



**City of Kingston
Environment, Infrastructure & Transportation Policies Committee
Meeting Number 02-2024
Addendum**

**Tuesday, February 13, 2024 at 6:00 p.m.
Hosted at City Hall in Council Chamber**

5. Correspondence

The consent of the Committee is requested for the addition of Delegations b) and c)

- b)** Roger Healey will be present and speak to the Committee regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report.
- c)** Nathan Nездoly will be present and speak to the Committee regarding the Pollinator Gardens Report.

11. Correspondence

- b)** Correspondence received from Simon Andrew regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 9, 2024.

Addendum Page 1

- c)** Correspondence received from Nico Barbé regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 10, 2024.

Addendum Page 2

- d)** Correspondence received from P. Hull regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 11, 2024.

Addendum Page 3

- e) Correspondence received from Carole Russell regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 11, 2024.

Addendum Page 4

- f) Correspondence received from Jennifer Ross regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 11, 2024.

Addendum Pages 5 – 6

- g) Correspondence received from Bruce Bursey regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 12, 2024.

Addendum Pages 7 – 8

- h) Correspondence received from Jane Kirby regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 12, 2024.

Addendum Pages 9 – 10

- i) Correspondence received from David Parker regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 12, 2024.

Addendum Page 11 – 12

- j) Correspondence received from Mary Jane Philp regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 12, 2024.

Addendum Page 13

- k) Correspondence received from Jeremy MacLavery regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 14

- l) Correspondence received from William Hughes regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 15

- m)** Correspondence received from Margaret Cowtan regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 16

- n)** Correspondence received from Anne MacPhail regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, sent February 12, 2024.

Addendum Pages 17 – 18

- o)** Correspondence received from Heather J. Pearson regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 19

- p)** Correspondence received from Laura Jean Cameron regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 20

- q)** Correspondence received from Bruce Hopkins regarding the Williamsville Corridor Study, Neighbourhood Cycling Network and Green Streets Report, dated February 13, 2024.

Addendum Page 21

From: [Simon Andrew](#)
To: [Sullivan, Iain](#)
Subject: Appeal for the Enhancement, Not Reduction, of Bicycle Lanes
Date: February 9, 2024 10:55:39 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Iain Sullivan,

I hope this letter finds you well. I am writing to express my deep concern about the potential decrease in bicycle lanes within our community. As an avid cyclist and resident, I believe that enhancing, rather than reducing, these lanes is crucial for the safety and well-being of both cyclists and the broader community.

Bicycle lanes not only promote a healthier lifestyle but also contribute significantly to reducing traffic congestion and lowering carbon emissions. By expanding these lanes, we can encourage more residents to embrace cycling as a viable and sustainable mode of transportation.

I have observed an increase in the number of cyclists on our roads, and it is essential that we adapt our infrastructure to accommodate this growing trend. Enhancing bicycle lanes will not only ensure the safety of cyclists but will also make our community more attractive to those who prioritize environmentally friendly transportation options.

I kindly urge you to consider the positive impact that an expanded network of bicycle lanes could have on our community. Investing in safe and accessible cycling infrastructure aligns with the global movement towards sustainable cities and promotes a healthier, more active lifestyle for residents.

I appreciate your dedication to our community's well-being and look forward to your support in prioritizing the enhancement, rather than reduction, of our bicycle lanes.

Thank you for your time and consideration.

Sincerely,

Simon Andrew.

Sent from my iPhone

Williamsville Transportation Study

(February 10, 2024)

Request for retention cycling lanes

I am Nico Barbe, director of Advocacy for the Kingston Velo Club. I am here to ask for the retention of cycling lanes on Princess St. Please allow me to explain why this is so important to us.

In November last year, one of our members reminded our club that Jeff Vervaeke's ghost bike on Bath Road was getting in bad shape. For the people unaware: Jeff Vervaeke tragically lost his life in Kingston in 2018 on Bath Road during a bicycle charity ride to raise money for pancreatic cancer.

My colleague Greg Rebec and I decided to clean up the spot to honour Jeff and raise awareness about cycling safety in Kingston. Greg and I decided earlier that year to focus on this topic after hearing more and more stories of members not feeling safe as cyclists in Kingston. We started with cycling safety workshops, which were immediately fully booked.

Little did we know that on that day, when I returned from the site, the unthinkable had happened. The roadblock at Taylor Kidd I saw on my way back, meters away from my home, was there because one of our dearest members of the Kingston Velo Club, Patrick Lynch, was killed in an accident while riding his bike. This happened on a road where there was no bike lane.

These events have deeply touched our entire cycling community. Personally, I have made it my mission to do all I can to make Kingston safer for cyclists. This is why I am here today. Removing bicycle lanes would seem to negate the lessons learned from these devastating events, which touched so many lives.

Please consider every possible option to create a safe bike lane. Please do not exclude cyclists from the street. Help us transform this city into a place where cycling is safe and enjoyable.

I want to finish with a quote from Patrick Lynch he gave years ago, which you can still find on the website visitKingston.ca. In this article, Patrick is praised for his lifelong experience on the bike. This is what he said: "Many places in the city if you want to get there pretty much have to take your life in your own hands." He said a cycling trip along outer Princess Street is quite dangerous due to no designated bike lanes.



From: [hull_p](#)
To: [Sullivan, Iain](#)
Subject: Bike lanes
Date: February 11, 2024 10:53:35 AM

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I seen and commented on a post on Facebook
I'm a inexperienced electric stand up scooter and use the bike lanes. And travel Princess St regularly to and from work. I may not be able to attend this meeting but want to keep the bike lanes, and extend my opinion for more bike lanes

Sent from my Galaxy

From: [Carole Russell](#)
To: [Sullivan, Iain](#)
Subject: Williamsville Project Submission
Date: February 11, 2024 1:59:24 PM

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Good Afternoon

I am Carole Russell, President of the Kingston Velo Club (KVC). In addition to speaking on behalf of KVC, I am also speaking on behalf of Dr. Patrick Lynch, a longtime and very experienced member of KVC. If he could have, Patrick would have been here today, but he could not because on November 12, 2023, he was killed by a car while cycling on Taylor Kidd Blvd in a section where there was no cycle lane. He was a few kilometers from home.

KVC is 52 years old. In the last 6 years our club has grown by 40%. And we are not alone. There is another cycling club along with several informal groups who cycle regularly on our roads. Cycling is experiencing significant growth. It is healthy, it is friendly, it is climate sensitive but it is not safe.

And safety matters. It matters *every single time* we hop on our bikes, *on every single road we pedal on. Safety matters.* Our members tell us they feel safer riding in Toronto than in Kingston. Our members have cycled across the entire city of Montreal on a secure bike path yet you cannot get from one end of Kingston to the other safely on a bike.

We want the solutions for Kingston transportation to be inclusive of cyclists. We need infrastructure where car doors will not open on us, where there will be no speeding cars 2 feet from us to rattle our nerves, where we can safely turn left (we know left hand turns are 5 times more likely to result in injury than right hand turns). There are more bicycles in Kingston than cars. We have members who do not own cars who go about their day-to-day business by bike, neighbors who shop by bike, towing their children in a bike trailer behind them, neighbors who bike their kids to school.

After Patrick's death, we organized a ghost bike ride. Nearly 300 cyclists participated in spite of temperatures dipping to 0 degrees. We do not want any more cycling injuries. We do not want to organize another ghost bike ride.

Safety Matters.

Thank you

From: [Jennifer Ross](#)
To: [Sullivan, Iain](#)
Subject: Williamsville bike lanes: commitment in Official Plan and to equity
Date: February 11, 2024 2:42:05 PM

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Environment, Infrastructure &
Transportation Policies Committee
Kingston, Ontario

Dear Councillors:

I am writing with great concern to stress the importance of keeping the bike lanes on Princess Street through Williamsville. Within the Williamsville Main Street section of the Kingston Official Plan, “**improving the pedestrian and cyclist experience on Princess Street**” stands out as a guiding principle. Removing the bike lane would be counter to this explicit guiding principle, will signal a prioritization of the automobile and will endanger vulnerable road users.

Bike lanes can be a democratizing force in urban transit, promoting equal access to public spaces and resources. **Removing the bike lane will disproportionately disadvantage low-income and marginalized communities** who rely on bicycles as an affordable and accessible means of transportation. Bike lanes promote safer travel for cyclists, and without them, these individuals may face increased risks and barriers to mobility, potentially limiting their access to essential services, employment, and educational opportunities. By maintaining bike lanes, the city can uphold a commitment to equitable, safer transportation infrastructure that supports all residents, especially vulnerable road users.

City data indicates that Williamsville is one of the **most densely populated areas of the city and it has the highest rate of bicycle use in the city**. The Household Travel Survey shows Williamsville has the highest bicycle mode share in all of Kingston at 10%. This data shows, and as your planners discovered at the project’s community engagement sessions, there is immense community support for the cycling lanes on Princess Street.

Further, considering the city’s climate emergency declaration and our active transportation master plan, removing these bike lanes would be a regression, contradicting our environmental goals, and devaluing existing health-promoting community behaviour, and endangering cyclist safety.

(While off-Princess bike friendly streets are also a good idea, they must not be interpreted as a substitute for bike lanes on Princess Street that facilitate a direct route to and from downtown, with access to local shopping options along the way.

Considering the overwhelming evidence of bicycle use, and the community’s clear preference for maintaining bicycle infrastructure, it is imperative that we align our urban

development actions with the stated objectives of the Kingston Official Plan.

To strip Princess Street of its bike lanes would be a disservice to our residents, a disregard for our environmental commitments, and a step back from our vision of a progressive, health-oriented, and equitable city. It is essential, therefore, that we preserve the bike lanes on Princess Street, **not only as a matter of principle and policy but as a testament to our dedication to the safety, wellbeing, and inclusivity** of all Kingstonians.

Thank you for your consideration,

Jennifer Ross

Jennifer Ross

[Redacted Signature]



February 11, 2024

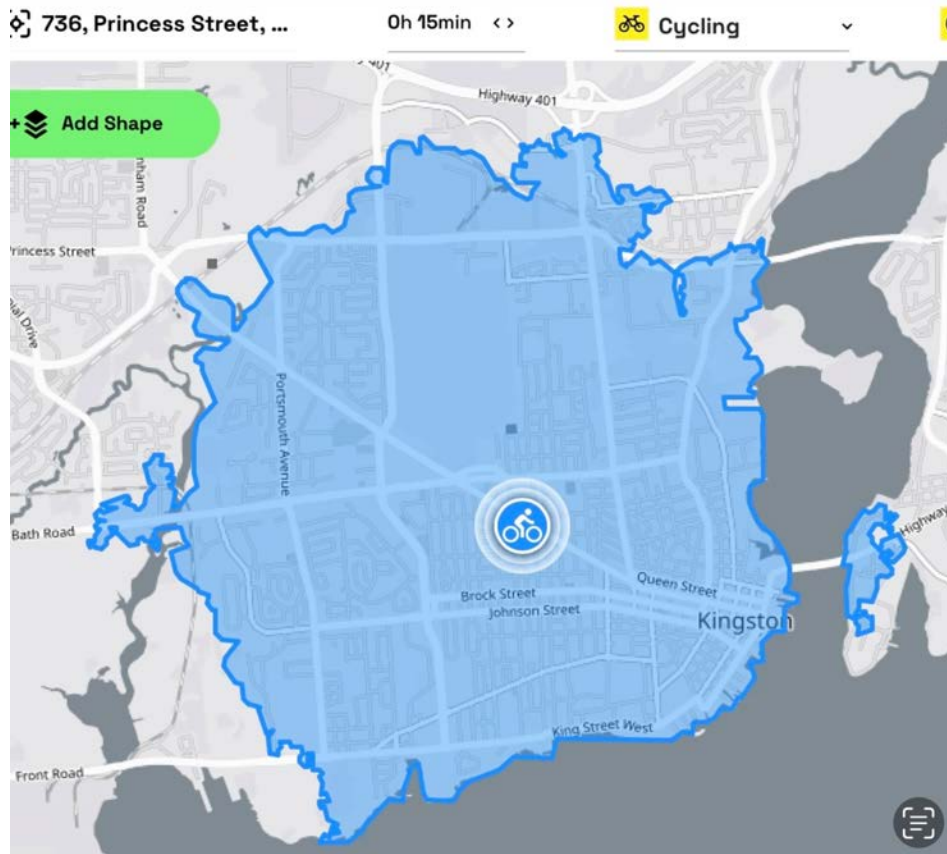
Dear EITP members,

The Kingston Coalition for Active Transportation (KCAT) has been following the City of Kingston's work on Williamsville, where the City is seeking to improve transportation on Princess Street between Division and Concession/Bath Rd.

Most recently, we have been advocating for an emphasis on cycling infrastructure, which we believe should be a necessary component of Williamsville Princess Street plans. Read our submission from November 2023 [here](#).

We envision a vibrant Williamsville Main Street corridor that includes bike lanes on Princess St. Bike lanes are good for business, the environment, sense of community, and healthy active living. Bike lanes are proven economic drivers that bring more customers to businesses along streets with bike lanes.

The Household Travel Survey shows Williamsville is the most densely populated district and has the highest bicycle mode share in all of Kingston at 10%. More than 60,000 people across Central Kingston live within a 15 minute bike ride of Williamsville Main Street. See the map that shows how this issue impacts residents beyond Williamsville.



It would be a major missed opportunity to not find ways to leverage the benefits cycling offers in this part of central Kingston to help meet and exceed the City's modal shift and Climate Change goals, consistent with the Strategic Plan, Active Transportation Master Plan and Official Plan. We can leverage this opportunity by protecting and improving bike lanes along Princess St. through Williamsville.

KCAT is supportive of transit improvements, increased walkability measures, removal of on-street parking, reduced travel lane widths and green elements.

We welcome and encourage local connecting bikeway routes throughout Williamsville as ways to strengthen connection with other neighbourhoods around Williamsville, and as feeders to a dedicated bike route spine on Princess St. We do not view the proposed bikeways as a suitable replacement for bike lanes on Princess St.

We are concerned that although bike lanes are included as one of two shortlisted alternatives for Williamsville Main Street, they are depicted negatively in the *Draft Williamsville Transportation Study Report (January 2024)* which suggests that they impose restrictions on the "pedestrian realm" and may interfere with meeting AODA requirements. With the width of the street ranging from 18 m to 20+ m and no parking, we see ample space for safe and accessible sidewalks and cycling facilities along the length of the Williamsville Main Street with considered, strategic allocation of important elements such as greenery and benches.

We recommend that bike lanes be retained and improved in Princess St. Like motorists, cyclists value direct, efficient routes to their destinations such as the Williamsville Main Street provides. However, feedback from a previous Open House shows that 79% do not feel comfortable biking on Princess Street. Removing bike lanes will make cycling less safe, and may also jeopardize the safety of pedestrians, as some vulnerable cyclists may choose to ride on sidewalks, and there will be less of a buffer between motorists and pedestrians.

We are passionate about prioritizing all modes of active transportation (AT) in Williamsville and will continue to work toward our vision. AT is and will continue to be a vital link in building a resilient and sustainable transportation network in Kingston.

Read a chronology of our work on the Williamsville Main Street since 2011 and most recently in 2020 - 2023, including our most recent submission from November 2023. <https://kcat.ca/williamsville/>. To contact us: info@kcat.ca

Many thanks for the opportunity to provide input into this important decision.

Bruce Bursey
on behalf of KCAT

From: [Jane Kirby](#)
To: [Cinanni, Vincent](#); [Stephen, Wendy](#); [Amos, Don](#); [Chaves, Paul](#); [Hassan, Jamshed](#); [Tozzo, Brandon](#); [Sullivan, Iain](#)
Subject: EITP: Williamsville Bike Lanes
Date: February 12, 2024 11:26:44 AM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Councillors Cinanni, Stephen, Amos, Chaves, Hassan, and Tozzo,

My name is Jane Kirby, and I'm writing to you, as members of the EITP committee, about the proposed Williamsville redevelopment. I am a resident of Williamsville, and I have covered the issue of the removal of the Princess St. bike lanes for the *Skeleton Press* ([article available here](#)) and *This Magazine* as a journalist.

I am very concerned that the proposals on the table fail to seriously consider both pedestrian and cyclist safety and the concerns of the public that were raised during the engagement sessions.

As the reports detail, members of the public have expressed a strong desire to keep the bike lanes, but many find the current lanes unsafe. Given this, I am unclear why there has not been more serious consideration of some of the longlisted options that include cycle tracks. There does not appear to have been any analysis done of, for example, whether having cycle tracks would encourage people to bike rather than drive and reduce car traffic, such that the left turning lanes or bus priority lanes would be unnecessary. Given that the City has ambitious active transportation goals and has made climate change a priority, such an analysis seems warranted.

I am thus writing with two suggestions:

- 1) That a detailed analysis of the safety of pedestrians and cyclists be carried out in each of the scenarios before any decision is made.
- 2) That "Alternative 3: Bidirectional Cycle Track," proposed as a long listed option (which appears to have the fewest number of trade offs of the protected cycling options), be reconsidered as a shortlisted option.

I'll add that I am very concerned by the framing in the consultant's report that pits meeting AODA standards against bike lanes. High standards for both accessibility and active transportation are absolutely necessary and compatible. There is no reason we couldn't instead say that "left turning lanes" would prevent the widening of sidewalks, for example. (Given that early communication suggested that some left turning lanes would be removed, I am very surprised to see them framed as necessary for transit in the

latest report – this also seems like a PR move, as it is clear that the lanes are mostly for the benefit of car traffic, not transit).

I have much to say on this issue and hope to speak with you all further tomorrow evening.

Thank you for your time and consideration.

All the best,

Jane Kirby

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Jane Kirby
she/her/hers
BAH, MA



From: [David Parker](#)
To: [Sullivan, Iain](#)
Subject: Message to EITP City Council Committee
Date: February 12, 2024 11:30:16 AM

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Hello,

I am writing to the members of the Environment, Infrastructure, Transportation Policies Committee (EITP) of City Council in Kingston, Ontario. I am a resident of Kingston, living in the Williamsville neighbourhood. I have attended multiple open houses and public events and raised my concerns about the city's decision on whether or not to remove or keep bike lanes on Princess street between Division street and Bath Road / Concession Road.

I believe the city and the company hired by the city (Dillon) have failed to represent the needs of the citizens of Kingston and of Williamsville in particular. I believe the existing bike lane infrastructure on Princess street is inadequate and not sufficiently safe. We need safer bike lanes.

The proposal to remove bike lanes is a real step backward and will make biking even more dangerous than it already is.

In the Fall of 2023, Kingstonian Patrick Lynch was killed while cycling in Kingston, by a motorist. Patrick Lynch was obeying all traffic laws at the time.

Death by collision with a motor vehicle is a very scary but real threat for a cyclist.

Every day I cycle along this stretch of Princess street. Often, I am towing my 4 year old child in a bike trailer.

It is absolutely unacceptable for the city to increase the danger for cyclists by removing bike lanes.

These bike lanes should be protected from traffic by a curb barrier, as outlined in one of the alternative 'long listed' alternatives for the Main Street Study.

I believe pedestrians' safety and cyclists' safety should not be pitted against each other and presented as conflicting (as is done by Dillon in their report). Together these safety considerations go hand in hand. Efforts should be made to reduce motor vehicle traffic volume and speed in this area. This can be done without sacrificing public transit (bus) efficiency.

I am happy to provide you more information, or speak to this issue, as needed.

Best,

-David Parker

Citizen of Kingston, Ontario.

Member of the Williamsville City neighbourhood

From: MaryJane Philp
To: Sullivan, Iain
Cc: Bruce Burse; Carole Russell; Amos, Don
Subject: Cycling in Kingston
Date: February 12, 2024 12:02:16 PM

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To the members of the EITP

In 2022, I decided I could be car free. I live in Portsmouth, and walk a good deal, ride transit regularly and from time to time, I use Communauto, the car share service in Kingston. I like the expression: a car when you need it, but you don't always need a car.

I am also a cyclist and have toured by bike in many countries. For several years I and others met with Tourism Kingston to encourage the marketing of cycling in the Kingston area. Our reasoning was that the cycling infrastructure would improve if more people were cycling in the city. When I think about that now, I am quite unnerved, because much of what is here is not what cyclists need to be safe. For example, if cycle tourists are coming into Kingston from the north, they will have a scary time on busy roads navigating to the downtown. If they attempt to use the urban K&P, they may never make it as the signage is either absent, or so small as to be useless; this has been pointed out many times to the appropriate city department.

Bicycles are ideal for commuting; they take up little room on the road, don't contribute to pollution and should be easy to park securely. I use my folding commuter bike nine months of the year to ride downtown. Three routes I could use all have their own challenges. On King Street, the pavement is in poor condition and there is no bike lane. Johnson St. has a bike lane but it is not protected much of the year from the speeding traffic. It also ends abruptly nearing the downtown, dumping the cyclist into a traffic lane. And on Princess, delivery vehicles often block the existing unprotected bike lane, cars and trucks bear down on you while you try to avoid swerving to miss a pothole. If you haven't been on these roads on a bicycle, please try them out to see for yourselves.

You are deliberating on the streetscape for a 3 km part of Princess Street. I urge you to make this the best piece of cycling infrastructure in Kingston, and the beginning of a system wide improvement that will make Kingston a destination for cycle tourists, and a place for residents to safely ride to work, school, shop or for recreation.

Thank you for your careful consideration of this matter.

Mary Jane Philp
[REDACTED] Kingston

From: [Jeremy MacLavery](#)
To: [Sullivan, Iain](#)
Subject: Princess, bike lanes
Date: February 12, 2024 5:39:40 PM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

My name is Jeremy MacLavery. As an urban cyclist with 35 years experience cycling in Toronto and 10 years cycling in Kingston I can say without any hesitation, I feel much safer riding in Toronto than I do in Kingston and I think that is a great shame and very embarrassing for Kingston. My partner and I have cycled through many countries around the world, and feel less safe here than on the streets of Bangkok. One has to ask why would that be could it be that cyclists are considered to be part of the transportation system and not an annoying irritation to the system. Until the city starts showing some genuine consideration and respect for cyclists, why would vehicles consider us to be a legitimate part of the transportation system. I think the city has an obligation to all of its citizens to show that it really does care about sustainable transportation i.e. bicycles and pedestrians where people can ride or walk safely without the fear of being maimed or killed by irritated or careless drivers, who would appear to have little fear of any serious consequences or repercussions.

Yours, eternally hopeful that you that you might do the right thing.
Jeremy MacLavery..

From: William Hughes
To: Cinanni,Vincent; Stephen,Wendy; Amos,Don; Chaves,Paul; Hassan,Jamshed; Tozzo,Brandon
Cc: Sullivan,Iain
Subject: Williamsville Bike Lanes - Environment, Infrastructure & Transportation Policies Committee
Date: February 12, 2024 8:23:06 PM

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Environment, Infrastructure & Transportation Policies Committee
City of Kingston

Dear Councillors

Please recommend to the City Council to keep and prioritize the bike lanes on Princess Street through Williamsville.

I understand that a plan for Williamsville is under your consideration on Tuesday.

I own a technology business located near the intersection of Concession and Princess Street. My staff walk, cycle, take transit and drive to the office from various places in the City including the Williamsville section of Princess Street.

My home is near McBurney Park. Like my staff, I regularly use Concession and Princess Street to get to work. In the spring, summer and fall I walk and cycle to the office. In the winter, I mostly walk.

Cycling the Princess Street route, I am able to stop at shops along the way and despite the poor condition of the road, it is not nearly as hostile as Concession Street.

I am strongly in support of keeping and improving the bike lanes along Princess Street for myself, my staff and for the residents and businesses of Williamsville.

If you choose to remove the bike lanes, you would demonstrate that you prioritize automobiles, reject the city's Active Transportation Master Plan, dismiss the guiding principle in the Kingston Official Plan to improve cycling infrastructure along Princess Street and ignore the city's proclamation of a climate crisis.

Please recommend to the City Council to keep and prioritize the bike lanes on Princess Street through Williamsville.

Thank you for your consideration

Bill Hughes



From: [Margaret Cowtan](#)
To: [Sullivan, Iain](#)
Subject: Princess Street design option
Date: February 12, 2024 9:38:52 PM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

My name is Margaret Cowtan. I retired to Kingston 10 years ago after 35 years working in Calgary and Toronto. Since then I have become an avid cyclist, and have travelled by bike in over a dozen countries, both developed and undeveloped. I can truly, though sadly, state that Kingston is one of the most dangerous and unpleasant places I have ever cycled. There are many reasons for this: road conditions, uncleared bike lanes, inconsiderate or unaware drivers, a piecemeal cycling network, and the total lack of enforcement of the few regulations that do exist...

However, the underlying primary cause is the lack of commitment to creating a culture that promotes sustainable transportation and welcoming streetscapes in Kingston. This would require Counsel and city staff to make decisions which prioritize the safety and comfort of people over the loud and self-serving demands of those who are looking only for the fastest and most profitable options - for them.

We need leadership that can see a future where people can walk and bike safely, where new buildings are not permitted to eat up the sidewalks: a city where the goal is fewer cars downtown, slower traffic on residential streets, and safe sidewalks for families. If Barcelona and Paris can return their once car choked streets to people, certainly Kingston can.

However, such a City requires not just platitudes and slogans by staff but action. The City needs to make decisions that may displease a vocal minority but that advance a real vision of a sustainable and livable city.

I hope you will take this opportunity to choose that City and the option that prioritizes the safety of pedestrians and cyclists.

Margaret Cowtan



Kingston, On

Sent from my iPhone

November 20, 2023

To:
Ian Semple
Director, Transportation Services
isemple@cityofkingston.ca

Henk Brilliams
Project Manager
hbrilliams@cityofkingston.ca

Re: Williamsville Transportation Study, Williamsville Bikeways, and Frontenac Green Street Concepts

Dear Ian and Henk,

I am writing on behalf of KFL&A Public Health with recommendations to facilitate increased use of active and sustainable modes of transportation, including cycling, for the Williamsville Transportation Study, Williamsville Bikeways, and Frontenac Green Street.

Many proposed elements of these plans support healthy, active living such as transit efficiencies, increased walkability, no parking, reduced travel lane widths, and more greenery.

The following recommendations are consistent with the recommendations and rationale we provided in our letter to Tarita Diczki and Marissa Mascaro March 7, 2023 (attached). Much work has been done since then and we would like to focus attention on a few key recommendations to promote health and prevent injuries.

Williamsville Transportation Study and Williamsville Bikeways

1. Include cycling when talking about active transportation. Walking and cycling are currently the two main modes of active transportation, and rates of use of other micromobility devices are expected to rise. When walking from the intersection of Princess and Regent along Princess to the Open House on October 26 there were four people cycling in the bike lanes and one skateboarder on the sidewalk. On arrival at the Open House there were four bicycles parked outside the church and people with bike helmets inside. Later, on Princess between Nelson and the Princess/Regent intersection there were two people cycling on the road and one skateboarder on the sidewalk. As noted in the [Household Travel Survey](#) cycling is already prevalent in Williamsville as are walking and transit use, and can be encouraged.
2. In addition to transit and walking, prioritize cycling as an active and sustainable mode of transportation along the Williamsville Main Street by installing dedicated bike lanes between Bath/Concession and Division. In addition to safety benefits for cyclists, facilitated by bike lanes, dedicated space for cyclists could reduce sidewalk cycling and associated risk of injury from cyclist-pedestrian collisions. This is particularly important when sidewalks are wide.
3. Implement key north-south, east-west bikeways throughout Williamsville. Bikeways throughout Williamsville and dedicated bike lanes on Williamsville Main Street will facilitate cycling among all groups of cyclists as defined in the [Active Transportation Master Plan](#).

4. Include strategies to reduce private automobile use, especially single occupied vehicles (SOV), not only by increasing transit efficiencies and installing cycling infrastructure but through other incentives to use active and sustainable modes of travel and disincentives to use SOVs.
5. Consider placement and details of greenery, street furniture, bike parking, café seating, etc. along Williamsville Main Street after the ROW is prioritized and designed for transit, cycling, and walking with dedicated spaces for cycling and walking. As the right-of-way varies in width, some sections of the Williamsville Main Street will be able to accommodate more features than others.

Frontenac Green Street

KFL&A Public Health supports ‘green streets’ and hopes that this will be the first of many streets in Kingston (re)designed for health and safety benefits. Our recommendations are to:

1. Include climate change mitigation and adaptation design features where possible to align with the City of Kingston’s climate commitments.
2. “Green” the entire street from the Memorial Centre to Union Street.
3. Ensure connectivity from one end of Frontenac Street to the other through design and wayfinding signage to points of interest enroute such as Victoria Park and beyond the street including Downtown and Breakwater Park.
4. Facilitate walking and cycling through selected options proposed in Frontenac Green Street Concepts and Williamsville Bikeways and by limiting vehicles.
5. Enhance the tree canopy to provide shade for ultraviolet radiation (UVR) protection, reduced urban heat, and beauty.

Thank you for the opportunity to comment.

We would be pleased to discuss this with you anytime.

Sincerely,

Anne MacPhail, Public health nurse
 Healthy Communities

Phone (Mon/Tue/Fri): 613-549-1232, ext. 1117
 Phone (Wed/Thurs): 613-817-9324, ext. 1117

anne.macphail@kflaph.ca

KFL&A Public Health
 221 Portsmouth Avenue
 Kingston, Ontario K7M 1V5
www.kflaph.ca

From: [H J Pearson](#)
To: [Sullivan, Iain](#)
Cc: [Bruce Burse](#); [Carole Russell](#); [Amos, Don](#)
Subject: Cycling lanes in Williamsville
Date: February 13, 2024 9:10:03 AM

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Good Morning Iain,

I am writing to express my concern over a plan for Williamsville which might not include dedicated bicycle lanes. As a recently retired person, I have more time for cycling and would like to incorporate this into my daily life, cutting down the use of my car, increasing fitness and avoiding parking challenges.

My uncle died when hit by a car when cycling and I became more vigilant on my bike. Recently, Kingston also lost a wonderful man in this way; also a colleague of mine.

It is wonderful to use the streets in Kingston, which have dedicated bicycle lanes. It is always a relief to me when I get a chance to use them, and I feel safer and more confident on the bike.

It is concerning to think that the City is considering a plan which would not incorporate these lanes. It would be ideal to see Kingston develop this area in a way that allows all us to feel safer cycling downtown.

Thank you for your consideration.

All the best,
[Heather Pearson](#)

[Dr. H. J. Pearson](#)
[MD, FRCP\(C\) Psychiatry.](#)

[REDACTED]
[REDACTED]

From: [Laura Cameron](#)
To: [Sullivan, Iain](#)
Cc: [Ridge, Gregory](#)
Subject: EITP meeting tonight - my strong concerns for the cycling and pedestrian community which must be prioritized.
Date: February 13, 2024 10:34:39 AM

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Dear Mayor and Councillors

As a taxpayer who – like the rest of my family – depends entirely on my feet and my bike to get me around Kingston YEAR ROUND, I am extremely concerned about the safety of Princess Street, and the issues at hand with the EITP meeting this evening. I would be there with (bicycle) bells on if I was not in Montreal – a city that is not yet Copenhagen or Amsterdam for cyclists but is light years ahead of Kingston in terms of its commitments to envisioning a city that is safe for those who travel without the support of engine-driven vehicles. In Kingston, cyclists and pedestrians are in fact endangered by them on a regular basis, particularly on Princess Street.

For a city that has declared a climate emergency, it is a scandal that the safety of pedestrians and cyclists have been given no consideration in any of the city’s reports on this issue.

Please prioritize the safety of cyclists and pedestrians. Bring the “longlisted” option 3 – which includes a protected bidirectional cycle track. It is heartening to know this is back on the table for consideration.

Thank you,

Laura Jean

Dr. LJ Cameron


From: bruce.hopkins54@gmail.com
To: [Sullivan, Iain](#)
Subject: Williamsville
Date: February 13, 2024 11:54:43 AM

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To Iain Sullivan and the committee for Williamsville Transportation,

As a Kingston resident and taxpayer, I am asking that Williamsville development make bicycle infrastructure a priority. I am hopeful this will happen as the city's Strategic Plan calls for:

- "promote(ing) multimodal lifestyles not dependent on personal automobiles"
- Making decisions using a "climate lens"
- "greening streets" measures (and Williamsville is cited as a priority)

Everyone agrees that more bicycle use and less automobile use aligns with Kingston's strategic direction, yet as a cyclist I feel that safe cycling infrastructure does not get the focus it should. I say this because I do not feel safe cycling in Kingston. I am an avid cyclist who rides about 4,000 km a year. Most of that distance is done outside of Kingston. I usually put my bike in the car and drive to safer locations like L & A County. I wish this counter productive use of my car wasn't necessary. I also wish I could replace much of my other automobile use with bicycle use. Today, I don't feel comfortable doing so.

Bruce Hopkins



From: [Simon Andrew](#)
To: [Sullivan, Iain](#)
Subject: Appeal for the Enhancement, Not Reduction, of Bicycle Lanes
Date: February 9, 2024 10:55:39 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Iain Sullivan,

I hope this letter finds you well. I am writing to express my deep concern about the potential decrease in bicycle lanes within our community. As an avid cyclist and resident, I believe that enhancing, rather than reducing, these lanes is crucial for the safety and well-being of both cyclists and the broader community.

Bicycle lanes not only promote a healthier lifestyle but also contribute significantly to reducing traffic congestion and lowering carbon emissions. By expanding these lanes, we can encourage more residents to embrace cycling as a viable and sustainable mode of transportation.

I have observed an increase in the number of cyclists on our roads, and it is essential that we adapt our infrastructure to accommodate this growing trend. Enhancing bicycle lanes will not only ensure the safety of cyclists but will also make our community more attractive to those who prioritize environmentally friendly transportation options.

I kindly urge you to consider the positive impact that an expanded network of bicycle lanes could have on our community. Investing in safe and accessible cycling infrastructure aligns with the global movement towards sustainable cities and promotes a healthier, more active lifestyle for residents.

I appreciate your dedication to our community's well-being and look forward to your support in prioritizing the enhancement, rather than reduction, of our bicycle lanes.

Thank you for your time and consideration.

Sincerely,

Simon Andrew.

Sent from my iPhone

Williamsville Transportation Study

(February 10, 2024)

Request for retention cycling lanes

I am Nico Barbe, director of Advocacy for the Kingston Velo Club. I am here to ask for the retention of cycling lanes on Princess St. Please allow me to explain why this is so important to us.

In November last year, one of our members reminded our club that Jeff Vervaeke's ghost bike on Bath Road was getting in bad shape. For the people unaware: Jeff Vervaeke tragically lost his life in Kingston in 2018 on Bath Road during a bicycle charity ride to raise money for pancreatic cancer.

My colleague Greg Rebec and I decided to clean up the spot to honour Jeff and raise awareness about cycling safety in Kingston. Greg and I decided earlier that year to focus on this topic after hearing more and more stories of members not feeling safe as cyclists in Kingston. We started with cycling safety workshops, which were immediately fully booked.

Little did we know that on that day, when I returned from the site, the unthinkable had happened. The roadblock at Taylor Kidd I saw on my way back, meters away from my home, was there because one of our dearest members of the Kingston Velo Club, Patrick Lynch, was killed in an accident while riding his bike. This happened on a road where there was no bike lane.

These events have deeply touched our entire cycling community. Personally, I have made it my mission to do all I can to make Kingston safer for cyclists. This is why I am here today. Removing bicycle lanes would seem to negate the lessons learned from these devastating events, which touched so many lives.

Please consider every possible option to create a safe bike lane. Please do not exclude cyclists from the street. Help us transform this city into a place where cycling is safe and enjoyable.

I want to finish with a quote from Patrick Lynch he gave years ago, which you can still find on the website visitKingston.ca. In this article, Patrick is praised for his lifelong experience on the bike. This is what he said: "Many places in the city if you want to get there pretty much have to take your life in your own hands." He said a cycling trip along outer Princess Street is quite dangerous due to no designated bike lanes.



From: [hull_p](#)
To: [Sullivan, Iain](#)
Subject: Bike lanes
Date: February 11, 2024 10:53:35 AM

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I seen and commented on a post on Facebook
I'm a inexperienced electric stand up scooter and use the bike lanes. And travel Princess St regularly to and from work. I may not be able to attend this meeting but want to keep the bike lanes, and extend my opinion for more bike lanes

Sent from my Galaxy

From: [Carole Russell](#)
To: [Sullivan, Iain](#)
Subject: Williamsville Project Submission
Date: February 11, 2024 1:59:24 PM

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Good Afternoon

I am Carole Russell, President of the Kingston Velo Club (KVC). In addition to speaking on behalf of KVC, I am also speaking on behalf of Dr. Patrick Lynch, a longtime and very experienced member of KVC. If he could have, Patrick would have been here today, but he could not because on November 12, 2023, he was killed by a car while cycling on Taylor Kidd Blvd in a section where there was no cycle lane. He was a few kilometers from home.

KVC is 52 years old. In the last 6 years our club has grown by 40%. And we are not alone. There is another cycling club along with several informal groups who cycle regularly on our roads. Cycling is experiencing significant growth. It is healthy, it is friendly, it is climate sensitive but it is not safe.

And safety matters. It matters *every single time* we hop on our bikes, *on every single road we pedal on. Safety matters.* Our members tell us they feel safer riding in Toronto than in Kingston. Our members have cycled across the entire city of Montreal on a secure bike path yet you cannot get from one end of Kingston to the other safely on a bike.

We want the solutions for Kingston transportation to be inclusive of cyclists. We need infrastructure where car doors will not open on us, where there will be no speeding cars 2 feet from us to rattle our nerves, where we can safely turn left (we know left hand turns are 5 times more likely to result in injury than right hand turns). There are more bicycles in Kingston than cars. We have members who do not own cars who go about their day-to-day business by bike, neighbors who shop by bike, towing their children in a bike trailer behind them, neighbors who bike their kids to school.

After Patrick's death, we organized a ghost bike ride. Nearly 300 cyclists participated in spite of temperatures dipping to 0 degrees. We do not want any more cycling injuries. We do not want to organize another ghost bike ride.

Safety Matters.

Thank you

From: [Jennifer Ross](#)
To: [Sullivan, Iain](#)
Subject: Williamsville bike lanes: commitment in Official Plan and to equity
Date: February 11, 2024 2:42:05 PM

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Environment, Infrastructure &
Transportation Policies Committee
Kingston, Ontario

Dear Councillors:

I am writing with great concern to stress the importance of keeping the bike lanes on Princess Street through Williamsville. Within the Williamsville Main Street section of the Kingston Official Plan, “**improving the pedestrian and cyclist experience on Princess Street**” stands out as a guiding principle. Removing the bike lane would be counter to this explicit guiding principle, will signal a prioritization of the automobile and will endanger vulnerable road users.

Bike lanes can be a democratizing force in urban transit, promoting equal access to public spaces and resources. **Removing the bike lane will disproportionately disadvantage low-income and marginalized communities** who rely on bicycles as an affordable and accessible means of transportation. Bike lanes promote safer travel for cyclists, and without them, these individuals may face increased risks and barriers to mobility, potentially limiting their access to essential services, employment, and educational opportunities. By maintaining bike lanes, the city can uphold a commitment to equitable, safer transportation infrastructure that supports all residents, especially vulnerable road users.

City data indicates that Williamsville is one of the **most densely populated areas of the city and it has the highest rate of bicycle use in the city**. The Household Travel Survey shows Williamsville has the highest bicycle mode share in all of Kingston at 10%. This data shows, and as your planners discovered at the project’s community engagement sessions, there is immense community support for the cycling lanes on Princess Street.

Further, considering the city’s climate emergency declaration and our active transportation master plan, removing these bike lanes would be a regression, contradicting our environmental goals, and devaluing existing health-promoting community behaviour, and endangering cyclist safety.

(While off-Princess bike friendly streets are also a good idea, they must not be interpreted as a substitute for bike lanes on Princess Street that facilitate a direct route to and from downtown, with access to local shopping options along the way.

Considering the overwhelming evidence of bicycle use, and the community’s clear preference for maintaining bicycle infrastructure, it is imperative that we align our urban

development actions with the stated objectives of the Kingston Official Plan.

To strip Princess Street of its bike lanes would be a disservice to our residents, a disregard for our environmental commitments, and a step back from our vision of a progressive, health-oriented, and equitable city. It is essential, therefore, that we preserve the bike lanes on Princess Street, **not only as a matter of principle and policy but as a testament to our dedication to the safety, wellbeing, and inclusivity** of all Kingstonians.

Thank you for your consideration,

Jennifer Ross

Jennifer Ross

[Redacted Signature]



February 11, 2024

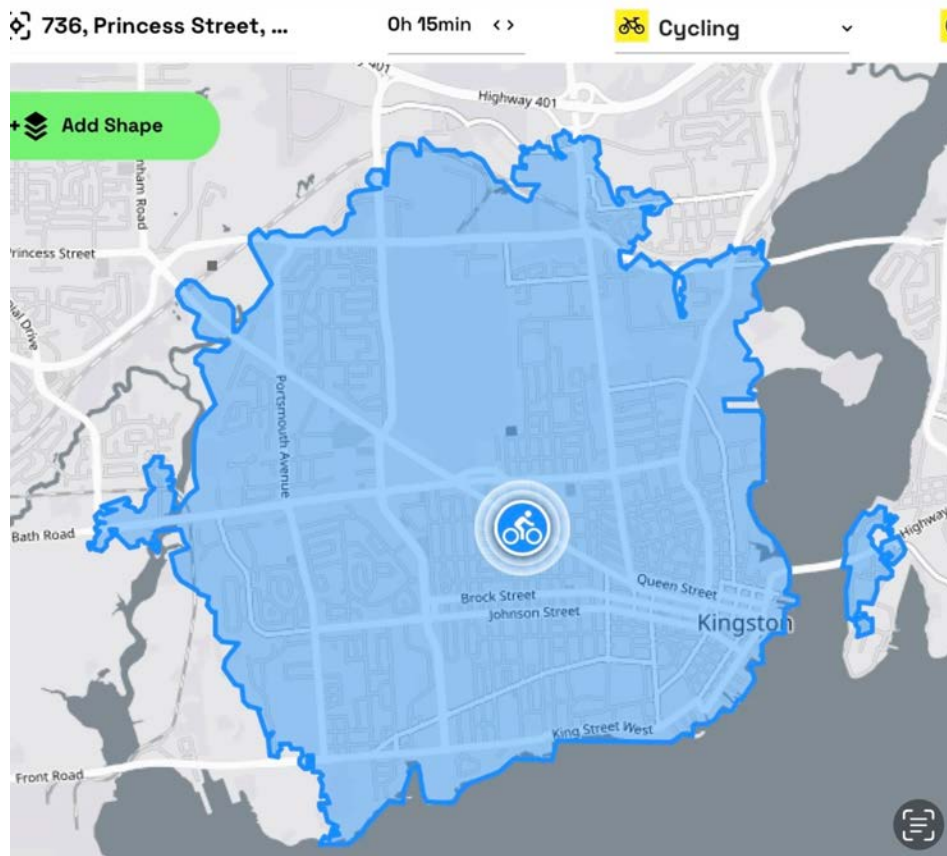
Dear EITP members,

The Kingston Coalition for Active Transportation (KCAT) has been following the City of Kingston's work on Williamsville, where the City is seeking to improve transportation on Princess Street between Division and Concession/Bath Rd.

Most recently, we have been advocating for an emphasis on cycling infrastructure, which we believe should be a necessary component of Williamsville Princess Street plans. Read our submission from November 2023 [here](#).

We envision a vibrant Williamsville Main Street corridor that includes bike lanes on Princess St. Bike lanes are good for business, the environment, sense of community, and healthy active living. Bike lanes are proven economic drivers that bring more customers to businesses along streets with bike lanes.

The Household Travel Survey shows Williamsville is the most densely populated district and has the highest bicycle mode share in all of Kingston at 10%. More than 60,000 people across Central Kingston live within a 15 minute bike ride of Williamsville Main Street. See the map that shows how this issue impacts residents beyond Williamsville.



It would be a major missed opportunity to not find ways to leverage the benefits cycling offers in this part of central Kingston to help meet and exceed the City's modal shift and Climate Change goals, consistent with the Strategic Plan, Active Transportation Master Plan and Official Plan. We can leverage this opportunity by protecting and improving bike lanes along Princess St. through Williamsville.

KCAT is supportive of transit improvements, increased walkability measures, removal of on-street parking, reduced travel lane widths and green elements.

We welcome and encourage local connecting bikeway routes throughout Williamsville as ways to strengthen connection with other neighbourhoods around Williamsville, and as feeders to a dedicated bike route spine on Princess St. We do not view the proposed bikeways as a suitable replacement for bike lanes on Princess St.

We are concerned that although bike lanes are included as one of two shortlisted alternatives for Williamsville Main Street, they are depicted negatively in the *Draft Williamsville Transportation Study Report (January 2024)* which suggests that they impose restrictions on the "pedestrian realm" and may interfere with meeting AODA requirements. With the width of the street ranging from 18 m to 20+ m and no parking, we see ample space for safe and accessible sidewalks and cycling facilities along the length of the Williamsville Main Street with considered, strategic allocation of important elements such as greenery and benches.

We recommend that bike lanes be retained and improved in Princess St. Like motorists, cyclists value direct, efficient routes to their destinations such as the Williamsville Main Street provides. However, feedback from a previous Open House shows that 79% do not feel comfortable biking on Princess Street. Removing bike lanes will make cycling less safe, and may also jeopardize the safety of pedestrians, as some vulnerable cyclists may choose to ride on sidewalks, and there will be less of a buffer between motorists and pedestrians.

We are passionate about prioritizing all modes of active transportation (AT) in Williamsville and will continue to work toward our vision. AT is and will continue to be a vital link in building a resilient and sustainable transportation network in Kingston.

Read a chronology of our work on the Williamsville Main Street since 2011 and most recently in 2020 - 2023, including our most recent submission from November 2023. <https://kcat.ca/williamsville/>. To contact us: info@kcat.ca

Many thanks for the opportunity to provide input into this important decision.

Bruce Bursey
on behalf of KCAT

From: [Jane Kirby](#)
To: [Cinanni, Vincent](#); [Stephen, Wendy](#); [Amos, Don](#); [Chaves, Paul](#); [Hassan, Jamshed](#); [Tozzo, Brandon](#); [Sullivan, Iain](#)
Subject: EITP: Williamsville Bike Lanes
Date: February 12, 2024 11:26:44 AM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Councillors Cinanni, Stephen, Amos, Chaves, Hassan, and Tozzo,

My name is Jane Kirby, and I'm writing to you, as members of the EITP committee, about the proposed Williamsville redevelopment. I am a resident of Williamsville, and I have covered the issue of the removal of the Princess St. bike lanes for the *Skeleton Press* ([article available here](#)) and *This Magazine* as a journalist.

I am very concerned that the proposals on the table fail to seriously consider both pedestrian and cyclist safety and the concerns of the public that were raised during the engagement sessions.

As the reports detail, members of the public have expressed a strong desire to keep the bike lanes, but many find the current lanes unsafe. Given this, I am unclear why there has not been more serious consideration of some of the longlisted options that include cycle tracks. There does not appear to have been any analysis done of, for example, whether having cycle tracks would encourage people to bike rather than drive and reduce car traffic, such that the left turning lanes or bus priority lanes would be unnecessary. Given that the City has ambitious active transportation goals and has made climate change a priority, such an analysis seems warranted.

I am thus writing with two suggestions:

- 1) That a detailed analysis of the safety of pedestrians and cyclists be carried out in each of the scenarios before any decision is made.
- 2) That "Alternative 3: Bidirectional Cycle Track," proposed as a long listed option (which appears to have the fewest number of trade offs of the protected cycling options), be reconsidered as a shortlisted option.

I'll add that I am very concerned by the framing in the consultant's report that pits meeting AODA standards against bike lanes. High standards for both accessibility and active transportation are absolutely necessary and compatible. There is no reason we couldn't instead say that "left turning lanes" would prevent the widening of sidewalks, for example. (Given that early communication suggested that some left turning lanes would be removed, I am very surprised to see them framed as necessary for transit in the

latest report – this also seems like a PR move, as it is clear that the lanes are mostly for the benefit of car traffic, not transit).

I have much to say on this issue and hope to speak with you all further tomorrow evening.

Thank you for your time and consideration.

All the best,

Jane Kirby

--

Jane Kirby
she/her/hers
BAH, MA



From: [David Parker](#)
To: [Sullivan, Iain](#)
Subject: Message to EITP City Council Committee
Date: February 12, 2024 11:30:16 AM

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Hello,

I am writing to the members of the Environment, Infrastructure, Transportation Policies Committee (EITP) of City Council in Kingston, Ontario. I am a resident of Kingston, living in the Williamsville neighbourhood. I have attended multiple open houses and public events and raised my concerns about the city's decision on whether or not to remove or keep bike lanes on Princess street between Division street and Bath Road / Concession Road.

I believe the city and the company hired by the city (Dillon) have failed to represent the needs of the citizens of Kingston and of Williamsville in particular. I believe the existing bike lane infrastructure on Princess street is inadequate and not sufficiently safe. We need safer bike lanes.

The proposal to remove bike lanes is a real step backward and will make biking even more dangerous than it already is.

In the Fall of 2023, Kingstonian Patrick Lynch was killed while cycling in Kingston, by a motorist. Patrick Lynch was obeying all traffic laws at the time.

Death by collision with a motor vehicle is a very scary but real threat for a cyclist.

Every day I cycle along this stretch of Princess street. Often, I am towing my 4 year old child in a bike trailer.

It is absolutely unacceptable for the city to increase the danger for cyclists by removing bike lanes.

These bike lanes should be protected from traffic by a curb barrier, as outlined in one of the alternative 'long listed' alternatives for the Main Street Study.

I believe pedestrians' safety and cyclists' safety should not be pitted against each other and presented as conflicting (as is done by Dillon in their report). Together these safety considerations go hand in hand. Efforts should be made to reduce motor vehicle traffic volume and speed in this area. This can be done without sacrificing public transit (bus) efficiency.

I am happy to provide you more information, or speak to this issue, as needed.

Best,

-David Parker

Citizen of Kingston, Ontario.

Member of the Williamsville City neighbourhood

From: MaryJane Philp
To: Sullivan, Iain
Cc: Bruce Burse; Carole Russell; Amos, Don
Subject: Cycling in Kingston
Date: February 12, 2024 12:02:16 PM

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To the members of the EITP

In 2022, I decided I could be car free. I live in Portsmouth, and walk a good deal, ride transit regularly and from time to time, I use Communauto, the car share service in Kingston. I like the expression: a car when you need it, but you don't always need a car.

I am also a cyclist and have toured by bike in many countries. For several years I and others met with Tourism Kingston to encourage the marketing of cycling in the Kingston area. Our reasoning was that the cycling infrastructure would improve if more people were cycling in the city. When I think about that now, I am quite unnerved, because much of what is here is not what cyclists need to be safe. For example, if cycle tourists are coming into Kingston from the north, they will have a scary time on busy roads navigating to the downtown. If they attempt to use the urban K&P, they may never make it as the signage is either absent, or so small as to be useless; this has been pointed out many times to the appropriate city department.

Bicycles are ideal for commuting; they take up little room on the road, don't contribute to pollution and should be easy to park securely. I use my folding commuter bike nine months of the year to ride downtown. Three routes I could use all have their own challenges. On King Street, the pavement is in poor condition and there is no bike lane. Johnson St. has a bike lane but it is not protected much of the year from the speeding traffic. It also ends abruptly nearing the downtown, dumping the cyclist into a traffic lane. And on Princess, delivery vehicles often block the existing unprotected bike lane, cars and trucks bear down on you while you try to avoid swerving to miss a pothole. If you haven't been on these roads on a bicycle, please try them out to see for yourselves.

You are deliberating on the streetscape for a 3 km part of Princess Street. I urge you to make this the best piece of cycling infrastructure in Kingston, and the beginning of a system wide improvement that will make Kingston a destination for cycle tourists, and a place for residents to safely ride to work, school, shop or for recreation.

Thank you for your careful consideration of this matter.

Mary Jane Philp
[REDACTED] Kingston

From: [Jeremy MacLavery](#)
To: [Sullivan, Iain](#)
Subject: Princess, bike lanes
Date: February 12, 2024 5:39:40 PM

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My name is Jeremy MacLavery. As an urban cyclist with 35 years experience cycling in Toronto and 10 years cycling in Kingston I can say without any hesitation, I feel much safer riding in Toronto than I do in Kingston and I think that is a great shame and very embarrassing for Kingston. My partner and I have cycled through many countries around the world, and feel less safe here than on the streets of Bangkok. One has to ask why would that be could it be that cyclists are considered to be part of the transportation system and not an annoying irritation to the system. Until the city starts showing some genuine consideration and respect for cyclists, why would vehicles consider us to be a legitimate part of the transportation system. I think the city has an obligation to all of its citizens to show that it really does care about sustainable transportation i.e. bicycles and pedestrians where people can ride or walk safely without the fear of being maimed or killed by irritated or careless drivers, who would appear to have little fear of any serious consequences or repercussions.

Yours, eternally hopeful that you that you might do the right thing.
Jeremy MacLavery..

From: William Hughes
To: Cinanni,Vincent; Stephen,Wendy; Amos,Don; Chaves,Paul; Hassan,Jamshed; Tozzo,Brandon
Cc: Sullivan,Iain
Subject: Williamsville Bike Lanes - Environment, Infrastructure & Transportation Policies Committee
Date: February 12, 2024 8:23:06 PM

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Environment, Infrastructure & Transportation Policies Committee
City of Kingston

Dear Councillors

Please recommend to the City Council to keep and prioritize the bike lanes on Princess Street through Williamsville.

I understand that a plan for Williamsville is under your consideration on Tuesday.

I own a technology business located near the intersection of Concession and Princess Street. My staff walk, cycle, take transit and drive to the office from various places in the City including the Williamsville section of Princess Street.

My home is near McBurney Park. Like my staff, I regularly use Concession and Princess Street to get to work. In the spring, summer and fall I walk and cycle to the office. In the winter, I mostly walk.

Cycling the Princess Street route, I am able to stop at shops along the way and despite the poor condition of the road, it is not nearly as hostile as Concession Street.

I am strongly in support of keeping and improving the bike lanes along Princess Street for myself, my staff and for the residents and businesses of Williamsville.

If you choose to remove the bike lanes, you would demonstrate that you prioritize automobiles, reject the city's Active Transportation Master Plan, dismiss the guiding principle in the Kingston Official Plan to improve cycling infrastructure along Princess Street and ignore the city's proclamation of a climate crisis.

Please recommend to the City Council to keep and prioritize the bike lanes on Princess Street through Williamsville.

Thank you for your consideration

Bill Hughes



From: [Margaret Cowtan](#)
To: [Sullivan, Iain](#)
Subject: Princess Street design option
Date: February 12, 2024 9:38:52 PM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

My name is Margaret Cowtan. I retired to Kingston 10 years ago after 35 years working in Calgary and Toronto. Since then I have become an avid cyclist, and have travelled by bike in over a dozen countries, both developed and undeveloped. I can truly, though sadly, state that Kingston is one of the most dangerous and unpleasant places I have ever cycled. There are many reasons for this: road conditions, uncleared bike lanes, inconsiderate or unaware drivers, a piecemeal cycling network, and the total lack of enforcement of the few regulations that do exist...

However, the underlying primary cause is the lack of commitment to creating a culture that promotes sustainable transportation and welcoming streetscapes in Kingston. This would require Counsel and city staff to make decisions which prioritize the safety and comfort of people over the loud and self-serving demands of those who are looking only for the fastest and most profitable options - for them.

We need leadership that can see a future where people can walk and bike safely, where new buildings are not permitted to eat up the sidewalks: a city where the goal is fewer cars downtown, slower traffic on residential streets, and safe sidewalks for families. If Barcelona and Paris can return their once car choked streets to people, certainly Kingston can.

However, such a City requires not just platitudes and slogans by staff but action. The City needs to make decisions that may displease a vocal minority but that advance a real vision of a sustainable and livable city.

I hope you will take this opportunity to choose that City and the option that prioritizes the safety of pedestrians and cyclists.

Margaret Cowtan



Kingston, On

Sent from my iPhone

November 20, 2023

To:
Ian Semple
Director, Transportation Services
isemple@cityofkingston.ca

Henk Brilliams
Project Manager
hbrilliams@cityofkingston.ca

Re: Williamsville Transportation Study, Williamsville Bikeways, and Frontenac Green Street Concepts

Dear Ian and Henk,

I am writing on behalf of KFL&A Public Health with recommendations to facilitate increased use of active and sustainable modes of transportation, including cycling, for the Williamsville Transportation Study, Williamsville Bikeways, and Frontenac Green Street.

Many proposed elements of these plans support healthy, active living such as transit efficiencies, increased walkability, no parking, reduced travel lane widths, and more greenery.

The following recommendations are consistent with the recommendations and rationale we provided in our letter to Tarita Diczki and Marissa Mascaro March 7, 2023 (attached). Much work has been done since then and we would like to focus attention on a few key recommendations to promote health and prevent injuries.

Williamsville Transportation Study and Williamsville Bikeways

1. Include cycling when talking about active transportation. Walking and cycling are currently the two main modes of active transportation, and rates of use of other micromobility devices are expected to rise. When walking from the intersection of Princess and Regent along Princess to the Open House on October 26 there were four people cycling in the bike lanes and one skateboarder on the sidewalk. On arrival at the Open House there were four bicycles parked outside the church and people with bike helmets inside. Later, on Princess between Nelson and the Princess/Regent intersection there were two people cycling on the road and one skateboarder on the sidewalk. As noted in the [Household Travel Survey](#) cycling is already prevalent in Williamsville as are walking and transit use, and can be encouraged.
2. In addition to transit and walking, prioritize cycling as an active and sustainable mode of transportation along the Williamsville Main Street by installing dedicated bike lanes between Bath/Concession and Division. In addition to safety benefits for cyclists, facilitated by bike lanes, dedicated space for cyclists could reduce sidewalk cycling and associated risk of injury from cyclist-pedestrian collisions. This is particularly important when sidewalks are wide.
3. Implement key north-south, east-west bikeways throughout Williamsville. Bikeways throughout Williamsville and dedicated bike lanes on Williamsville Main Street will facilitate cycling among all groups of cyclists as defined in the [Active Transportation Master Plan](#).

4. Include strategies to reduce private automobile use, especially single occupied vehicles (SOV), not only by increasing transit efficiencies and installing cycling infrastructure but through other incentives to use active and sustainable modes of travel and disincentives to use SOVs.
5. Consider placement and details of greenery, street furniture, bike parking, café seating, etc. along Williamsville Main Street after the ROW is prioritized and designed for transit, cycling, and walking with dedicated spaces for cycling and walking. As the right-of-way varies in width, some sections of the Williamsville Main Street will be able to accommodate more features than others.

Frontenac Green Street

KFL&A Public Health supports ‘green streets’ and hopes that this will be the first of many streets in Kingston (re)designed for health and safety benefits. Our recommendations are to:

1. Include climate change mitigation and adaptation design features where possible to align with the City of Kingston’s climate commitments.
2. “Green” the entire street from the Memorial Centre to Union Street.
3. Ensure connectivity from one end of Frontenac Street to the other through design and wayfinding signage to points of interest enroute such as Victoria Park and beyond the street including Downtown and Breakwater Park.
4. Facilitate walking and cycling through selected options proposed in Frontenac Green Street Concepts and Williamsville Bikeways and by limiting vehicles.
5. Enhance the tree canopy to provide shade for ultraviolet radiation (UVR) protection, reduced urban heat, and beauty.

Thank you for the opportunity to comment.

We would be pleased to discuss this with you anytime.

Sincerely,

Anne MacPhail, Public health nurse
Healthy Communities

Phone (Mon/Tue/Fri): 613-549-1232, ext. 1117
Phone (Wed/Thurs): 613-817-9324, ext. 1117

anne.macphail@kflaph.ca

KFL&A Public Health
221 Portsmouth Avenue
Kingston, Ontario K7M 1V5
www.kflaph.ca

From: [H J Pearson](#)
To: [Sullivan, Iain](#)
Cc: [Bruce Burse](#); [Carole Russell](#); [Amos, Don](#)
Subject: Cycling lanes in Williamsville
Date: February 13, 2024 9:10:03 AM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Morning Iain,

I am writing to express my concern over a plan for Williamsville which might not include dedicated bicycle lanes. As a recently retired person, I have more time for cycling and would like to incorporate this into my daily life, cutting down the use of my car, increasing fitness and avoiding parking challenges.

My uncle died when hit by a car when cycling and I became more vigilant on my bike. Recently, Kingston also lost a wonderful man in this way; also a colleague of mine.

It is wonderful to use the streets in Kingston, which have dedicated bicycle lanes. It is always a relief to me when I get a chance to use them, and I feel safer and more confident on the bike.

It is concerning to think that the City is considering a plan which would not incorporate these lanes. It would be ideal to see Kingston develop this area in a way that allows all us to feel safer cycling downtown.

Thank you for your consideration.

All the best,
[Heather Pearson](#)

[Dr. H. J. Pearson](#)
[MD, FRCP\(C\) Psychiatry.](#)



From: [Laura Cameron](#)
To: [Sullivan, Iain](#)
Cc: [Ridge, Gregory](#)
Subject: EITP meeting tonight - my strong concerns for the cycling and pedestrian community which must be prioritized.
Date: February 13, 2024 10:34:39 AM

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Dear Mayor and Councillors

As a taxpayer who – like the rest of my family – depends entirely on my feet and my bike to get me around Kingston YEAR ROUND, I am extremely concerned about the safety of Princess Street, and the issues at hand with the EITP meeting this evening. I would be there with (bicycle) bells on if I was not in Montreal – a city that is not yet Copenhagen or Amsterdam for cyclists but is light years ahead of Kingston in terms of its commitments to envisioning a city that is safe for those who travel without the support of engine-driven vehicles. In Kingston, cyclists and pedestrians are in fact endangered by them on a regular basis, particularly on Princess Street.

For a city that has declared a climate emergency, it is a scandal that the safety of pedestrians and cyclists have been given no consideration in any of the city’s reports on this issue.

Please prioritize the safety of cyclists and pedestrians. Bring the “longlisted” option 3 – which includes a protected bidirectional cycle track. It is heartening to know this is back on the table for consideration.

Thank you,

Laura Jean

Dr. LJ Cameron


From: bruce.hopkins54@gmail.com
To: [Sullivan, Iain](#)
Subject: Williamsville
Date: February 13, 2024 11:54:43 AM

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

To Iain Sullivan and the committee for Williamsville Transportation,

As a Kingston resident and taxpayer, I am asking that Williamsville development make bicycle infrastructure a priority. I am hopeful this will happen as the city's Strategic Plan calls for:

- "promote(ing) multimodal lifestyles not dependent on personal automobiles"
- Making decisions using a "climate lens"
- "greening streets" measures (and Williamsville is cited as a priority)

Everyone agrees that more bicycle use and less automobile use aligns with Kingston's strategic direction, yet as a cyclist I feel that safe cycling infrastructure does not get the focus it should. I say this because I do not feel safe cycling in Kingston. I am an avid cyclist who rides about 4,000 km a year. Most of that distance is done outside of Kingston. I usually put my bike in the car and drive to safer locations like L & A County. I wish this counter productive use of my car wasn't necessary. I also wish I could replace much of my other automobile use with bicycle use. Today, I don't feel comfortable doing so.

Bruce Hopkins

