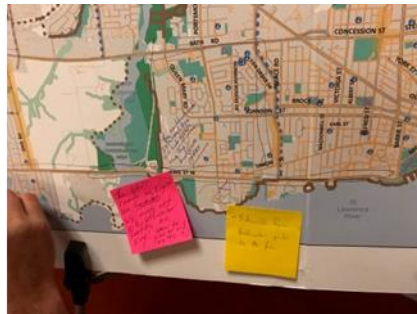




Active Transportation Master Plan Public Open House #2 and Evening Workshop

Held June 7, 2017

Public Feedback Report





Active Transportation Master Plan Public Open House #2 and Workshop Public Feedback Report

ABOUT THIS REPORT

The City of Kingston held Public Open House #2 and Workshop on Wednesday, June 7, 2017. This report prepared by the Community Engagement Facilitator Sue Cumming, RPP MCIP, Cumming+Company provides a summary of the public input that resulted from the public open house and workshop.

In This Report

1. **Purpose of Public Open House #2 and Workshop**..... page 2
 - 1.1. What is this project about?
 - 1.2. What was the purpose of the Public Open House #2 and Workshop?
 - 1.3. How was the Public Open House organized?
2. **What was heard about the Draft Vision and Principles**..... page 4
3. **What was heard about proposed Promotional Elements**.....page 6
4. **What was heard about the proposed Active Transportation Network and Phasing**..... page 9
5. **What was heard about Priority Setting** page 12
6. **Other written comments Ideas noted** page 12
7. **Next Steps** page 16

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



Active Transportation Master Plan Public Open House #2 and Workshop Public Feedback Report

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.

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 #2 and Workshop?

The purpose of Public Open House and Workshop #2 held on June 7, 2017 included the following key objectives:

- To present and seek input on the Draft Vision and Principles;
- To present and seek input on promotional elements for promoting active transportation;
- To present the proposed draft network of sidewalks, bicycle facilities, walkways and trails and proposed phasing – short, medium and longer term, and;
- To seek input on the draft network together with input on phasing, implementation, specific recommendations and strategies.

1.3. How was Public Open House #2 and Evening Workshop organized?

The format involved a Drop-in Open House from 6 to 7 p.m. followed by workshop discussion from 7 to 9 p.m. 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. The displays used at the Open House are available for viewing on the City web site at www.cityofkingston.ca/walkroll. Individuals were encouraged to provide ideas on displays using post-it notes or to write comments on the paper provided. This ensured that those residents who were not able to stay for the workshop could learn about and provide input on the draft vision,

principles, promotional element and the draft short, medium and longer term network of sidewalks, bicycle facilities, walkways and trails. The workshop discussed involved more in-depth presentation and small group discussion around the following topics:

- **Draft Active Transportation and Principles** - Working at table in small groups, participants responded to the following questions:
 - What do you like about the proposed vision? and
 - What changes would you like to see considered?
- **Promotional Element to support active transportation** - Worksheets were provided with starter ideas around a number of key themes that emerged from the first workshop, survey and discussion with the Technical Advisory Group.
- **Proposed cycling and walking networks** - Participants rotated in small groups around six groupings of maps representing the proposed short, medium and long term cycling and walking networks. Maps were shown for the rural and urban areas in Kingston. Workshop participants reviewed the proposed networks and phasing and provided comments on the networks using post-its.
- **Priority setting exercise** – Each participant was provided with twelve Popsicle sticks for them to place in one of four boxes to signal their individual views on priorities for active transportation.

The photos shown in Figure 1 depict the activities from the Open House and Workshop.

Figure 1 – Photos of Open House 2 and Workshop



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. A comment form was

also provided and further comments were noted on these. There is strong interest in creating more opportunities for all forms of active transportation and for supporting infrastructure with community programs and initiatives. The feedback on what was heard at the Public Open House and Workshop is described in this report.

2. WHAT WAS HEARD ABOUT THE DRAFT VISION AND PRINCIPLES

At the Open House and Workshop, the draft vision statement and six principles were presented. Participants were asked to note what they liked about the draft vision and to also identify what changes they would like to see considered. At the workshop, participants were organized in small breakout tables of six to eight people. A worksheet was provided and the small groups collaborated on identifying and clarifying what important words mean and identified suggested improvements. The verbatim comments on the draft vision statement are found at Figures 2 and 3. Other ideas noted for refining the draft principles are found at Figure 4.

Figure 2 - What Workshop Participants Like about the Draft Vision Statement

- The vision is a relatively good length.
- Like that it includes both a vision statement and principles.
- Action oriented.
- Connectivity is key. Connectivity and emphasis on destinations.
- Comprehensive.
- Inclusive.
- Proactive.
- The order of priorities is good.
- Safety and emphasis on transition points and reducing conflict between different modes.
- Like that safety is principle number 1 – no one will use it if they feel unsafe.
- Like that it is an inclusive vision for all active modes of transportation and that there is a commitment to safer trails.

Figure 3 – Changes Suggested For the Wording Of the Draft Vision Statement

- It is important to add “by when” to the vision statement – what is the target date for when the 20% will be achieved – i.e. in twenty years – by 2037. A date could be included after the following words “of all travel occurring via active modes of transportation” by (add year).
- Would like to see inclusion of engagement of community and community groups to realize the vision. Would like to see public engagement added to the vision statement or included as a new principle. It was noted to be important to signal that that community engagement is important for creating the plan, to realize the vision and for ongoing and continued involvement.
- Is there enough of a reason to have “equity” and “equality” as separate principles? Either the wording should better defined to distinguish between these or they could be combined as one principle. It was also noted by another resident that we don’t have equity or equality now! Accessing the waterfront is a joke. Need more safe routes from the north end direct to the south and everywhere in between.
- Where does tourism fit in?
- Economic advantages should be referenced.
- Need to add importance of maintenance – consider wording to recognize the importance of “well maintained roads, facilities, markings (use of colour), etc.

Figure 4 – Changes Workshop Participants Suggested for the draft Principles

For **safety** principle:

- Ensure that existing infrastructure is maintained and built into the Plan. Add that “infrastructure is well-built and well-maintained”
- Would like to see reference to Vision Zero work.

For **accessibility** principle:

- You should be able to walk out of your front door and have immediate safe access to the network.
- Would like to see reference to infrastructure i.e. bike pumps and air and public benches and water filling stations.
- It was noted that the accessibility principles isn’t clear. Does this refer to accessibility from a physical impairment perspective? If not, accessibility appears to be covered under connectivity.
- Need to add reference to supporting facilities – i.e. safe secure storage etc.

For **promotion** principle:

- Add “seniors”
- Add “workers and visitors” after “youth and families”.
- More information to support cyclists and pedestrians – i.e. bike pumps, air, etc. Where these “stations” are located could be shown on maps.
- Promote active travel as a way to reduce traffic volumes.

For **equity** principle:

- More understanding that choice of travel isn’t necessarily a choice. Should include “ability”.

Other comments noted about the draft vision and principles include the following verbatim input:

- I would like to see more than 20% of travel using active transportation.
- The city should ensure that rental bikes are included in the Plan. To get to the 20%, rental bikes will help by providing for accessible bike share.
- Bicycle parking should be included in the Plan.
- Would like to see:
 - Safe places to lock up bikes.
 - More availability of rental bikes.
 - Benches and places to picnic along routes.
- Would like to see stores along routes.
- Connect seniors high-rise residential to safe, walkable friendly paths.
- Separate pathways for walking and cycling.
- How will the plan address the change in the city to a more urban built form?
- Don’t remove automobile parking for cycling. Parking is needed to access services and shops.
- Safety of roads for all users is important.
- If bike lanes are put on the side of the roads they need to be maintained well.



3. WHAT WAS HEARD ABOUT THE PROPOSED PROMOTIONAL ELEMENTS

A key theme identified in the public engagement is that of including measures for promoting active transportation in the Walk 'n' Roll Kingston Plan. The Plan is seen as much more than a physical plan of routes and facilities and many ideas have been noted about suggestions for increasing active transportation through marketing, promotion, partnerships and outreach. Building on the these ideas and best practices research on what is making a difference in other communities, seven key promotional elements were presented on information displays at the Open House and on Worksheets at the Workshop. The verbatim input on these themes is found at Figure 5.

Figure 5 – Input on Proposed Promotional Elements for increasing Active Transportation

Promotional Element Proposed	Starter Ideas noted on Open House Display	Participant Ideas and Suggestions (verbatim comments)
Events and Activities	Encourage the use of active modes of transportation and raise awareness of infrastructure, services and facilities that support active travel through fun and engaging activities: Examples of activities: Bike Week, Get Active Month	<ul style="list-style-type: none"> • Hold a student week • Events for seniors • Use network to showcase rides for charity • Maps to show rides • Separate bike lanes on busy routes where possible • Work with major employers and corporations to promote active transportation for employees such as: <ul style="list-style-type: none"> – Identifying ways to promote, engage and educate. – Holding competitions between companies.
Individual Marketing	This program provides information and support directly to a community where new active transportation infrastructure has been planned to encourage the use of AT modes prior to completion of the project and should continue after the facility is opened. Examples of programs include: City of Ottawa Walking the Talk BEST (Vancouver) Off Ramp Program (encourage youth to use AT)	<ul style="list-style-type: none"> • Cultivate AT champions - multi-sectoral approach. • Promote the riding to work by prominent people through a campaign. • Do a ride with Mayor and Councillors. • Sponsor community bike rides around the city. • Get the universities and colleges to be role models. • Share information with workplaces. • Define “what is in it for me”? – personalize benefits.

Promotional Element Proposed	Starter Ideas noted on Open House Display	Participant Ideas and Suggestions (verbatim comments)
Safety Education	<p>Programs that provide information, training and support for the use of active modes and can include a number of initiatives from practical hands-on training courses, programs for young children, activity books, safety pamphlets and interactive websites.</p> <p>Examples include: Can-BIKE programs; bicycle rodeos, safety villages and a variety of materials</p>	<ul style="list-style-type: none"> • Education for everyone. • Establish a call/in web portal for maintenance issues (i.e. potholes, ice, snow and debris – a place to call for general safety issues). • Make available waterproof hard copies of maps. • Get universities involved in teaching different programs. • School competitions. • Can-Bike is a great program. • Include safety education for adults and for seniors. • Extend education to motorists also. • Police should ticket misbehaving motorists and cyclists.
Outreach through traditional media, websites and social media platforms	<p>The use of a variety of outreach platforms can increase the coverage and awareness of active travel modes, their benefits and the opportunities available to all members of the community.</p> <p>Examples include: Providing information through media releases promotes new infrastructure Posting educational materials on various social media sites can reach a large cross-section of the community</p>	<ul style="list-style-type: none"> • More community involvement at the front end of the process. • Plan for the “backlash” from the “non-converted”. • YouTube videos. • Bike groups, shops. • Show bike routes by quadrant. • Bike locking locations – more and better. • Enable Police to take bike theft more seriously.
Clearinghouse / AT Information Site	<p>A one stop location that brings together all of the information about active transportation including maps, trail groups, status of infrastructure, events, education and safety awareness. This can be a collaborative initiative that will provide the public with a dynamic portal to all the information they may need to use active transportation modes.</p>	<ul style="list-style-type: none"> • Cycling and walking trip planner. • Create an APP to show types of facilities available to get to destinations. • Show parking facilities for bicycles on maps. • Show where cyclists could park their cars/car park lots where they could park and cycle. Similar to concept of park and ride.

Promotional Element Proposed	Starter Ideas noted on Open House Display	Participant Ideas and Suggestions (verbatim comments)
Destinations	<p>Most people travel to reach a destination. Therefore it is important to show members of the public how they can get to a destination (shopping, work, school, appointments) using active modes. It is also important to work with business districts, major employers, school and shopping areas to encourage active travel. Examples include: Promoting bicycle-friendly businesses will support cycling. Walking maps to destinations in key areas of the community. Amenities such as water stations and benches to encourage those with mobility issues to be more active.</p>	<ul style="list-style-type: none"> • Bike share at key destinations. • Locations to access hard copy maps. • Traffic calming on roadways to promote AT. • Large maps on the ROW showing the pedestrian and bike facilities at gateways and larger intersections. • Maps and signage of intersections of new K & P Trail. It is currently dangerous at the following key intersections with the trail: <ul style="list-style-type: none"> – Division Street and John Counter Blvd – John Counter Blvd and Elliot Street – Division Street and Elliot Street • Safe and secure bicycle parking. • Bicycle parking that is sheltered /covered to protect from weather elements.
Partnerships and Collaboration	<p>Successful outreach programs, education and training, and events occur when partnerships are developed. This allows for expanded outreach capabilities, “legitimacy”, and public approval. All the elements listed above need to be collaborative to be successful and to continually evolve to meet the changing needs of a community.</p>	<ul style="list-style-type: none"> • Leverage community groups for resources, abilities, knowledge, collaborative opportunities and use them to help with education. • Informal bike share. • Have bike shops give info on cycling and ask new bike owners to provide email to be added to email list for sharing of events and safety info. • Create a “library of bikes” through encouraging a sharing economy where individuals would share access to their bike. • Bike week/ piggyback onto other events • Collaboration between cycling groups who at present function in silos.

Other verbatim comments about the proposed promotional elements include the following:

- Work with student populations – post-secondary to promote, engage and educate
- Programs in the school with incentives
- Perception of safety – need to change it
- Word of mouth – make it mainstream / make AT more the norm
- Promote cycling to train station.

- Improve bike detection at traffic signals.
- Eliminate sloping sides – address operational issues.
- Eliminate narrowing bike lanes.
- Separate/segregate bike lanes from cars/trucks on busy routes wherever possible.
- Have more and better bike locking stations.

4. WHAT WAS HEARD ABOUT THE PROPOSED ACTIVE TRANSPORTATION NETWORK AND PHASING – SHORT, MEDIUM AND LONG TERM

A number of maps were shown at the Public Open House and Workshop that identified the draft cycling and walking network for both urban and rural areas of Kingston. Maps identified the routes and facilities that are proposed for the short term, medium term and longer term. , These maps can be found under Public Open House displays at www.cityofkingston.ca/walkroll.

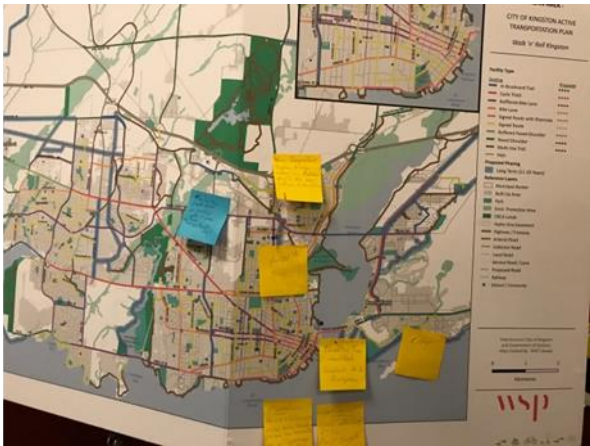
Participants were asked to provide comments on these maps by writing directly on the maps or by using post-it notes. The Open House provided the opportunity for reviewing the maps and providing comments. At the Workshop, participants were organized in small groups and rotated around each set of maps asking questions, discussing routes and phasing. What was heard about the proposed active transportation network and phasing is organized in the following sections by input on the cycling and walking networks.

4.1. Public input on the proposed short, medium and long-term cycling network

The verbatim ideas and comments noted through the Public Open House and Workshop about the draft cycling network are found at Figure 6.

Figure 6 - Comments on the Cycling Network	
Short Term	<ul style="list-style-type: none"> • Perth Road - should have cycle track to CRCA entrance. • Need to have a fly-over crossing at John Counter Boulevard & Rail line on K&P. • Multi-use trail shown on the west side of Cataraqui River is awesome. Should be in first 5 years. • Trail on east side of Belle Park - this trail does not exist, should be "proposed". • Reduce speed to 30km/hr on signed cycling routes. • Money should be spent on AT facilities elsewhere not Wellington Street Extension. • Need signed routes to water (east of Montreal Street). • Brock and Johnson bike lanes should be raised like sidewalks from safety • Need bike lanes on King Street in Portsmouth Village. • Connect up King St with bicycle and pedestrians, not cars. • Elmont St needs a reconstructed walkway/bike path to connect both ends of street to give access to and from the Kingston Centre. • Should have contraflow bike path on Johnson Street from College St to Portsmouth Avenue • For urban trails going through neighbourhoods, there should be an opportunity for those residents to offer input on these trails ahead of decisions being made. • Major route between Van Order Drive and Sir John A MacDonald. • Sydenham Road - Princess Street to McIvor Road should be short-term. This allows cyclists to access the Cataraqui Arena and Ball Diamonds from Crossfield Ave and Cataraqui Woods and beyond to have safe access.

Figure 6 - Comments on the Cycling Network	
Medium Term	<ul style="list-style-type: none"> • Facilities on the spine network should be built in the short term horizon. • Secure bike locks and end use facilities. • Bike lanes on Division from Highway 401 to John Counter Boulevard. • Bike lanes downtown please. • Our waterfront is so important, everyone should have access to enjoy, everyone! • Make bike friendly connection on Sir John A MacDonald from Dalton Avenue to John Counter Boulevard. • Multi-use trail from John Counter Boulevard to Bath Road needs to be a paved trail. • For environmental, ecological and conservation reasons. If a trail is presently naturalized it might be best to keep it natural. • Flex bollards/markings on Brock and Johnson. • Two-way facility on Johnson Street from College Street west on Johnson Street. • Battersea Road - this shoulder is not really paved right now. • Division Street north of John Counter Blvd - north-south main route! Need walk and cycling connectivity (CRCA, Glenburnie and other communities). • Division and John Counter Boulevard intersection. • King Street from City Park to Portsmouth Village. • Overall maintenance of King Street.
Long Term	<ul style="list-style-type: none"> • Multi-use trail bridge over rail line: Very important flyover bridge connecting Rideau Heights to the new schools or downtown. • The long term projects should be completed in 10 years, the reason – Kingston is to be "Most sustainable City". • K&P Crossing of Sydenham Road is dangerous. • 2nd rail spur of K&P Trail south of John Counter should be 5-10 years. • Need to improve the John Counter / Elliott Ave / K&P Trail intersection. • Multi-use trail along east shore 5-10 years. • Paddling Trail trailhead and Frontenac Porch Biosphere park of east/west spine network. • Please make bike lanes on Brock and Johnson raised like sidewalks as in Copenhagen! Much safer. • King St – is our waterfront prize! Don't forget.



4.2. Public Ideas and comments on the walking network

The verbatim ideas and comments noted through the Public Open House and Workshop about the draft walking network are found at Figure 7.

Figure 7 - Comments on the Cycling Network	
Short Term	<ul style="list-style-type: none"> • Multi Use Trail south of Leroy Grant Drive should be Short Term • Are people aware of the trail surrounding much of Belle Park? • Belle Island Trail is not marked - it needs to be. • The new K&P trail is not well marked. • New sidewalk on Princess – for better access to Express Bus on Princess and to Chapters, Rona, and Costco. • Need to include and recognize more “go paths” that force pedestrians.
Medium Term	<ul style="list-style-type: none"> • North-south walking access from bus stop at Division Street to Little Cataraqui Conservation lands - with shortcut across private farm. • Woodlands Neighbourhood - these neighbourhood pathways are not sidewalks they are multi-use paths. • The AADT counts on King Street are horrendous. We must not pile vehicular traffic on King. How do you or will you be able to access on foot. • Sidewalks from Breakwater Park to Kingston Penitentiary.
Long Term	<ul style="list-style-type: none"> • Gardiners Road - move sidewalk between Progress Ave and Development Drive to short/medium term network. • Need for signage in conservation areas to distinguish paths where cyclists are permitted and where they are not



5. WHAT WAS HEARD ABOUT THE PRIORITY SETTING

At the Workshop, there was a discussion about priority setting and where participants felt the City should place more emphasis on for developing the active transportation network. Each participant was provided with twelve Popsicle sticks to place in the four boxes to signal their individual views on the priority for active transportation. They could choose to place all in one box or put as many as they liked in each box. The four choices and number of sticks places in each box are depicted in Figure 8.

Figure 8 – Results from Priority Setting Exercise



Box Number	Description	# sticks
Box 1	More focus on spine network for commuter trips (i.e. EW: Taylor-Kidd Blvd. John Counter NS: Sir John A MacDonald, Highway 15)	51
Box 2	More focus on recreational trips (i.e. along the waterfront, downtown, trails, countryside).	75
Box 3	More focus on pedestrian facilities (i.e. sidewalks, rest stops, benches, and connections to transit)	50
Box 4	More focus within neighbourhoods (i.e. connections to bus stops, schools, parks, neighbourhood shopping)	39

6. OTHER WRITTEN COMMENTS NOTED

Comment forms were provided at the Welcome Table and were also made available at each workshop table. Everyone who attended was encouraged to provide additional written comments on the form provided or to email comments to walkrollkingston@kingston.ca. The following are the comment received. These are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

1. Please be sure to keep people with disabilities in mind during the design. Considering the aging population, more Kingstonians will have hearing and/ or visual impairments as well as physical disabilities. Also, think of making the streets more accessible for disabilities during the winter season.

2. Good draft – needs some work but it is on the right path. Like to see a new vision with dates and reference to public engagement being included.
3. I think that any trail situated in a conservation area should be maintained in as “naturalized” a state as possible. The environmental and ecological reasons are numerous.
4. Would like to see a focus on connecting active transportation to and along the waterfront. The City needs to prioritize helping people get to the waterfront – both walking to and cycling and rolling. There is an absence of safe crossings along King Street which needs to be addressed so that people can cross from areas to the north to the waterfront. Should have a bicycle lane along the Waterfront that continues east and west with safe connections to north and south routes.

There needs to be more focus on King Street near the Penitentiary property in both east and westerly directions.

The city should prioritize pathway and cycling along the Waterfront. Breakwater Park is a key destination. The City should take the view of what are the things that will make it better to walk and cycle. There are 280 kilometres of shoreline that could be connected.

5. When designing the network, there needs to be focus on ensuring that there is affordable parking for seniors to access downtown retail stores and services. Store employees should be encouraged to use active travel to get to work or to park ‘n ride further away from downtown so as to ensure that there are spaces for seniors. A key aim should be how to facilitate walking with better access points.

There needs to be fairness and balance in affordability. Lots of people in our community walk because that is how they can get around. Not everyone has access to a bicycle. Bicycle share programs are great for some but others need to have a way to access a bike for their day to day use.

Should allow parking on side streets as an incentive for people to walk. If they can drive part way and then walk the rest, it will encourage more uptake on active travel. There needs to be a better balance of enforcement on hourly parking so as to encourage people to shop downtown. The punitive nature of enforcement deters many from coming downtown for fear that they will get ticket. Would like to see a 15 minute grace period on an expired meter. Many older residents come downtown to the doctor or to pick up a prescription or other service and they are constantly worried about having the parking expire. They cannot walk long distances and need access to convenient parking near shops and services during the day.

6. I would like to suggest the following:
 - In the west: there needs to be a connection from the Waterfront Trail at the North Channel into Lemoine Point and from Lemoine Point north to a city path way. This would create a nice loop in that area.
 - What are the plans for the old Alcan area? This needs some trails as well since people work in this area.
 - What about the area north of John Counter to Dalton east of Sir John A?
 - There is a need for a path from Division Street to north of the 401.
 - There needs to be a path north of King Street to Queen Mary Rd.
 - There may be a need for more signed paths in the North Kingstown area.

7. Thank you for the chance to share input to Rock N Roll at the focus group last night. I think the vision statement is too wordy and is a combination of a vision statement and goals. I would suggest that the vision should be at a higher level and answer “What is the ultimate outcome?” the city wants from all the stuff in the current vision statement. Some ideas are: to enhance quality of life, to support sustainability, to provide economic benefits, etc. The vision statement must state the affect the AT Plan will have on the community as a whole - like changing the way people think about AT. I believe the vision statement has to be short and very broad. See other city’s like Ottawa, Toronto, Oakville for some examples – although I think these still do not capture the real vision of AT.

I also believe two other principles should be added:

- Public Engagement: the public will be engaged in all aspects of Active Transportation.
 - Economic including Tourism; AT will be part of economic and tourism plans for the city.
8. I believe short term development should be spread around more to include the north and east thus tying the city together more physically and politically. Thus I recommend that the shoreline from Hwy 2 to Eastview and a loop along Battersea Rd to Bur Brook or Unity Rd and back along Sydenham Rd be built in the 1-5 year plan. I recommend that some of the signed routes be given a lower priority.

I recommend that there be signed trails for walking and cycling: with a map, sites to see, length, approximate times, difficulty, route conditions, destinations, etc. for the following routes.: (develop Apps for these)

- Waterfront Trail - with lookout points
- Inner City Historical Route - high lighting historical sites - for tourist.
- Suburban Loop - In West - Collins Bay, Princess, Bayridge, Bath Rd or Taylor Kidd with new route in the East as well.
- Country Side Loop (North meets South Route) – K&P trail, Sydenham, Bur Brook, or Unity, Perth Rd, John Counter
- East Meets West loop – Causeway, Hwy 15, Kingston Mills, and Montreal St.
- Take the kids for a ride loops – many routes
- Downtown Town and Back from the East – Causeway, Hwy 15, and residential loops and from the west;
- Princess St to residential loops
 - Short loops
 - Long loops
 - Easy routes
 - Hard routes

Also some destination routes with signs/maps indicating how to get there and why go. (Develop Apps for these). At these destinations have signs that indicate “You are here” and the distance to other destinations.

K-Rock Center	Victoria Park
Memorial Centre	Break Water Park
City Hall	Confederation Park
Queens	Market Square

St Lawrence
RMC
Grass Creek Park
Lemoine Point

Belle Island
Fort Henry
Cataraqui Conservation Area
etc., etc.

9. I recommend the following:

- That the city works with cycle clubs to start cycle clubs in schools and universities. Perhaps the university students and or police could train the public schools on safety etc.
- That Queens, RMC, St Lawrence have a “Learn to ride a bike” program. There are many students who have never been on a bike.
- That the same schools and other schools create “walk to school” programs.
- That employees (including City and Government) offer biking and walking programs.
- That Queens/St. Lawrence/RMC set up a program to collect used bikes at the end of terms to give to the bike exchange.
- That the city works with cycle clubs to advertise and establish a list of volunteers to help out with the promotion initiatives.
- That the city encourage bike usage at the senior centers and provide biking and walking routes around these centers those seniors could enjoy.
- That the maps show walking routes around seniors’ residents, apartments, etc.
- That the city promote cycling/walking events such as – races, distance, non-competitive, # of KM one can do in a week/month/year, cycle day.
- That the city has an advertisement campaign that highlights the many routes and the many benefits for active transportation. Advertise through social media, billboards, at schools and tourist locations. I think “Walk N Roll” should be changed to a more catchy title.
- That policies be changed so that employers must provide showers for bikers, that developers must provide bike parking both inside and out, that bike path’s be maintained all year.
- That there be a bike exchange on consistent dates (early May and early Sept) at consistent sites (Boys and Girls club, Memorial Park, Queens university, North, east and west ends) and be well advertised so that it becomes part of everyone’s calendar. Police could use this for the sale of recovered bikes; students could use this to get bikes for the term and to give them away at the end of a term.
- That at the bike exchange there be police and volunteers to check the bikes, provide training and safety advice and that helmets and other items be available for sale. That there be a Bike/walk/jog retailer showcase
- That there continue to be public engagement on the following plans: Online Walk n Roll platform, Children services at Walk N Roll events, Training and education, implementation, communication/promotion.
- That the city advertises the track at the Memorial Centre and makes it part of the Active Transportation Plan and put up signs that show the distance around. This could be done for any track in the city –in parks, schools etc. To encourage jogging/walking. The Memorial Centre has both a paved and a gravel track so there is lots of potential there for Active Transportation events.

7. NEXT STEPS

The feedback from the Public Open House #2 and Evening Workshop will be used to update and revise the draft vision and principles, promotional elements and draft cycling and walking networks and phasing. The maps shown at the Open House and Workshop will be posted on the website to encourage additional input. The Active Transportation Consulting Team will be working to develop the Active Transportation Master Plan over the summer and fall. Updates as to when the draft Walk 'n' Roll Kingston Plan will be available for review will be provided when it is available.

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**