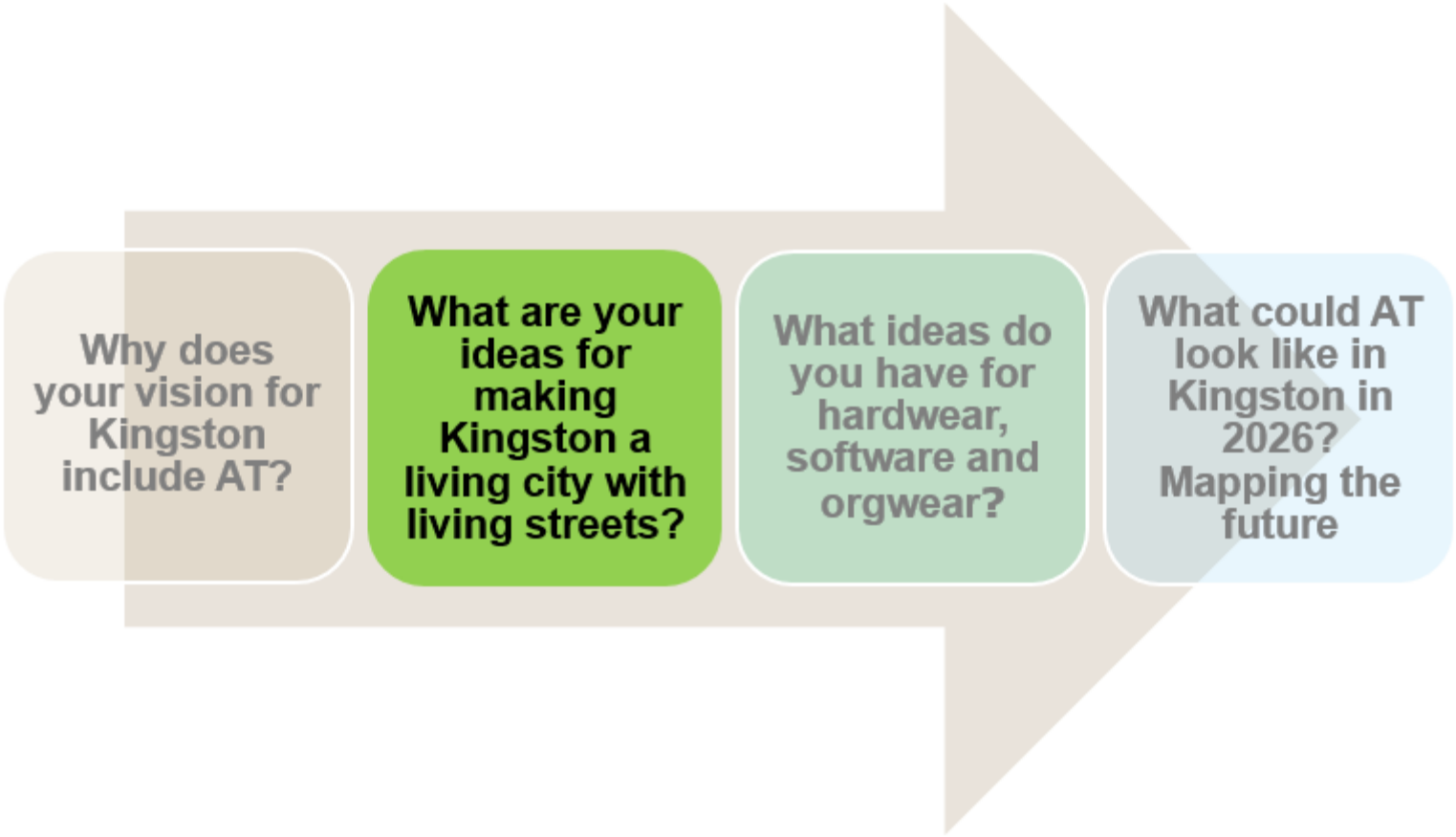


TABLE DISCUSSION #2

45 MINUTES

What are your ideas for making Kingston a living city with living streets?

a) With your group, identify ideas for making Kingston a living city. Please note all ideas on the flipchart paper provided.

b) What are your group's top 3 ideas?

OVERVIEW OF AT TOOLS FOR TAKING ACTION

AT TOOLS FOR TAKING ACTION

Taking Action Together: Action will require 3 tools:

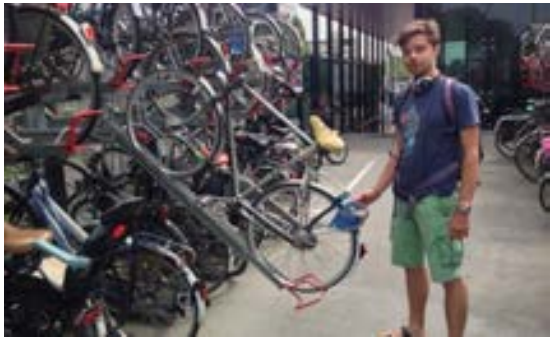
- ✓ “Hardware” (infrastructure),
- ✓ “Software” (programs, marketing, education and culture),
- ✓ “Orgwear” (government, employers, NGOs)

HARDWARE

Hardware are the physical elements/infrastructure which increase attractiveness and opportunities to walk, cycle and roll

(Graham-Rowe, Skippon, Gardner, & Abraham, 2011)

- **Transportation networks**
- **Separated lanes/facilities**
- **Street design**



SOFTWARE

Software are initiatives that are designed to change perceptions, beliefs and attitudes; motivating voluntary change in transportation choices (Castillo-Manzano & Sánchez-Braza, 2013)

Education

Marketing

Culture

Incentives

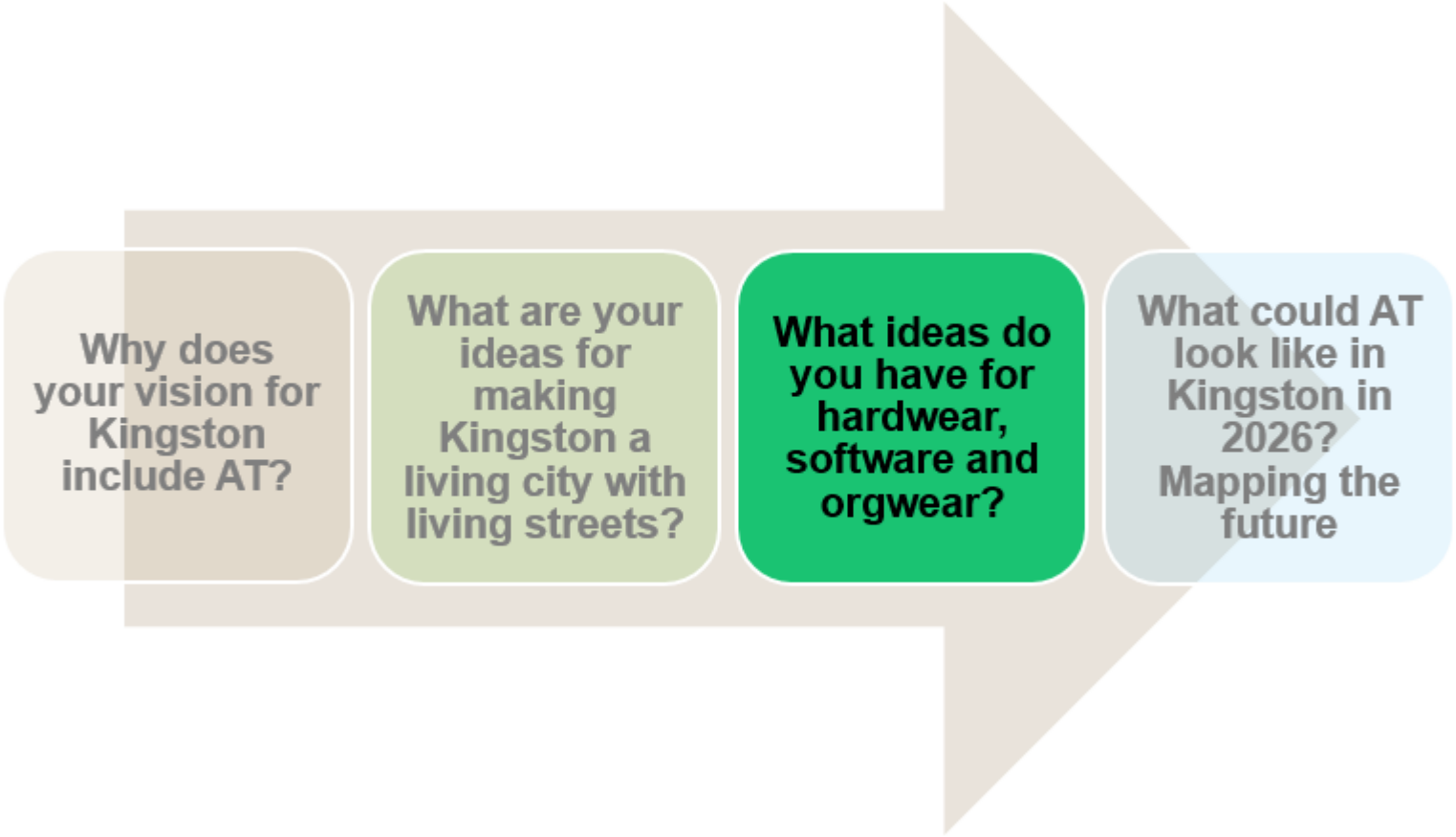
ORGWARE

Orgware describes the roles of the primary actors in decision making and the degree of mutual collaboration and coordination between groups. (Harms, Bertolini & Brömmelstroet, 2015)

- **Decision making process**
- **Partnership/collaboration between government and NGOs**
- **Political climate**
- **Local engagement**

AGENDA

Discussion Questions/Themes



ROTATING DISCUSSION #3 – 60 MINUTES

What ideas do you have for hardwear, software and orgwear?

3 groups rotating

Part 1: Develop list of ideas for tool assigned

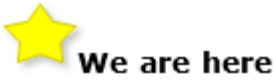
Part 2 Move to next tool and review/ add ideas

Part 3: Move to last tool and add/modify and identify top 3 ideas

DEVELOPING A STRONG AT NETWORK

HOW WILL KINGSTON'S FUTURE NETWORK BE DEVELOPED

1. Map Existing and Previously Proposed Routes
2. Determine Route Selection Criteria
3. Conduct Initial Field Review
4. Identify Additional Network Gaps
5. Prepared Draft Network "Concept"
6. Review Network Concept with City / Stakeholders / Public
7. Refine and Confirm Network Concept through Field Investigations
8. Select and Map Preferred Facility Types by Route Segment
9. Prepare Pedestrian Network Concept / Identify Missing Sidewalk Links
10. Network Phasing (Cycling / Trails / Missing Sidewalk Links) & Costing by Phase



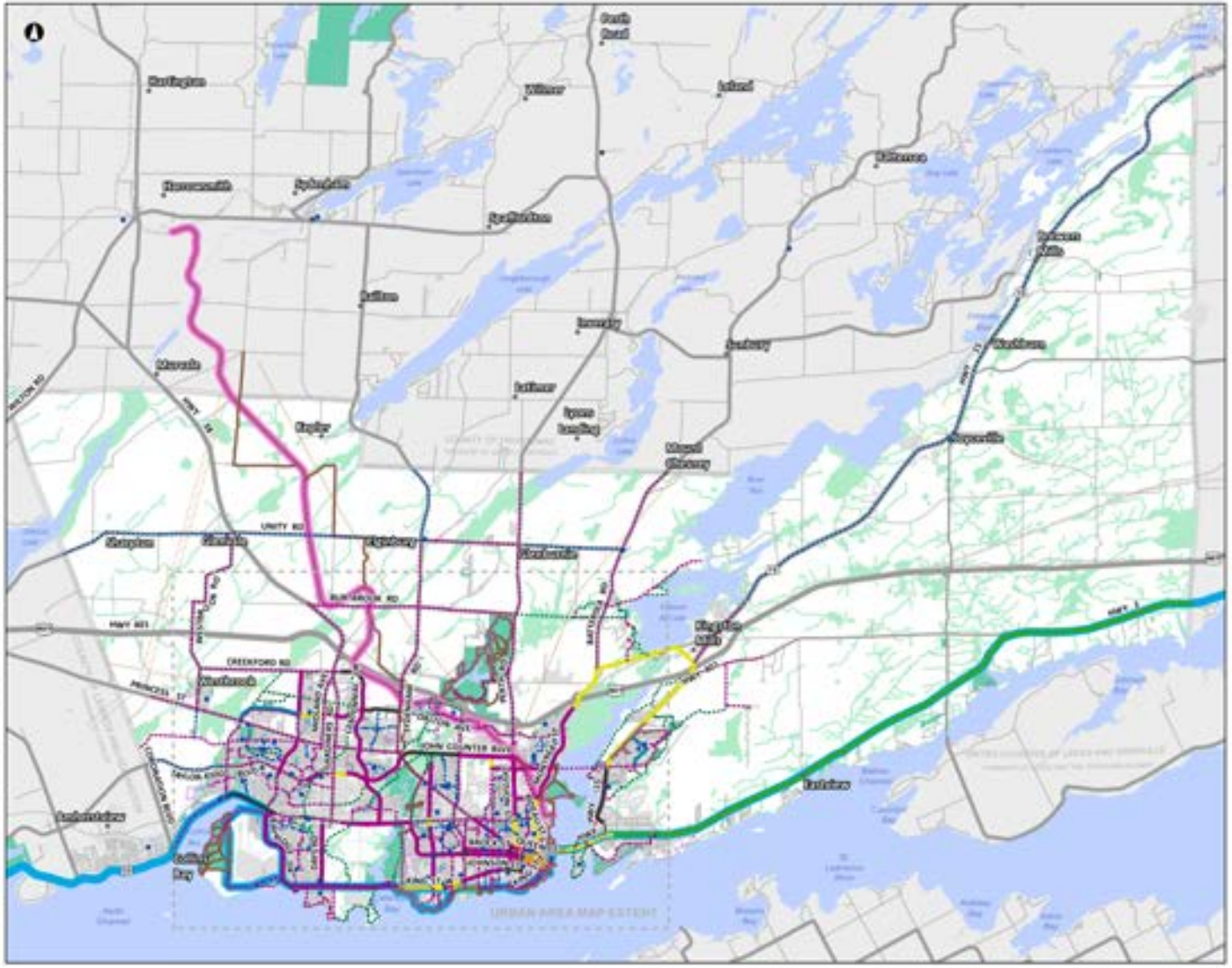
HOW WILL KINGSTON'S FUTURE NETWORK BE DEVELOPED

Route Selection Criteria

The draft route selection criteria have been developed for the Kingston ATMP through the review of criteria used in other ATMPs as well as by the criteria outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities. The criteria include the following:

Accessible (All ages)	**Connected & Direct**	**Safety & Comfort**
Complete Streets	**Increased Travel by AT Mode**	**Cost Effective**
Support Local Business / Tourism	**Safe Routes to School**	**Diverse Network (On and Off Road)**

EXISTING & CANDIDATE ROUTE ALTERNATIVES



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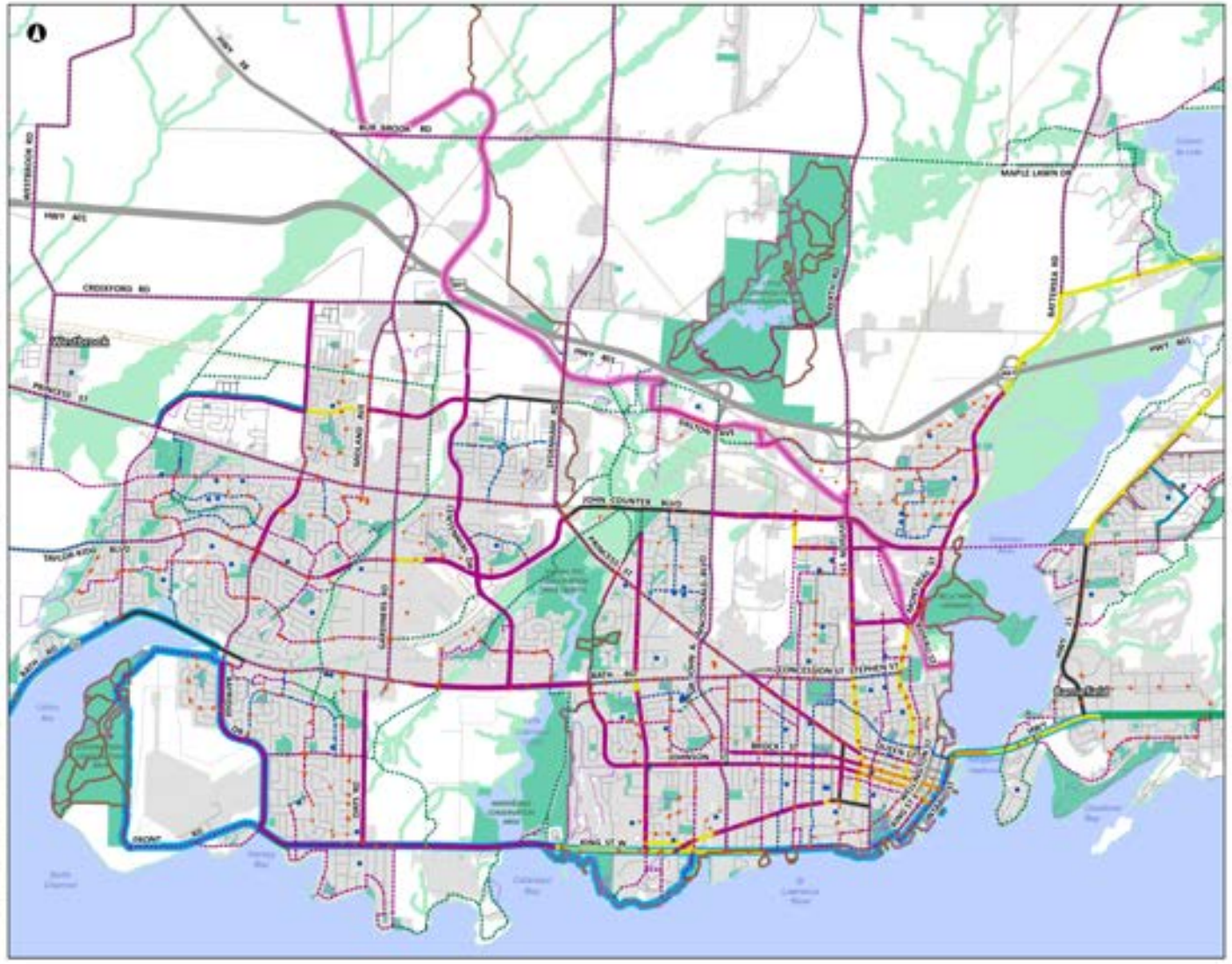
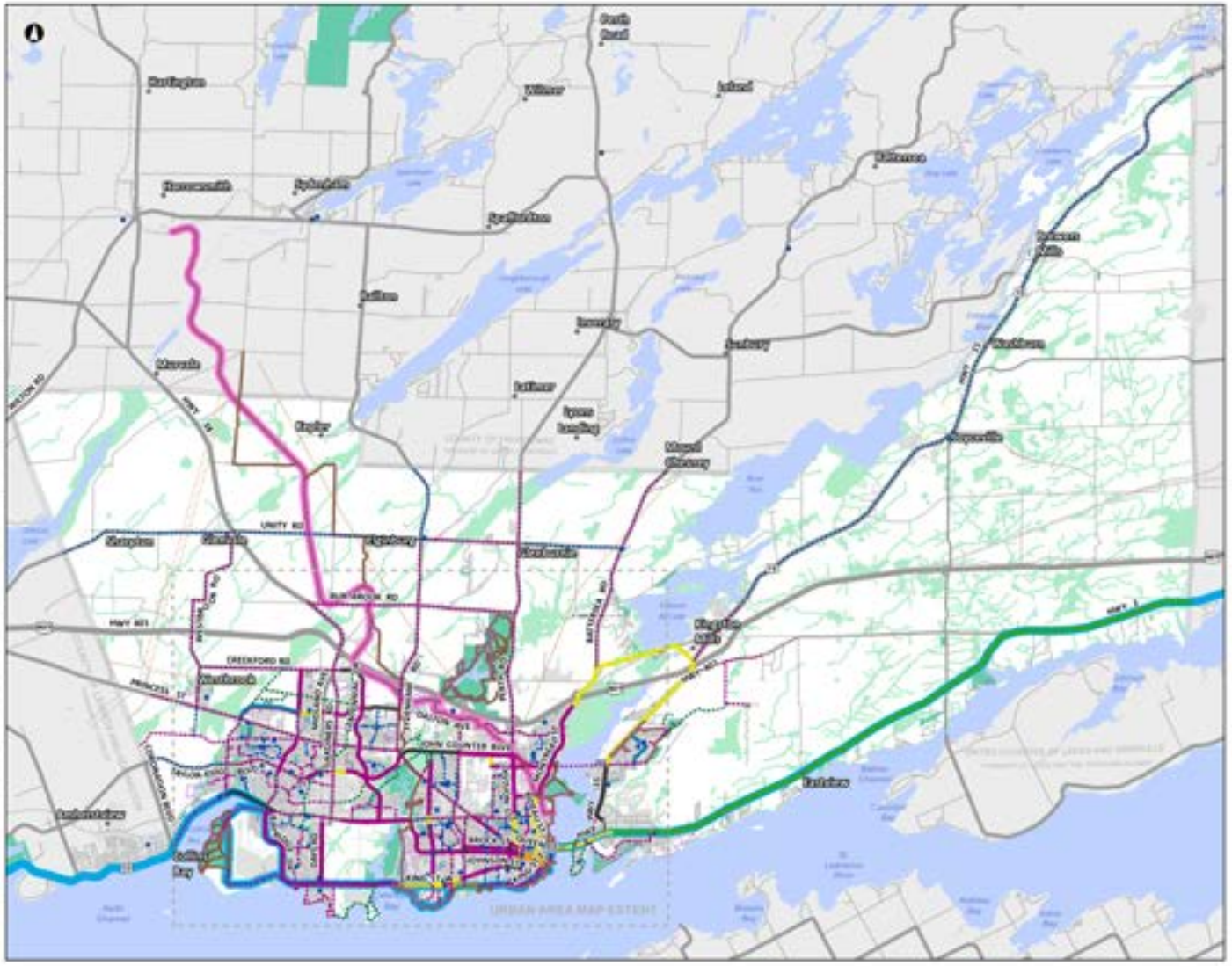


DRAFT NETWORK CONCEPT



MAP 4A: DRAFT NETWORK CONCEPT - CYCLING & TRAILS (RURAL AREA)

CITY OF KINGSTON ACTIVE TRANSPORTATION PLAN

WALK BIKE KINGSTON

Existing Cycling Network
- In-Boulevard Trail
- Bicycle Lane
- Paved Shoulder
- Signed Route with Sharrows
- Signed Route
- Planned Facility

Previously Proposed Cycling Network
- On-Road Cycling Network
- Off-Road Cycling Network

Cycling Network Gaps
- Cycling Network Gap

Other Facilities
- Off-Road Pathway
- Off-Road Trail
- K & P Trail
- Waterfront Trail

Reference Layers
- Municipal Border
- Built Up Area
- Park
- Envir. Protection Area
- Hydro One Easement
- Highway / Freeway
- Arterial Road
- Collector Road
- Local Road
- Service Road / Lane
- Proposed Road
- Railway
- School / University

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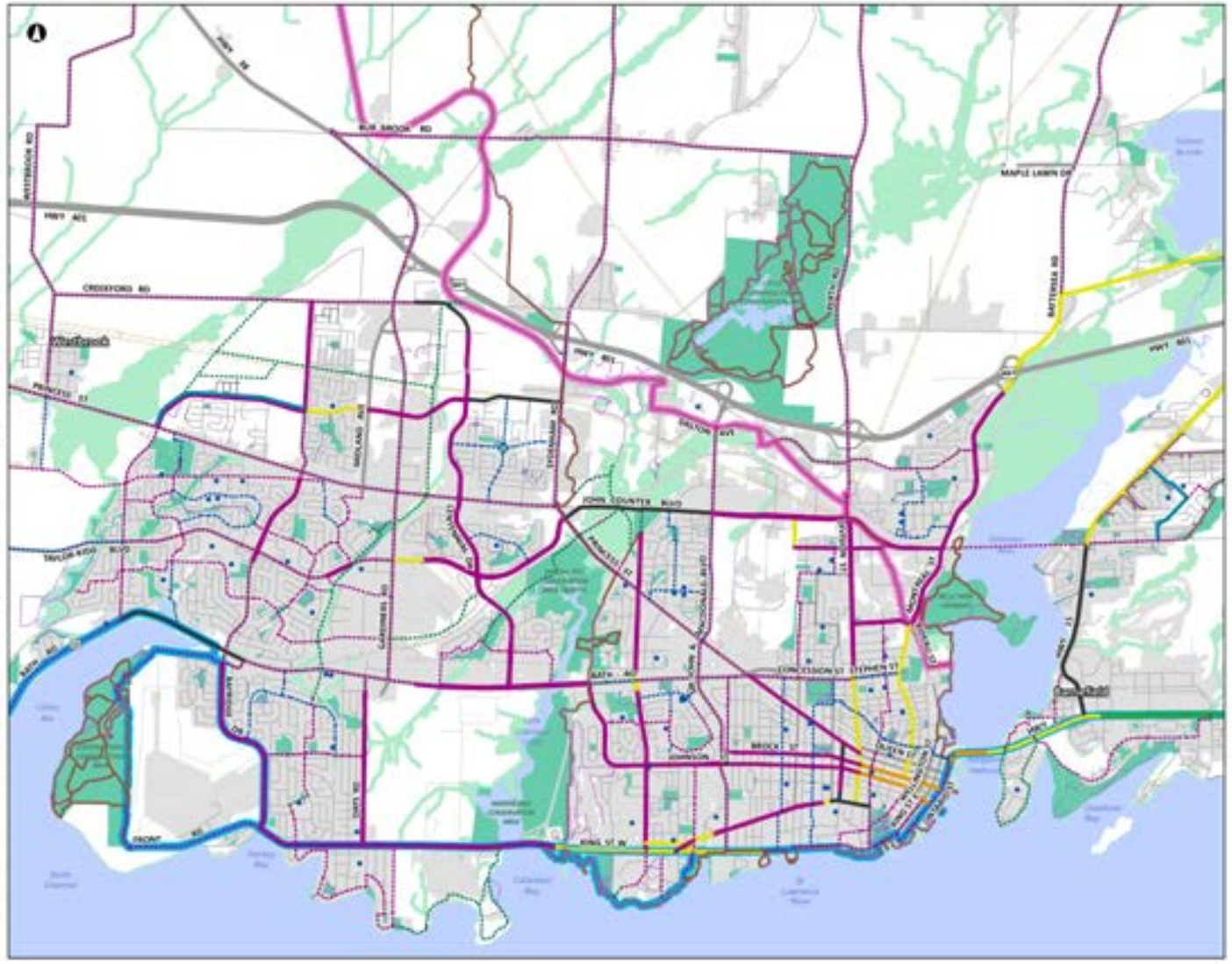
DRAFT NETWORK CONCEPT



AGENDA

Discussion Questions/Themes

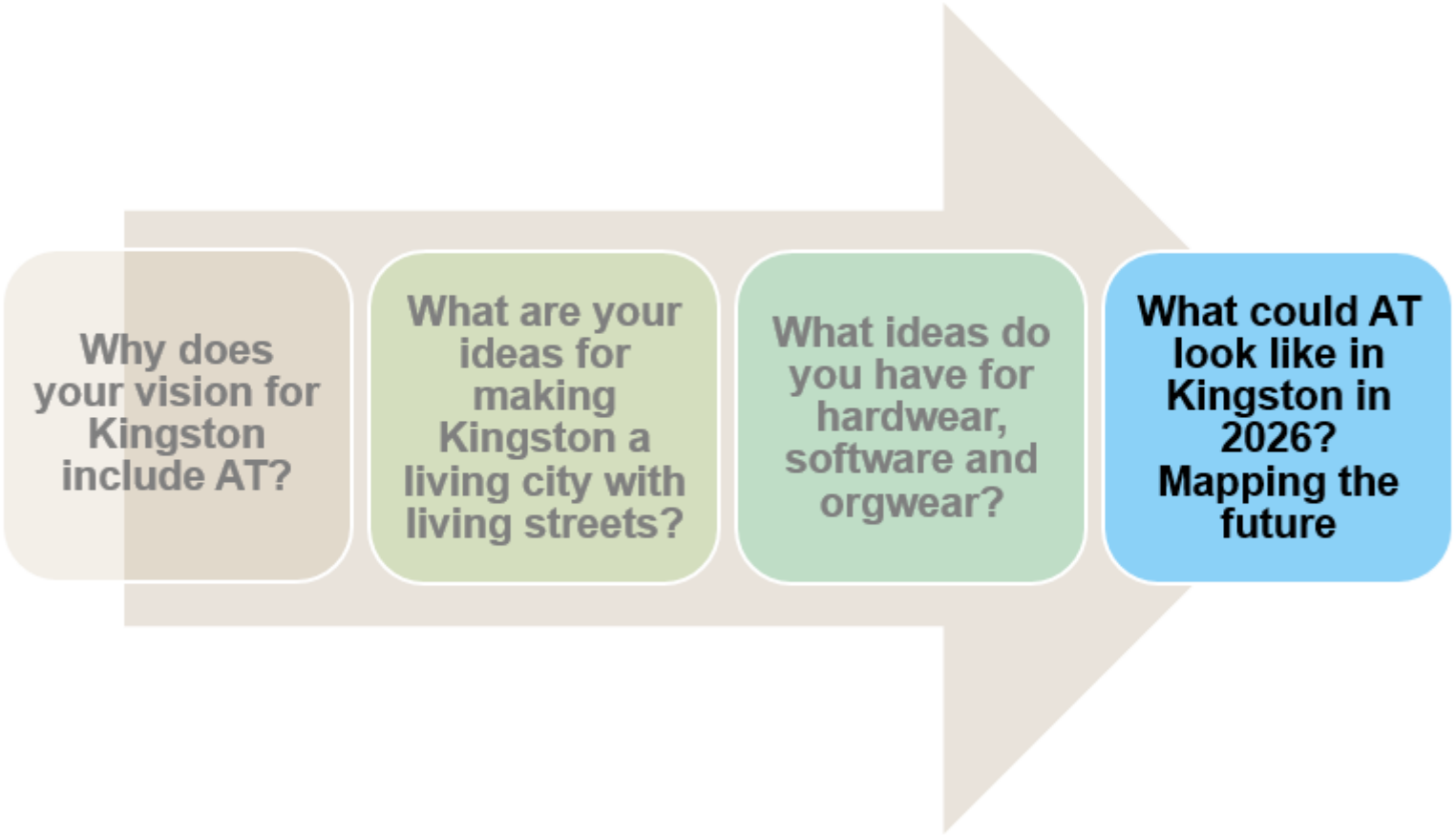


TABLE DISCUSSION #4

– 45 MINUTES

What could AT look like in Kingston in 2026? Mapping the future

a) With your group, please share your ideas on the "BLANK" base maps for Kingston's rural and urban areas. Use markers, post-its to tell us:

Where are the places that people want to get to?

How could they get there by walking, cycling or rolling?

What corridors and connections do we need?

WRAP-UP