



# **Active Transportation Master Plan Community Forum**

Held November 2, 2016

## **Public Feedback Report**





## Active Transportation Master Plan Community Forum Public Feedback Report

### ABOUT THIS REPORT

The City of Kingston held a Community Forum on Wednesday, November 2, 2016. This report prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company provides a summary of the feedback that resulted from the session.

#### In This Report

1. Purpose of the Community Forum..... page 2
2. Input on what Active Transportation means and why it is important for Kingston.....page 4
3. Ideas heard for making Kingston a Living City with Living Streets..... page 6
4. Ideas heard about taking action together – Hardware, Software and Orgwear.....page 8
5. Ideas for what Kingston’s Future Active Transportation Network should look..... page 14
6. Next steps and staying connected..... page 17

Appendix 1 - Community Forum Agenda

Appendix 2 - Base Network Maps Created by Participants

Appendix 3 - Call to Action Key Words provided by Individual Participants

Appendix 4 - Individual verbatim comments - “Things I didn’t get a chance to say” Form

Opportunities for public input will occur during each phase of the Active Transportation Master Plan study process and comments are encouraged throughout.

**Visit the city’s website at:**

**[www.cityofkingston.ca/walkroll](http://www.cityofkingston.ca/walkroll)**

**Provide written comments at any time at:**

**[walkroll@cityofkingston.ca](mailto:walkroll@cityofkingston.ca)**

To provide comments about this report contact:

**Community Engagement Facilitator and Report Author**

Sue Cumming, MCIP RPP, Cumming + Company

[cumming1@total.net](mailto:cumming1@total.net) / 613 546-3715



## Active Transportation Master Plan Community Forum Public Feedback Report

### 1. PURPOSE OF THE COMMUNITY FORUM

The City of Kingston (City) is developing its first Active Transportation Master Plan (ATMP) called Walk 'n' Roll Kingston. The plan is being developed with the objective of achieving the target of a 20% active-transportation mode share for peak travel times by 2034 as directed by City Council. Improving options for walking, cycling, in-line skating and the use of skateboards, scooters, walkers and wheelchairs, encourages alternative modes of travel and is in line with the goals of the Kingston Transportation Master Plan. Improving travel choices available to residents is a critical component of the City's transportation network. The City is steadily expanding its transit services, cycling infrastructure, existing sidewalk, trail and pathway systems to reduce the reliance on automobiles. This study is looking at how to increase the use of active travel options and to improve accessibility for residents of all ages and abilities. Public consultation is vital to the development of Walk 'n' Roll Kingston. The City wishes to ensure that anyone with an interest in this study has the opportunity to get involved and provide input before any decisions are made on a preferred network and policy recommendations.

A Community Forum was held on Wednesday, November 2, 2016 from 9:00 a.m. to 3:30 p.m. in Memorial Hall at City Hall Kingston. Over 50 people participated in the Forum. Invitations were issued (using Eventbrite) to 80 or more organizations and individuals involved in active transportation, accessibility, public health, school travel, social services, business and tourism together with cycling and community advocacy groups. Participation by a wide range of community stakeholders and city staff was encouraged. The daytime forum was followed by an evening public open house, guest presentation and workshop from 6 to 9 p.m. in the same location.

The purpose of the Community Forum meeting was:

- To promote awareness and create energy and interest in community dialogue around developing Kingston's Active Transportation Master Plan.
- To discuss what active transportation means and why it is important for the City.
- To learn about and share ideas for making Kingston a living city with living streets.
- To exchange ideas on how to work together to implement actions for *hardware, software and orgwear* recognizing that moving forward requires the involvement of the community.
- To receive input on what a strong active transportation network would look like including corridors and connections that would connect people to where they are travelling to and how they can get there using active transportation modes.

An effective program of presentations and interactive participant discussions was developed. Sue Cumming, Cumming+Company Community Engagement Facilitator opened the day and facilitated discussion throughout. Mayor Bryan Patterson provided remarks about the importance of the active transportation plan to the City. Johan Diepens, Founder and CEO of Dutch Firm Mobycon provided a keynote address “*From Living City to Living Street*”. The agenda for the Forum is found in **Appendix 1**.

To begin the day, Deanna Green of the City of Kingston provided context for the importance of developing the active transportation master plan with respect to the City’s Transportation Master Plan, transit planning and ongoing city initiatives. This was followed by remarks from Dave McLaughlin, lead consultant and active transportation specialist with WSP/MMM Group who outlined the work that his team is doing to create a goal driven and implementable plan to increase active travel for people of all ages and all abilities across the City. He commented on the importance of building on the foundation of the physical planning and community advocacy that is positioning Kingston to move forward with a strong ATMP.



Other team members Roxane MacInnis and John Grieve of WSP/MMM Group provided remarks on how the Plan is being developed and how the network would be developed focusing on creating a hierarchy of interconnected routes and facilities.

Discussion at the Community Forum was focused around the four themes shown in **Figure 1**.



### **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.

### **Key messages heard for why Active Transportation is important for Kingston**

1. Greater transportation choice and accessibility.
2. Improved health and healthy living: social, mental, physical health and well-being.
3. Promotes more sociability and community involvement.
4. More equitable and inclusive for all ages, genders, races, incomes and abilities.
5. Safer city.
6. More connected city.
7. Good for the economy.
8. More attractive for tourism.
9. Sustainability and flexibility.
10. Good for the environment.

## **2. WHAT DOES ACTIVE TRANSPORTATION MEAN TO YOU AND WHY IS IT IMPORTANT FOR KINGSTON**

The City of Kingston is developing a vision and guiding principles for Walk 'n' Roll Kingston. The Community Forum provided the opportunity for learning about what active transportation means to stakeholders in the community. Each individual was encouraged to identify what active transportation means to them and to share their ideas through small group discussions. Working together in five groups, participants discussed and described why active transportation is important for Kingston.

Key messages heard included the importance of a continuous network of active transportation infrastructure throughout the city with safety and security from beginning to end of trip for creating a healthy and vibrant city. Active transportation was noted to have many health benefits including physical, social and mental well-being. Inclusivity was noted to be of significance importance with travel choices for all ages, genders, races, incomes and abilities. Active transportation is also seen as important for providing equitable opportunities and travel choices to get people to where they need and want to go. It was noted that more life on the street contributes to more social connections and interactions between residents.

The following ideas were noted through the group discussion and are organized by the key messages heard. These are numbered for reference purposes and not in a priority sequence.

### **2.1. Greater transportation choice and accessibility**

- Less reliance on cars.
- Reduction of cars on roads and less congestion.
- More integration between different modes, i.e. transit, cycling and walking.
- Better connectivity:
  - Across the whole City.
  - Between neighbourhoods.
  - To key destinations i.e. the waterfront.
  - To recreational off-road facilities.

### **2.2. Improved health – Healthy living**

- More active participation contributes to better health and well-being: social, mental, and physical health.
- Physical activity built in to everyday living.
- More sociability improves mental health.
- Keeps seniors active and fit.
- More physical activity means less sedentary/screen time.
- May reduce health care costs.
- May provide for injury prevention.

### **2.3. Promotes more sociability and community involvement**

- Contributes to inclusivity for all ages, abilities and incomes.
- Promotes community building and social connections.
- Results in a better environment for children and families (for 8 to 80 year olds).
- More freedom provided by active transportation to travel within the community.
- More fun - contributes to the quality of life in the city – “vibe in the city”
- More focus on places for people, not cars with more space for living.
- Better comfort and image of public spaces. Parks and squares with multitude of activities, things to do and places to go.

### **2.4. More equitable**

- More equitable access to services and infrastructure across the city.
- Less reliance on car travel to get places by providing more choices for everyone.
- Increased services for non-drivers.
- Increased connections for transit making it more viable and attractive for use.
- More social interaction among residents contributing to awareness of community needs.

### **2.5. Safer city**

- Safer network of consistent and recognized routes throughout the city.
- Improved safety for transitioning between modes.
- More secure end of trip facilities – i.e. bike lock-ups to provide more theft prevention.
- Safer cycling routes to schools.
- Potential for crime prevention through more life on the street.

### **2.6. More connected city**

- Connected destinations across the city.
- Better connections between and within neighbourhood and communities.
- More routes to schools (elementary, secondary and post-secondary).
- Greater experience between places with pedestrian scale community design.
- More focus on connecting land uses and encouraging density.
- Good for neighbourhood development (density, design, aesthetic, placemaking)

### **2.7. Good for the economy**

- Good for businesses (view that businesses benefit from more walking/biking).
- Supports intensification.
- Supports business attraction and growth.

### **2.8. More attractive for tourism**

- Best way to experience a place is on foot or on a bike.
- Lots of interest in cycling tourism in Kingston – urban areas and countryside.
- A great walking city is an attractive tourist destination.
- Potential to increase length of stays and increase dollars spent in the community.

### **2.9. Sustainability and flexibility**

- Could provide for more flexibility to address changing circumstances.
- More adaptable to address community needs.
- Cost to build and maintain seen as being more affordable (cheaper).

### **2.10. Good for the environment**

- Climate change resiliency and adaptability (cultural shift).
- Better air quality. Reduce pollution from autos.

### 3. IDEAS FOR MAKING KINGSTON A LIVING CITY WITH LIVING STREETS

The Community Forum provided the opportunity for learning about principles and best practices that are being employed in other cities in the Netherlands and in Canada for promoting active transportation. Following a guest lecture by Johan Diepens, CEO Dutch Firm Mobycon, participants collaborated to identify ideas for how Kingston could reach the goal of a living city with living streets. The following is a synthesis of ideas that resonated with stakeholders. The following key messages are numbered for reference purposes and not in a priority sequence.

**Living streets** are streets where walking, cycling and transit are the focus and there is less emphasis on motor vehicles. The development along the street is directed outward and is at a pedestrian scale. It is essentially bringing people back to the streets. **A living city** would be an expansion of this – creating cities that bring people back to the public spaces.

*Johan Diepens, CEO Mobycon*

- 3.1. **Create a ‘value hierarchy’ for different modes with active transportation at the top of the hierarchy.** Focus on pedestrians/cyclists first when designing space and streets.
- 3.2. **Think about space dynamically with more focus on streets as places.** Create spaces where people want to be with interesting landscape elements, trees for shade, benches and rest areas and outdoor gathering places.
- 3.3. **Change behaviour by design to improve comfort and safety by:**
  - Reducing speeds and promote more continuous flow (i.e. use of roundabouts).
  - Improving visibility by marking cycling lanes and pedestrian crossings (i.e. example of use of green paint noted).
  - Introducing more separation from cars with more protected bike lanes, separated sidewalks and pathways.
  - Encouraging more education on sharing the road – safety for all users.
  - Increasing enforcement for those that put others at risk including motorists, cyclists and pedestrians. Enforcing tailgating, speeding, jaywalking, etc.
- 3.4. **Make it easier to transition from one mode to another by:**
  - Eliminating gaps in the network.
  - Developing longer routes for cycling (i.e. along King Street, Bath Street and Johnson). Identifying entry points to primary arteries – arterial roads.
  - Providing signage for wayfinding to secondary routes.
  - Providing information on how residents can incorporate trip origin (from home, work or school) to destination using active means.
  - Using tools such as mapping on City’s web-site, APPs, and real time information and alerts for transit schedule when buses are running off schedule.
- 3.5. **Focus on improving intersection safety** with intersection design that provides for increased safety for all modes including:
  - Implementing changes for safer crossings.
  - Optimizing signals for bikes to make them operable by cyclists and pedestrians.
- 3.6. **Implement universal design to improve accessibility for all travel choices.**

### **3.7. Pay attention to first mile – last mile logistics by:**

- Providing for end use facilities including bicycle parking, cycling shelters (from weather and for security), washrooms, etc.).
- Providing park 'n ride areas outside of Downtown Kingston to promote the use of two modes. Encourage residents to drive and park in an existing surface parking lot and take the bus or ride their bike from there to complete their destination.

### **3.8. Prioritize pedestrian and non-motorized mobility movements by:**

- Narrowing streets by retrofitting areas within the City that have the potential for more pedestrian use i.e. Princess Street east of Division Street.
- Considering locations for establishing pedestrian zones with a range of different options (short term and permanent) with flexible ways that modes can mix.
- Adopting a “slow with flow” design strategy: lowering of speeds, optimized signals, narrower roads, more trees and markings. This could include identifying areas with the City where 30 km hour speed could be piloted in combination with more mixed use nodes and corridors.
- Piloting projects to educate/build confidence i.e. closing the street to vehicles and opening it to others on certain days of week or at different times.

The following additional comments were highlighted during the discussion at the workshop:

- Issues pertaining to drainage and maintenance can be problematic for active modes. Bike lanes are too often located in wet areas and where garbage and debris collect. Sidewalks are lower priorities for snow removal. Pathways connecting to schools from within neighbourhoods are also often the last areas to be cleared. More resources may be needed to maintain what we have and to ensure safety and access across the City for all modes.
- What is the cost to make the living city/street? A shift will be required (money/policy) to support this. Are there some changes that could be implemented without requiring new resources? What resources would need to be reallocated to achieve other ideas noted and how feasible is this?
- There is an understanding that Downtown Kingston is implementing different ideas with interest in learning from the Downtown Kingston BIA how the businesses are affected by street closure events (i.e. Princess Street Promenade) and to learn more about what initiatives (stop gap for accessible access to stores) are being implemented.
- The City is one valued partner but cannot do this alone. There is recognition of the importance for partnering together in the community to take action together.



## 4. TAKING ACTION TOGETHER - IDEAS HEARD ABOUT HARDWARE, SOFTWARE AND ORGWEAR

Walk 'n' Roll Kingston is much more than a physical plan with a network of routes and connections. The Community Forum involved discussion on how to move forward to achieve a more healthy, connected and equitable transportation system. Active transportation requires three tools as follows:

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

Working in small groups, the Forum participants exchanged ideas for taking action. The following is a synthesis of what was heard for each of hardware, software and orgwear.

### 4.1. Ideas heard about taking action in Kingston through Hardware (infrastructure)

The following is a synthesis of the input received about the physical infrastructure for creating an efficient and attractive active transportation network. The ideas are organized around key themes found in **Figure 2**. These are numbered for references purposes. The description of “hardware” used at the Community Forum is found in **Figure 3**.

Figure 2 – Key Themes for “Hardware”

Key themes noted for “Hardware”
1. <b>Build a connected multi-modal transportation network across the City.</b>
2. <b>Adjust road design to better accommodate all active modes of transportation.</b>
3. <b>Provide for safer intersections for all users.</b>
4. <b>Create routes for pedestrian travel with safer crossings.</b>
5. <b>Implement protected/separated cycle lanes.</b>
6. <b>Put in end of trip facilities for active transportation users.</b>
7. <b>Prioritize maintenance of active transportation infrastructure</b>

Figure 3 – Description of “Hardware”



#### 4.1.1. Build a connected multi-modal transportation network across the City by:

- Developing a complete network with multiple elements to support different active transportation modes for all ages and abilities.
- Prioritizing active transportation over auto dominant modes.
- Increasing connectivity across the city (Downtown, Kingston East, West Kingston and North Kingston) to ensure all areas are connected with active travel choices – equity proposition.
- Implementing transit priority signals on major routes.
- Providing for primary and secondary cycling routes. It was noted that these do not necessarily have to coincide with primary and secondary car routes.

#### **4.1.2. Adjust road design to better accommodate active modes of transportation by:**

- Slowing traffic down and designing streets to encourage slower movement.
- Considering putting in roundabouts across the City.
- Considering on-road/off-road as a whole network (not exclusive of one another).
- Tightening up curb radii.

#### **4.1.3. Provide for safer intersections for all users by:**

- Adjusting signal timing to cater to pedestrian and cyclists.
- Installing user-operated signals for pedestrians and cyclists.
- Considering locations for implementing protected intersections.
- Establishing priority crossings for cyclists with bike boxes and bike signals.
- Reviewing need for right turns on red on key cycling routes.
- Identifying a short list of key intersection safety improvements for early implementation.

#### **4.1.4. Create routes for pedestrian travel with safer crossings including:**

- Wide accessible sidewalks beyond AODA minimums.
- Safe crossings for pedestrians, less exposure to traffic and crosswalks with lights.
- Tactile pavement for raised crossings.
- Separated facilities for pedestrians (to protect them from cycles and skateboards).
- Address “hot spots” where concerns about safety at crossings have been noted – i.e. along Sir John A MacDonald Blvd and Portsmouth Avenue from Bath Road South.
- Better wayfinding and signs.
- Temporary visual separation (i.e. flower pot to raise profile of paths).

#### **4.1.5. Implement protected/separated cycle lanes as follows:**

- Separate bike lanes.
- Provide for seamless on-road with off-road.
- Create a separated path for cycling that links the west end to downtown.
- Create more bicycle infrastructure on post-secondary and high school routes coupled with providing secure bike parking on either end.
- Consider clearing parking for use as temporary cycling lanes during part of the day.

#### **4.1.6. Put in end of trip facilities for active transportation users including:**

- End of trip facilities such as secured bike parking, lockers, showers, washrooms, etc. to encourage commuter cycling.
- Bicycle parking facilities in high visibility spots.
- Secured parking for bicycles at Kingston Transit transfer points and other key stations
- Wayfinding signage - wayfinding to bike routes, walking tours and trails.

#### **4.1.7. Prioritize maintenance of active transportation infrastructure including:**

- Keeping roads and sidewalks in good shape.
- Ensuring effective snow removal beyond roads – the roads, the sidewalks and paths.
- Building more awareness of the need to fund proper maintenance of hardware at an appropriate level for each mode.

## 4.2. Ideas heard about taking action in Kingston through Software

The following is a synthesis of the input received about ways to change behavior and increase active transportation software recommendations - programs, marketing, education and culture. The ideas are organized around key themes found in **Figure 4**. These are numbered for references purposes. The description of “software” used at the Community Forum is found in **Figure 5**.

Figure 4 – Key Themes for “Software”

Key themes noted for “Software”
1. Create more awareness of the benefits of active transportation.
2. Promote year round promotional events and activities.
3. Start with younger generations and better accommodate children.
4. Encourage employers to develop work place programs.
5. Support programs to increase equitable access to active transportation.
6. Improve knowledge and comfort for taking the bus.

Figure 5 – Description for “Software”



### 4.2.1. Create more awareness of the benefits of active transportation by:

- Using the Walk ‘n’ Roll brand being established through the Active Transportation Master Plan to create more profile for active transportation in the City.
- Articulating the costs and benefits of active transportation.
- Encouraging incentives and dis-incentives to increase active transportation.
- Developing an education and social marketing campaign with the goals of communicating about benefits of active transportation through websites, social media, newsletters, community events and media.
- Providing information about different choices and experiences available for a wide range of users.
- Developing promotional Ads – facts/how to primers related to cycling.
- Cultivating local champions including City Council to walk/pedal the talk.
- Supporting neighbourhood based engagement and marketing to encourage mode choice – tailored to their needs.

### 4.2.2. Promote year round promotional events and activities by:

- Holding more events that promote active travel choices.
- Fostering more sustained/continuous plan of initiatives throughout the year. (The Commuter Challenge is great but it is one week each year).
- Encouraging more walking/biking/busing to concerts, to festivals and activities.

#### **4.2.3. Start with younger generations and better accommodate children by:**

- Supporting more programs and initiatives for kids.
- Encouraging kids to explore their environment on foot, on skateboards, scooters, in-line skates and by bike.
- Teaching cycling skills in schools - skills and safety education as part of the school curriculum.
- Encouraging parents and teachers to model active travel choices.
- Using social media to create interest in more active ways to get around.
- Fostering leadership opportunities for youth to lead cycling and 'walking to' school initiatives.



#### **4.2.4. Encourage employers to develop work place programs including:**

- Implementing meaningful incentive programs to encourage cycling and walking to work.
- Rewarding employees for not using their car.
- Providing lock-up facilities and showers.
- Charging employees for parking.
- Encouraging work place challenges.

#### **4.2.5. Support programs to increase equitable access to active transportation by:**

- Creating sponsorship programs to provide bikes for target populations i.e. for kids, low income individuals/families and older adults.
- Encouraging landlords to help residents with bicycle purchase programs. Could offer bike with rental of unit.
- Continuing with complimentary school bus passes for secondary students.
- Continuing to include bus passes with post-secondary tuition.
- Creating programs for newcomers, immigrants and seniors to ride the bus for free.
- Developing bike share programs to increase access to bikes.

#### **4.2.6. Improve knowledge and comfort for taking the bus including:**

- Skills training for how to use the bus. It was noted that many in the community may never have taken the bus and they don't know how to use it. Go out to seniors' centres and community centres to teach people how to use the bus and where to get information about the transit schedule.
- Using GIS to show where bus stops are located.
- Explore developing an APP for use in determining where nearest stop is and for real time information on when a bus is arriving.

### 4.3. Ideas heard about taking action in Kingston through Orgwear

The following is a synthesis of the input received about ways to collaborate and coordinate the implementation of “hardware” and “software” for advancing active transportation. The ideas are organized around key themes found in **Figure 6**. These are numbered for references purposes. The description of “orgwear” used at the Community Forum is found in **Figure 7**.

**Figure 6 – Key Themes for “Orgwear”**

Key themes noted for “Orgwear”
1. <b>Expand information sharing and coordination between existing groups who are already taking a role in advancing active transportation.</b>
2. <b>Reach further to include more diverse stakeholders at “partnership table”.</b>
3. <b>Mobilize groups and organizations to action programs and initiatives.</b>
4. <b>Shore up resources and support for Active Transportation</b>
5. <b>Establish a new Advisory Committee on Active Transportation (integrated into City Council decision-making)</b>

**Figure 7 – Description for “Orgwear”**



#### 4.3.1. Expand information sharing and coordination between existing groups who are already taking a role in advancing active transportation by:

- Enabling more resource sharing between organizations and individuals.
- Coordinating of activities/groups/events/stakeholders toward common goals.
- Seeking opportunities for more sharing of information between existing groups – i.e. holding a yearly Forum for action planning and sharing experiences and activities.
- Providing opportunities for more formalized information sharing with a model like the City of Kingston Municipal Accessibility Advisory Committee (MAAC) which is visited by many different stakeholders.
- Identifying opportunities for involvement of Kingston Environment Advisory Committee (KEAF) and other groups and organizations that have interest in active transportation.
- Celebrating successes and victories.
- Involving by-law enforcement and community policing more often in meetings about active transportation put on by community stakeholders. It was noted that having by-law and policing participating in the Walk ‘n’ Roll Community Forum was very helpful.

#### **4.3.2. Reach further to include new and more diverse stakeholders at the “partnership table” by:**

- Undertaking a stakeholder review to identify potential organizations, businesses and individuals who could provide information, inspiration and some level of involvement.
- Creating opportunities for people to be involved in a range of activities from a one-off workplace program, to sponsoring a community event, to assisting with funding for access to bikes, to more in-depth organizing.
- Making it “fun” to be involved.
- Creating opportunities for involving school age children through School, School Council and Community Programs.
- Finding associations to help deliver on education programs for kids.
- Connecting with different tourism events

#### **4.3.3. Mobilize groups and organizations to action programs and initiatives by:**

- Leveraging existing partnerships (KCAT, Public Health, Cycling Groups, etc.)
- Balancing structured groups with broader creative inputs for problem-solving.
- Seeking more participation and sponsoring of events and activities.
- Supporting and elevate existing programs – i.e. The Commuter Challenge.
- Developing multi-partner initiatives for schools working with Kingston Police, School Boards, Public Health, Cycle Kingston, Yellow Bike etc.
- Meetings with School Board to explore implementation of school travel initiatives.

#### **4.3.4. Shore up resources and support for Active Transportation by:**

- Advocating for more funding for projects with greater proportion of City budget focussed towards active transportation.
- Redirecting funds to active transportation.
- Generating/implementing short term pilot projects.
- Developing plans and projects for longer term implementation with specific goals and performance measures.
- Better utilizing technology to encourage more active transportation. Specific ideas noted include: APPs with audio tours, promotion of Pokémon GO, partnering with technology providers/content providers to create interesting activities and events.
- Considering creating a dedicated staff position to manage how City programs/projects are “checked” against Active transportation priorities (i.e. model after City of Ottawa).

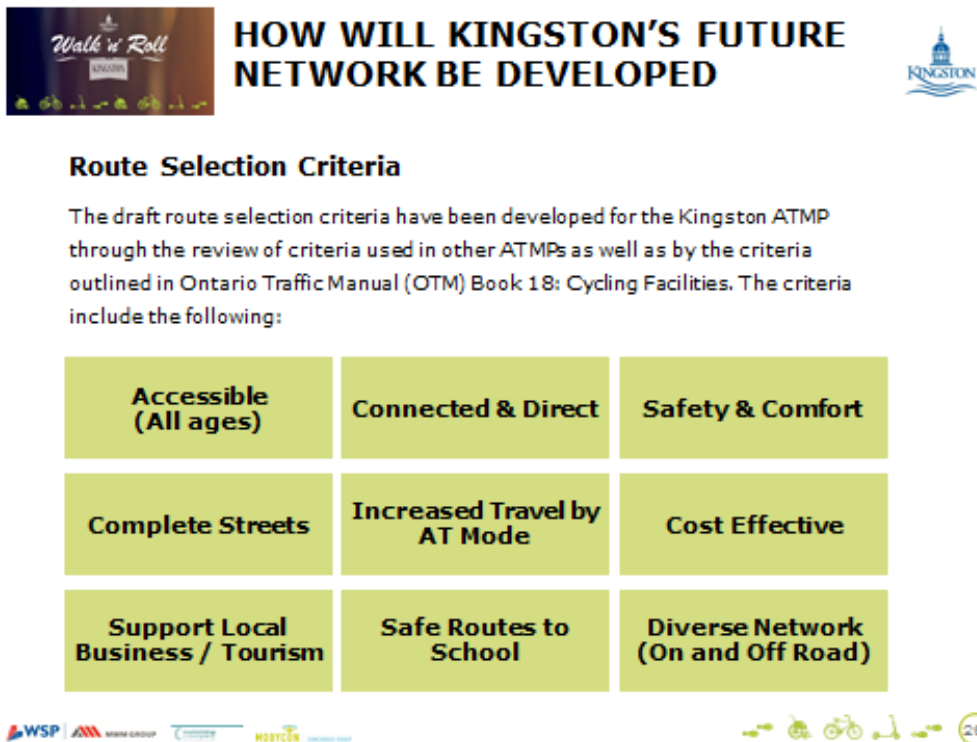
#### **4.3.5. Establish a new Advisory Committee on Active Transportation (integrated into City Council decision-making) with the following considerations:**

- Create a formalized/structured multi-representative advisory committee for active transportation.
- Mandate should include a strong focus on walking.
- Membership should include a representative group with special teams to address challenges and to support and implement programs and initiatives.
- Potential members could include: representatives from KCAT, KFL&A, Cycle Kingston, City representation, residents, NGOs, businesses, workplaces and police.
- Specific focus on including members with accessibility challenges to ensure inclusive implementation. Important to coordinate with MAAC.
- Participants would like to see an ongoing and close relationship with City engineering as a lead department.
- Initial mandate could involve working with City staff to develop an action plan for coordinating community and stakeholder initiatives with City actions. Important to have focus of Committee on “doing things” – taking action and implementation.
- Important to include youth and seniors.

## 5. WHAT COULD ACTIVE TRANSPORTATION LOOK LIKE IN KINGSTON IN 2026 – MAPPING THE FUTURE NETWORK

The development of Walk ‘n’ Roll Kingston will include a future active transportation network. John Grieve of WSP/MMM Group presented an overview of how the network would be developed. He noted that the consulting team has been mapping existing and proposed routes and undertaking field studies to identify additional network gaps. Draft route selection criteria were presented for discussion with stakeholders. These are shown in **Figure 8**. The criteria are being used to evaluate and assess existing routes and network gaps and to identify, review and confirm network concepts. The existing network maps were presented and available on display panels for discussion. It was further noted that the future network would include preferred facility types for each route segment for all active modes.

Figure 8 – Route Selection (Draft) Criteria



**Walk 'n' Roll**

### 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)

Logos: WSP, MMM GROUP, KINGSTON

Icons: walking, wheelchair, bicycle, stroller, person with cane, 2B

A key message heard throughout the Community Forum is the desire to create an integrated network focusing on connecting destinations and activities. Participants were provided with “blank” base maps for Kingston’s rural and urban areas and asked to identify on these maps the following:

- 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?



Using coloured markers, post-it notes, and green dots, groups worked together to develop a network of active transportation routes and connections. Dots were used to indicate where each participant lives (red dots); where they work or go to school (green dots) and where they travel to most often (blue dots). They were also asked to indicate (by drawing on the maps) their preferred routes for traveling using active modes as well as where they encountered any areas of conflict. Finally, participants were asked to provide their comments on how they would like to see the active transportation network evolve by providing comments on post-it notes or writing directly on the maps.

Eight maps were generated and are included in this report in **Appendix 2**. These maps are being used by WSP/MMM along with the existing network concepts and field studies to develop a draft network concept. The map exercise provided important information directly on the maps so as to better understand the origins and destinations for different types of trips, desired travel routes and points of conflict.

A number of common points of interest and desired travel routes emerged as follows:

1. Development of key east-west routes including:

- Princess Street,
- Taylor Kidd Boulevard
- King Street
- Bath Road
- John Counter Boulevard
- Lake Ontario Shoreline
- Highway 2 (East of La Salle Causeway)

2. Development of key north-south routes including:

- Sir John A. MacDonald Boulevard,
- Days Road,
- Montreal Street,
- Waterfront (along the Cataraqui River),
- Highway 15

3. Origins and destinations and route ideas were predominantly focused on cycling routes and activities.

4. Ideas were noted for off-road trails, connections to K & P trail and connections to the Countryside.





## **6. NEXT STEPS**

The feedback from the Community Forum provides important input for developing principles, a vision and considerations for developing the network.

Opportunities for public input will occur during each phase of the Active Transportation Master Plan study process and comments are encouraged throughout. Community engagement for Walk 'n' Roll Kingston includes both in person and digital methods for creating interest, sparking conversations and garnering input. Feedback from the Public Open House held in the evening on November 2, 2016 also provides important input for developing the Active Transportation Master Plan. Results from the Walk 'n' Roll Survey will also be utilized. Several Pop-Up Workshops have been held through the Kingston Youth Forum, at the Cataraqui Shopping Centre and at Public Open Houses held for the Bath Bikeway Project and Highway 15 Class Environmental Assessment Study. Additional ones are being considered.

A draft vision and draft network concept will be presented and discussed at the next public open house and workshop planned for late spring (late May/early June) 2017.

All feedback will be considered. Please provide comments and ideas anytime.

**Visit the city's website at:**

**[www.cityofkingston.ca/walkroll](http://www.cityofkingston.ca/walkroll)**

**Provide written comments at any time at:**

**[walkroll@cityofkingston.ca](mailto:walkroll@cityofkingston.ca)**

## Appendix 1 – Detailed Agenda for Community Forum



### Active Transportation Master Plan Community Forum

November 2, 2016 - 9:00 a.m. to 3:30 p.m. Memorial Hall, Kingston

8:45 - 9:15 a.m.	Registration and Coffee	All
9:15 a.m.	Welcome and Opening Remarks <ul style="list-style-type: none"> <li>• Introductions and Purpose of the Forum/ Agenda/ Expectations</li> <li>• Greetings from City and Context for the ATMP (How does it fit in to the TMP and other plans (transit plan, etc.)</li> </ul>	Sue Cumming, Cumming+Company Deanna Green City of Kingston Dave McLaughlin WSP MMM
9:45 a.m.	Developing the Plan <ul style="list-style-type: none"> <li>• How is the ATMP Plan being developed?</li> </ul>	Roxane MacInnis. WSP MMM
10:00 a.m.	What does active transportation mean to you? Why is AT important? Why does your vision for Kingston include AT?	Table Discussions
10:30 a.m.- 11:15 a.m.	Speaker – Johan Diepens, Founder and CEO of Mobycon <i>From Living City to Living Street</i>	
11:15 a.m.	How can we reach the goal of a living city/livable street? Ideas for making Kingston a living city with living streets	Table Discussions
12:00 noon	Lunch (Buffet)	
12:45 p.m.	Idea Exchange on top vision ideas Overview of AT Tools for taking Action	Sue Cumming Johan Diepens
1:00 – 2:00 p.m.	Taking Action Together: Require 3 tools: <ul style="list-style-type: none"> <li>✓ "Hardware" (infrastructure),</li> <li>✓ "Software" (programs, marketing, education and culture),</li> <li>✓ "Orgwear" (government, employers, NGOs)</li> </ul>	Table Discussions
2:00 p.m.	Developing a strong Kingston AT Network	John Grieve , WSP MMM
2:15 - 3:00 p.m.	What will AT look like in Kingston in 2026? Where are people travelling to? How can they get there using AT modes? What corridors and connections would you like see?	Table Discussions using a blank base map
3:00 - 3:30 p.m.	Wrap-Up - Plenary on Highlights and Key Takeways and Next Steps	Sue Cumming Deanna Green

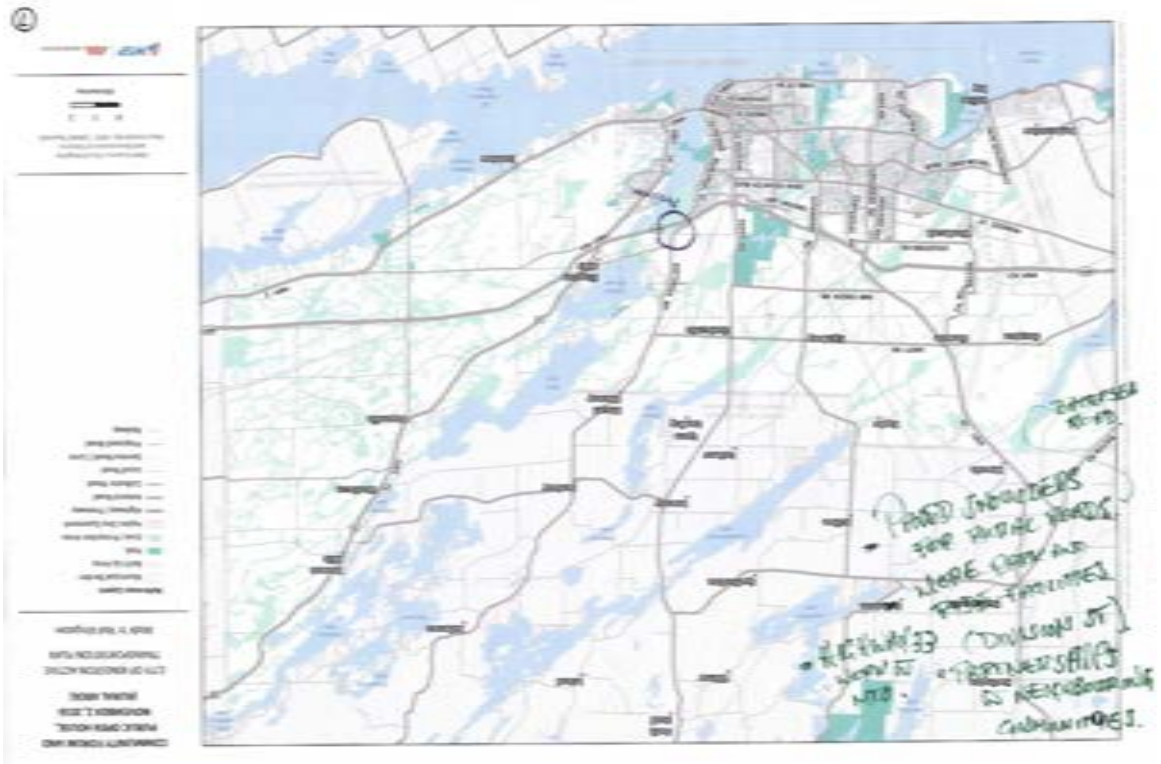
## Appendix 2 – Network Maps developed by Participants

The following maps were developed by participants working in groups. This input is being considered to develop the Walk 'n' Roll vision, policies for taking action and input to the network.









## Appendix 3 – Individual Call to Action (key words) for Active Transportation

The following are individual participant's verbatim ideas for a Call to Action for Active Transportation in Kingston. Each number represents an individual response. This input is being considered to develop the Walk 'n' Roll vision, policies for taking action and input to the network.

1. Political leadership, culture change
2. "Just go"
3. Safety, destination security (place to lock bike up and feel comfortable), educate general public
4. Safety, accessibility, consistency, equity
5. Redesign streets for lower speeds, lower speeds require improved flow; improve flow by creative approach to intersections (roundabouts, uncontrolled intersections), expand bike infrastructure, create committee for AT
6. Make Kingston an easier, safer and more interesting place to move through for our most vulnerable populations (children, elderly)
7. Easier choice, safe, equitable, destination based network (be innovative, break the cycle of the way we have always done it), inclusive and accessible, social and engaging for all age groups (builds social capital), identifies and truly serves target groups (children, older adults), vibrant and animated by the community (parents), integrated into city policies, plans, bylaws, strategies and studies (e.g. engineering design standards); meaningful community engagement (especially within target groups), nodes and corridors study, evidence-based (do the analysis to inform choices), prioritize pedestrians, then cyclists, then transit, then cars; capacity building (encourage community-based innovations to animate destinations and host events), increase collaboration between city departments NGOS police enforcement/schools (boards + bus), community organizations, residents, advocates, other government business.
8. Design all city streets to be complete streets with priority for 1. Pedestrians 2. Cyclists 3. Transit 4. Motorized vehicles in that order (E.g. John Counter Blvd. is not designed properly)
9. Shifting the need for short vehicle trips, safe and separated bike lanes, cycling as much as possible as a primary mode of transportation, encouraging others to walk and cycle more vs. driving.
10. Kingston needs to develop an overriding vision (value-based) regarding active transportation against which all planning applications and approvals are measured. Start by making active transportation the impetus/lead on transportation rather than as an add-on to vehicle traffic upgrades.
11. Accessibility - Please don't forget that there are people, who cannot cycle or walk, make them feel welcome and safe in their wheelchairs or with their walkers (also parents with baby transport), people with low or no sight need safe sidewalks without tripping hazards.

## Appendix 4 – Individual Response to “Things I didn’t get a chance to say”

The following are individual participant’s verbatim responses on the comment form which provided the opportunity to further elaborate or share ideas about “things participants didn’t get a chance to say”. Each number represents an individual response. Names and identifying information are not included here. This input is being considered to develop the Walk ‘n’ Roll vision, policies for taking action and input to the network.

1. The city (not just municipality – employers, etc.) needs to embrace walking and cycling and make it a priority. This is, I believe the only way we will make real strides forward. The culture needs to change! All levels – hardware, software, orgware. A network alone will not bring about the changes we need.
2. Great session today and I really like the way the study is categorizing based on hardware, software and orgware. This approach recognizes the need to not just build but actively manage the walk-roll program in the long-term. Perfect way to focus the discussion.
3. I take it as a matter of fact that the city is sincere in its efforts to promote active transportation, and that the ideas generated today will be carefully considered. However, I worry that despite best intentions A.T. initiatives are pushed aside in favour of motor vehicular transportation whenever there is any opposition or pushback from the business community. We keep political leaders who will back up this vision, and model active transportation in their own lives.
4. Maintenance of existing pedestrian and cycling paths/lands needs to be just as important as roads. Education in the school system is crucial; kids are the future and if they can walk, bike, or bus to school, there will be a shift in culture. More crosswalks with flashing lights and roundabouts versus 4-way stops. Additional cycling events and car-free days on Princess St. downtown. More political address issue.
5. Photocatalytic concrete was originally intended to be self-cleaning concrete, but scientists discovered that it was cleaning the concrete as well as the air around it. A combination of sunlight and materials in the concrete clean carbon emissions out of the air, and solidifies it into a salt. I have pages of research on how it works at home but can’t remember them too well. Might be an option for roads in Kingston for those who drive, and will help keep gas emissions lower. Please contact me you’d like more info.