



Active Transportation Master Plan

Public Open House #1 and Evening Workshop

Held November 2, 2016

Public Feedback Report





Active Transportation Master Plan Public Open House #1 and Workshop Public Feedback Report

ABOUT THIS REPORT

The City of Kingston held Public Open House #1 and Workshop on Wednesday, November 2, 2016. This report prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company provides a summary of the public input that resulted from the public open house and workshop. The report describes general themes and key messages frequently heard.

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To learn more about this project or to share your comments for developing the Active Transportation Master Plan visit the following.

Visit the city's website at:

www.cityofkingston.ca/walkroll

Provide written comments at any time at:

walkroll@cityofkingston.ca



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1. PURPOSE OF THE PUBLIC OPEN HOUSE AND WORKSHOP

1.1. What is this project about?

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.

What is active Transportation?

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

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.

1.2. What was the purpose of the Public Open House #1 and Workshop?

Opportunities for public input will occur throughout the Walk 'n' Roll Kingston project. The first of two Public Open Houses and Workshop was held on Wednesday, November 2, 2016 from 6:00 to 9:00 p.m. at Memorial Hall in City Hall. Over 35 people participated. The evening public open house and workshop was preceded by a daytime community forum which was attended by community stakeholders.

The purpose of the Public Open House and Workshop was to introduce the project and to receive public input on key vision ideas and input for developing the Active Transportation Master Plan. Key meeting objectives included the following:

- 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.

1.3. How was Public Open House #1 and Evening Workshop organized?

The Open House provided the opportunity for community members to drop-in anytime from 6 to 7 p.m. and view information displays about the project and discuss ideas and comments with City staff and the Active Transportation Master Plan consultants lead consultant WSP/MMM Group. Individuals were encouraged to provide ideas on displays using post-it notes or to write comments on the paper provided. Key vision words and maps of the existing rural and urban active transportation network were available and participants were asked to check off and use dots to indicate preferences.



The displays used at the Open House are available for viewing on the City web site at www.cityofkingston.ca/walkroll.

The feedback on what was heard at the Public Open House is summarized in Section 3 of this report.



Immediately following the Public Open House, an evening Public Workshop was held from 7 to 9 p.m. to further discuss and share ideas for developing Kingston's Active Transportation Master Plan. The majority of those individuals who attended the Open House participated in the workshop. At the beginning of the workshop, a guest talk was given by Johan Diepens, Founder and CEO of Dutch Firm Mobycon "*From Living City to Living Street*". Mobycon is participating on the WSP/MMM Group Project Team for Walk 'n' Roll Kingston. The presentation identified principles and best practices that are being employed in other cities in the Netherlands and in Canada for promoting active transportation and included ideas for infrastructure (hardware), social marketing programs and initiatives (software) and partnerships and collaboration (orgwear). Participants were then engaged at five break-out tables sharing ideas on the following two questions:



- What is your vision for active transportation in Kingston?
- What are your ideas for making Kingston a living city with living streets?

The feedback on what was heard at the Workshop is summarized in Section 4 of this report.

2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

The customized approach for the Open House and in-depth discussions at the Workshop meant that community members were able to pose questions, share their comments and brainstorm on ideas for advancing active transportation and getting Kingston on the move. There is strong interest in creating more opportunities for all forms of active transportation and for supporting infrastructure with community programs and initiatives. **Figure 1** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard. It is important that this synthesis be reviewed together with the summaries of what was heard and verbatim comments on what was heard at Open House #1 and the Workshop found in Sections 3 and 4 of this report.

Figure 1 - General Themes Frequently Noted and Key Messages Heard

General Themes Frequently Noted	Key Messages Heard
<p>1. There is a desire for a strong culture of promoting and supporting active travel across Kingston.</p>	<p>Active transportation should be made the easy choice by investing in active transportation facilities to create new routes and facilities that provide for a predictable and safe environment for all users.</p> <p>Active transportation is important for healthy lifestyles, disease prevention, and mental health and is seen to have an important role in creating social connections between community members.</p>
<p>2. Kingston’s vision for active transportation includes a connected network of safe and continuous routes that are both functional and fun.</p>	<p>The City needs a seamless network that would encourage the transition from walking and cycling to transit with more end of use facilities and wayfinding.</p> <p>Improving connectivity with more direct connections between destinations and neighbourhoods is a key priority.</p> <p>There is a need to address gaps in the cycling network by connecting intermittent routes and creating new continuous routes.</p> <p>The need for improving connectivity between Downtown Kingston and the west end was noted. Overall better east-west and north-south routes were identified including improving facilities across the La Salle Causeway, to Princess Street in Williamsville and north to North Kingston. New connections west of Sydenham Road connecting to Taylor Kidd Boulevard and Collins Bay were also noted. Bike paths and sidewalks are preferred along the Cataraqui River instead of the Wellington Street extension.</p> <p>More direct walking paths and connections are needed in the new suburban areas of the City.</p>
<p>3. Active transportation should be convenient and accessible. Make it easier to transition between different active modes.</p>	<p>A key theme noted is the importance of creating an inclusive environment where all ages and all abilities would have active travel choices for all seasons.</p> <p>Install bike racks at transit transfer points. Locate bike shares near transit. Improve signage and data on location of routes and wayfinding through neighbourhoods.</p>

General Themes Frequently Noted	Key Messages Heard
<p>4. A safe and pleasurable environment for walking and cycling with spaces where people want to be is seen as important for increasing active transportation.</p>	<p>More pedestrian oriented features such as lighting, benches, and trees, places to sit and socialize are highly valued together with the priority of addressing accessibility and universal design.</p> <p>More direct pedestrian linkages are needed to encourage more walking and transit usage.</p> <p>Safety considerations relate both to the physical condition, maintenance, enforcing safety rules and education.</p>
<p>5. The road network (traffic system) should be designed to be easier and more efficient for use by active transportation modes.</p>	<p>Slowing down traffic, improving intersections and creating safer crossings were noted to be important for giving more priority to pedestrians and cyclists. This is important for addressing barriers and increasing cycling and walking for everyday trips.</p> <p>Incorporate more cycling and walking in roadway designs. Implement changes for road design adding more curvature, narrower roads and consider options for reducing speeds.</p> <p>Examine opportunities for signal prioritization for transit vehicles and cycling.</p> <p>Consider road maintenance through the lens of a cyclist with more focus on cleaning debris from bike lanes, fixing potholes, relocating catch basins and grates from bike lanes.</p> <p>Winter maintenance of sidewalks and neighbourhood pathways particularly near activity centres and schools should be prioritized at the same time as road clearing to better enable residents to participate in active travel year round.</p>
<p>6. Separate cyclists from vehicles by creating protected bike lanes.</p>	<p>Protected bike lanes are seen as an imperative along major routes throughout the city.</p> <p>Other ideas for better delineation of cycling lanes in less busy areas including using green paint and other markings for more readily distinguishing cycling lanes from other road users.</p>
<p>7. New cycling facilities, programs and services should be prioritized.</p>	<p>Infrastructure should be developed to promote cycling including providing more bike racks and lockers with secure lock-up, providing bike shelters, and increasing theft enforcement.</p> <p>New ridesharing and bike rental programs should be explored. Bicycle maps with degree of difficulty shown for routes and maps of recreational routes would encourage ridership.</p>
<p>8. Encourage new development to include cycling and walking in community design.</p>	<p>Encourage higher densities and smaller blocks to encourage more pedestrian scale development.</p> <p>Include interconnecting pathways and walkways in subdivision design.</p> <p>Require bike lanes in new community design.</p> <p>Seek opportunities for cycling infrastructure in new buildings with bike locker rooms, bike racks, secure bicycle parking and showers.</p>

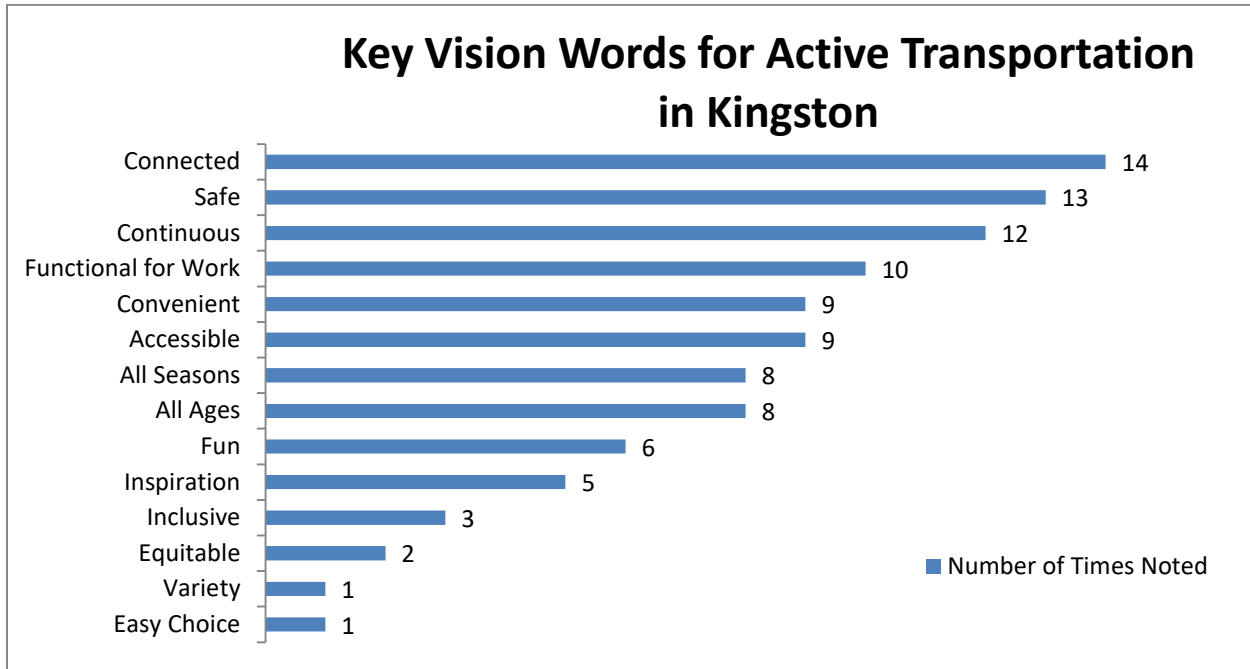
General Themes Frequently Noted	Key Messages Heard
<p>9. Enhancing trails would increase recreational and tourism usage and create opportunities for residents to get more comfortable cycling.</p>	<p>Connectivity of existing trails with better access by other active modes is encouraged. Trails should be kept green.</p> <p>More signage, wayfinding and maps of routes are encouraged.</p> <p>Creating more destinations for cycling and walking and connections with rural routes could provide more options for residents and attract tourism to the City.</p>
<p>10. Active transportation should be incentivized through education, marketing and promotion of events and programs.</p>	<p>Promote events to increase awareness of healthy lifestyle benefits of active transportation.</p> <p>Target audience for incentive programs and education should be youth, school-age children and their families and post-secondary students who are more likely to explore active travel modes.</p> <p>Develop an online hub for walking and cycling information including maps and information on programs.</p> <p>Rewards programs, stamp cards for different activities, bike to work weeks, car free zones, challenges and fun competitions are seen as was to encourage active transportation.</p>

3. WHAT WAS HEARD AT THE PUBLIC OPEN HOUSE #1

3.1. Future vision ideas for active transportation in Kingston

The City of Kingston is developing a vision and guiding principles for Walk 'n' Roll Kingston. A number of key words were provided to participants to learn about what would best describe their vision for active transportation in Kingston. Participants were asked to use a checkmark to indicate which words best described their vision for active transportation in Kingston. **Figure 2** shows the number of times each vision word was noted.

Figure 2 - Key Vision Words and How Often Each was Noted



Other words and comments that were suggested by participants for describing their vision are included in the following.

- Join existing bike paths and bike lanes as soon as possible
- Separation where possible
- Integrated
- Quiet routes – away from main roads; and not next to roads at all where possible
- Competitive – there is a large racing and racing supportive population that uses the roads around Kingston – especially in Kingston East
- Affordable
- Healthy

3.2. Ideas for helping get Kingston on the move

The Open House provided the opportunity for sharing ideas for helping to get Kingston on the move. Each individual was encouraged to provide ideas on displays using post-it notes or to write comments on the paper provided. The following ideas were noted and are organized by the key messages heard. These are numbered for reference purposes and not in any priority sequence.

3.2.1. Improve connectivity with more direct connections throughout the City

- Create better connections with more continuous convenient routes along major roadways for pedestrians and cyclists.
- Address gaps in the bike network by connecting up missing linkages.
- Accommodate active transportation across bridges and rail crossings.
- Support more sidewalks and bike lanes that are accessible to recreation facilities.
- Create more direct walking paths and pedestrian connections in the suburbs.
- Create more recreational routes for cycling and walking.
- Improve facilities along the La Salle Causeway for pedestrians and cyclists. Build a wider walk/bike “sidewalk” on the Causeway and a cycling lane across the Causeway.
- Improve connections to the Causeway by developing a bike path connection from the Causeway to Princess Street in Williamsville.
- Create a bike lane between Bath Road, Concession and Princess Street.
- Put bike paths and sidewalks along the Cataraqui River rather than the Wellington Street Extension.
- Develop a path from the end of Leroy Grant right of way to Third Avenue Park.



3.2.2. Improve safety for all users

- Clear snow from bike and walking paths.
- Enforce bike safety rules – i.e. lights and helmets.
- Provide more bike racks for secure lock-up.
- Encourage education including the following:
 - Vehicle driver training about sharing roads.
 - Training for cyclists about the rules of the road.
 - Training for pedestrians about not walking while talking on cell phones.
- Implement traffic calming and lower speeds with consideration of speeds at 30 kph on some roads.

3.2.3. Develop infrastructure to promote more cycling

- Support a bikeshare program.
- Create longer distance routes for people who want a long ride.
- Provide more bike racks and lockers that are secure and will reduce bicycle theft.
- Create bicycle maps with level of difficulty shown for routes.
- Consider having street lights that change for bikes.

3.2.4. Encourage new development to include cycling infrastructure

- Incorporate more cycling and walking into new subdivisions.
- Encourage intensification in walkable neighbourhoods.
- Encourage smaller blocks with small-scale uses to encourage more pedestrian scale.
- Seek opportunities to have cycling infrastructure in new buildings – i.e. include bike locker rooms, bike racks and secure bicycle parking and shower facilities.

3.2.5. Promote active transportation through community events and programs

- Organize family bike day on easy trails throughout the city.
- Hold an open streets event that closes a main street for cars encouraging all modes of active transportation.
- Cross-country skiing events on the trails.

3.2.6. Other comments and ideas noted

- Increase parking fees or implement a “parking tax” to discourage car use.
- Permit a rolling “Idaho” stop for cyclists.
- On the K&P Trail, keep the green space quiet. Don’t build the Wellington Street extension on it.
- Spend money on bus lanes, bike lanes instead of the Third Crossing.

3.3. Ideas for marketing, promotion and outreach of active transportation

It was noted that there are many programs and initiatives underway in Kingston. Examples were provided and participants were asked to share other ideas that they have for increasing active transportation through marketing, promotion and outreach. **Figure 3** includes the verbatim input received as noted through post-it notes and comments on the display panel.

Figure 3 – Ideas for Marketing, Promotion and Outreach of Active Transportation

Theme identified	Starter Ideas noted on Open House Display	Participant Ideas and Suggestions (verbatim comments)
Marketing	<p>Explore incentives to encourage parents to walk / bike with children to school.</p> <p>Develop information targeted to school-age children and seniors and distribute at key locations.</p> <p>Work with police to improve enforcement and education.</p>	<ul style="list-style-type: none"> • Emphasize links to schools as a priority. • Create better connections with new direct paths and eliminate barriers. • Incentivize older children to walk with younger children to school. • Include students at Queens, St. Lawrence College and RMC. • This is very important! More police on bikes enforces the road/traffic laws. • Market cycling aspect of Kingston to tourists. • Sell km of cycle trails; get ownership. • Prioritize snow removal from active transportation facilities.

Theme identified	Starter Ideas noted on Open House Display	Participant Ideas and Suggestions (verbatim comments)
Promotion	<p>Implement regulatory and wayfinding signs on all bike routes.</p> <p>Explore bike share options.</p>	<ul style="list-style-type: none"> • Yes! Love the Bixi bikes in Montreal. Very affordable at \$5/day with locations to return or get new bikes all over the City. • Develop and maintain an online hub for walking and cycling information. • Have more maps of cycling routes. • Make it easier to transition from one mode to another.
Outreach	<p>Work with School Boards to develop active and safe routes to school.</p> <p>“Profile raising” walking and cycling events.</p> <p>Develop Kingston-specific AT applications.</p>	<ul style="list-style-type: none"> • Sponsor rules of the road workshops for kids • Ask post-secondary institutions to encourage students to leave cars at home. • Make (secondary) student transit program permanent (5 year pilot currently). • Bicycle races downtown like there used to be • Support more demos by of how to use bike racks by Kingston Transit. • Advocate for walking kids or biking to school! Start young – “normalize behaviour”.

3.4. Ideas for how Kingston’s active transportation network will be developed

Kingston’s active transportation network is a system of connected routes that enables residents to travel around Kingston by active and accessible modes. The network development process being used by the project team involves mapping existing routes and routes that have previously been proposed, identifying where people are travelling to (to work, to school, to activities, etc.) and conducting field investigations to identify gaps and facility types that are needed. Draft route selection criteria were presented for discussion with stakeholders. These are shown in **Figure 4**. The criteria are being used to evaluate and assess existing routes and network gaps and to identify, review and confirm network concepts.

Figure 4 – Route Selection (Draft) Criteria



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)

A number of maps were shown at the Public Open House and Workshop, one of the existing and candidate routes for the Kingston Rural Area (Map 3A) and one for the Kingston Urban Area (Map 3B). Draft Network Concepts were also shown for the Kingston Rural Area (Map 4A) and for the Kingston Urban Area (Map 4B). These maps can be found under Public Open House displays at www.cityofkingston.ca/walkroll. Participants were asked to provide comments on these maps. The following are verbatim comments noted at the Public Open House.

- There are no sidewalks or bike path from Invista Centre to Midland Park subdivision.
- Taylor-Kidd Blvd is not safe west of Collins Bay Rd. – there is no designated bike lane.
- Sydenham Rd. north of Princess – there is no bike lane, lots of room for the dead none for the living.
- Poor connectivity between the Causeway and Princess (Williamsville). Need westbound bike lane on Queen Street.
- Leroy Grant right of way integrates with KP Trail via John Counter to Division; and should connect to Kingston Centre and new schools.
- Why not use less busy streets as bike streets.
- Bicycle parking shelters should be located at main shopping malls / centres.
- Promote active transportation in all of Kingston with affordable bike share program in the whole city. Like Montreal's Bixi Bikes.
- On Battersea Rd – there is less than a ½ km with no shoulder (north of 401) between areas having shoulders. This could be a quick, cheap fix.
- People use bike lanes as short term parking / delivery zones. Princess Street and Union Street are both bad for this.
- A useable /paper map of the full K&P Trail would be a big help.
- We need connectivity even if not crossing the Causeway itself. There is a need for a bike lane or space to ride immediately east of the Causeway and going up the hill to the Hwy 15 turnoff. This will encourage those living in East Kingston suburbs to take their bikes.

4. WHAT WAS HEARD AT THE WORKSHOP

The workshop enabled more discussion amongst participants on how to advance active transportation in Kingston. The presentation provided by Johan Diepens, CEO Mobycon, (shown in the picture to the right) described how active transportation can create a living city with living streets. **Living streets** are streets where walking, cycling and transit are the focus and here 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.



The following are ideas heard through the table discussions on the following questions:

- What is your vision for active transportation in Kingston?
- What are your ideas for making Kingston a living city with living streets?

4.1. Vision ideas for active transportation in Kingston

The following is a synthesis of the vision ideas noted through group discussions and is organized by the key messages heard. These are numbered for reference purposes and not in a priority sequence. **Figure 5** includes the key future vision themes noted.

Figure 5 – Key Themes for Kingston’s Active Transportation Vision

Key Future Vision Themes
<ol style="list-style-type: none">1. A strong culture of promoting and supporting active travel for all ages and abilities.2. Connectivity across Kingston for all modes throughout the City.3. Cycling as a priority in the City with continuous routes and new bike facilities.4. A safe and pleasurable environment for walking with spaces where people want to be in.5. Multi-modal routes and travel spaces that provide for a predictable and safe environment for all users.6. A traffic systems that is easier and more efficient for use by active modes.7. Land use planning that encourages active transportation.

4.1.1. A strong culture of promoting and supporting active travel for all ages and abilities by

- Focusing on cycling and pedestrian’s first, driving after
- Investing in active transportation infrastructure and facilities.
- Encouraging incentives for more walking and cycling.
- Focusing actions on making active transportation the easy choice.
- Promoting events and activities to increase awareness of healthy lifestyle benefits.

4.1.2. Connectivity across Kingston for all modes with an emphasis on the following:

- More connectivity downtown to the west end.
- Addressing how to get more active transportation to Kingston East. LaSalle Causeway noted to be a significant barrier to cycling.
- Address gaps in the existing cycling and walking network including a focus on improving connections along Montreal Street, on Collins Bay Road south of Highway No. 2, to Kingston East, in Williamsville connecting the new cycling lanes with east and west routes.

4.1.3. Cycling as a priority in the City with continuous routes and new bike facilities with:

- Safer cycle lane separated from vehicular traffic.
- Protected secure bike shelters, lock-up facilities, shower at work, etc.
- More places to go by bike. Promote cycling destinations – i.e. the Loop in Kingston East.
- Improved opportunities for cycling tourism.

4.1.4. A safe and pleasurable environment for walking with spaces where people want to be including:

- Safer pedestrian crossings.
- More pedestrian crosswalks.
- Pedestrian oriented lighting, more trees, and rest areas with benches for people to stop and sit and socialize.
- New types of crossing – i.e. potential for a scramble crossing at Brock Street for Hotel Dieu.
- Pedestrian zones (short term and longer term).

4.1.5. Multi-modal routes and travel spaces that provide for a predictable and safe environment for all users with:

- Accessibility and universal design throughout.
- A network which gives more priority to cycling and transit.
- Nearby linkages to an overall coordinated networks. It was noted that not every street needs to accommodate every mode.

4.1.6. A traffic system that is easier and more efficient for use by active modes with:

- Road design that designs for all users.
- Better intersection design for all modes.
- Options to reduce vehicular lane widths and speeds.
- Wider paved shoulders in certain areas.

4.1.7. Land use planning that encourages active transportation by:

- Increasing densities to increase walkability and healthier lifestyles.
- Improving connections between residential and commercial uses.
- Walking and cycling designed into subdivision plans.

4.2. Ideas Heard for Making Kingston a Living City with Living Streets

The following is a synthesis of the ideas noted for making Kingston a Living City with Living Streets noted through group discussions and is organized by the key messages heard. These are numbered for reference purposes and not in a priority sequence. **Figure 6** includes the key themes noted.

Figure 6 – Key Themes for Making Kingston a Living City with Living Streets

Key Themes
1. Implement changes for road and community design and maintenance.
2. Make it easier to transition between modes.
3. Creating as a priority increased cycling infrastructure throughout the City.
4. Enhance off-road trail usage.
5. Incentivize active transportation through education, events and programs.

4.2.1. Implement changes for road and community design and maintenance including:

- Reducing the design speed of roads.
- Changing the configuration of roads by adding more curvature and meandering instead of building straight roadways.
- Narrowing roads and recovering width for implementing bike lanes.
- Improving intersection design to improve sight lines (90 degree angle preferred) and to increase safety.
- Including interconnecting pathways and short cuts in subdivision design – i.e. similar to example of Calvin Park Neighbourhood interconnecting pathway system.
- Requiring bike lanes to be incorporated into new subdivisions.
- Improving visibility of cycling lanes (paint lanes green).
- Providing priority signals for cyclists. Look into having traffic lights that change for bikes as well as cars.
- Undertaking a cycling perspective with road repairs – fix pot holes, clean debris from bike lanes, have better placement of catch basins and manholes outside of bike lanes.
- Placing a higher priority on snow clearing of sidewalks and bike lanes. Prioritize sidewalk snow removal. Undertake snow removal of roads at same time as sidewalks and bike paths. Increase snow clearance so that bike paths are still usable in the winter. Consider heated bike paths.
- Exploring potential for creating special bus rapid transit lanes.

4.2.2. Make it easier to transition between different travel modes by:

- Installing bike racks at key transit transfer points.
- Locating bike share at transit transfer points.
- Improving signage at bus stops to make it easier to understand schedule and where to access bike lanes and walkways.
- Improving signage including:
 - Wayfinding for neighbourhood cycle routes.
 - Wayfinding for secondary cycling routes.
- Making available more data and information to help inform choice – i.e. location of preferred cycling routes.

4.2.3. Creating as a priority increased cycling infrastructure throughout the City by:

- Building more protected bike lanes - separate cycle lanes from vehicular traffic with hard barriers between vehicles and bikes.
- Improving connectivity by eliminating the gaps in the existing network. It was noted that the current bike lanes are too fragmented and there is a need to connect and fill gaps to develop key corridors for year round cycling.
- Creating more destinations for cyclists.
- Having more route options than the main vehicle routes. Creating a network of primary and secondary routes. Put bike lanes everywhere - so that people can cycle longer distances to work.
- Increasing enforcement of no parking in bike lanes.
- Providing more bike facilities including:
 - End use facilities (parking, showers, lockers, etc.)
 - More bike parking/racks at end use facilities (park n ride – bus stops)
 - Providing more cycling shelters (weather/security).

- Having secure bike parking and initiatives to deal with bike theft including:
 - More secure places to lock-up bikes.
 - Look into a formal bike check program similar to a car parking garage with swipe key for bikes.
 - Place covered bike parking lots close to major destinations.
 - More enforcement and stronger penalties for those who steal bikes.
 - Bike insurance in case it gets stolen.
 - Investigate Danish bike serial number and phone app security system.
- Implementing new programs and services including:
 - Bike share (can use as introductory program in schools)
 - More bike rental places – bike share.
 - Electric bike shop.
- Monitoring cycling use in Kingston before new cycling routes are built to understand origin and destination and travelling patterns.

4.2.4. Enhance off-road trail usage by:

- Creating more off-road trails throughout the city and going out of city limits.
- Maintaining trails throughout the winter so that cycling can continue.
- Creating more urban trails: ideas include more urban trails in the Sydenham Road area by Chapters.
- Using more wayfinding signage to create awareness of where trails are and how they connect to neighbourhoods.
- Increasing safety on trails with more path lighting.
- Improve connectivity to existing trails:
 - Better connections for the west end so that people will not have to drive to get to the K & P Trail.
 - Creating more south and north routes to the K & P Trail.
 - Safer connections to the K & P Trail i.e. traffic light at K & P Trail and Sydenham.

4.2.5. Incentivize active transportation through education, events and programs including:

- Creating in-school education programs for how to use a bike.
- Encouraging more active travel to school.
- Placing schools in neighbourhoods so that kids can walk to school with less reliance on school bussing to get to and from school.
- Working with seniors and others in the community on how to use the bus.
- Educating all users on safety of roads and respecting different users.
- Encouraging more people to bike to work every day i.e. gold, silver and bronze level reward program, challenge and fun competitions.
- Hosting a bike week program but for the whole summer.
- Making Fridays – Kingston’s bike to work day.
- Providing free Express Buses for bike riders
- Creating permanent car fee zones – like Sparks Street in Ottawa – consider this for Wellington Street. Consider closing some downtown streets to cars i.e. Brock Street Common every Sunday.
- Having a stamp card for different activity routes that people have cycled – for tourists and residents.
- Making it fun by having suggested bike routes google – from point A to point B.
- Giving out pool noodles for use by cyclists to show required separation distance – i.e. of Toronto cyclist recently in the news who uses pool noodle.

5. OTHER COMMENTS AND IDEAS NOTED

The following additional comments were noted by workshop participants during the discussion. These are verbatim.

1. Make Segway's legal in city limits.
2. Consider putting bike lane under the Third Crossing instead of beside it (think of splashing from rain, slush, etc. and all season use).
3. No Wellington Street extension and no Third Crossing (\$130 million too much) – wrong approach to congestion.
4. Bath Road, Concession and Princess Streets are a nightmare for bicycles. Consider putting in a traffic circle with bike lanes.
5. Create a permanent Princess Street Promenade.
6. Make successful – Shoreline Shuffle – tour into an annual event!
7. Remove free parking at schools for students and teachers.
8. Identify activities and destinations, then debate, plan and install networks to coordinate the elements
9. Competing interests in downtown are a challenge to future improved coordination and planning, due to dense development.
10. Should explore role of residents for clearing sidewalks – residents not required to do this!
11. More work is needed on understanding the definition of different users and how they should safely use common resources: cyclists and e-bikes and skateboards and scooters and wheelchairs and pedestrians
12. Design school bus pick-up areas with a better design optimization for safety.
13. More neighborhood connections for participation.
14. Coordinate networks which are protected/separated and safe i.e. along Front Road, Sir John A MacDonald Boulevard, Taylor-Kidd and other major city arterials.
15. More data gathering, to help shape planning process.
 - a. Can be a participatory adventure!
 - b. Also to dispel myths!
16. More coordination to break down silos among competing modes.

6. NEXT STEPS

The feedback from the Public Open House #1 and Evening Workshop is important input for developing principles, a vision and considerations for developing the network. These comment and ideas are being considered in the development of a draft network map. A draft vision and draft network concept will be presented and discussed at the next public open house planned for late spring (late May/early June) 2017.

Opportunities for public input will occur during each phase of the Active Transportation Master Plan study process and comments are encouraged throughout. All feedback will be considered. Please provide comments and ideas anytime.

Visit the city's website at:

www.cityofkingston.ca/walkroll

Provide written comments at any time at:

walkroll@cityofkingston.ca