

APPENDIX I

PUBLIC CONSULTATION

TRANSPORTATION ALTERNATIVES

KINGSTON TRANSPORTATION MASTER PLAN STUDY

TRANSPORTATION ALTERNATIVES – PUBLIC RESPONSE

(as of July 29, 2002; 164 written responses)

Scenarios	Why Do You Prefer This Scenario?	What Improvements Could Be Made To This Scenario?	What Are The Major Drawbacks Of This Scenario?
Staying On Track (32 respondents preferred this scenario) XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XX	<ul style="list-style-type: none"> - currently, the only viable alternative to the car is taxis and they are too expensive - only choice for many suburban residents due to urban design - winter weather restricts cycling/walking mode - businesses need roads to deliver goods and services; must be efficient - want to see 3rd crossing built and improvements to some of the major roads - better transit is not viable option for Kingston due to size and cost per household - live rural/in township and can drive downtown in 20 minutes - already too much congestion and must be improved - cyclists ignore the laws and are a danger on the roads - transit loses money now and won't get better - live downtown and use car to go to work - better for economy - supports tourism - we are not Ottawa and do not need there transportation system - better for our aging population that does not want to walk and cycle 	<ul style="list-style-type: none"> - make the transit system more effective and coordinate with school buses and needs of target groups such as Queen's students, seniors - establish a downtown shuttle bus service; park 'n ride facilities at Counter and Elliott - improve downtown by removing some of the car traffic and making traffic flow more efficient - privatize transit - focus on relieving congestion with road expansions and new roads - add more pathways and bike lanes - dedicated lanes for bikes and buses (i.e., causeway) - better suburban bus service - build the third crossing now; extend Centennial and make it 4 lanes - better road maintenance - join Bath and Princess near the WalMart - more parking on and off street in downtown - downtown parking should be underground - eliminate all four-way stops - better timing of intersection lights to accommodate buses, pedestrians and cyclists - land use planning should limit the need to commute between work/home and reduce pressure on downtown 	<ul style="list-style-type: none"> - more roads just mean more traffic - there has been too much reliance on cars; traffic will only get worst if we stick with cars only - building roads and bridges is very expensive and never actually solves the problem; they just fill up with cars and the demands for more building continue - do not support building third crossing - not responsive to big trends – home-based business; new economy; environmental expectations - not environmentally or economically sustainable; wasteful of fuel and cost going up; air pollution is too high - still doesn't meet needs of cyclists and walkers; still not safe - not attractive to tourists - too many cars in downtown – congestion, road expansion and parking issues – people need to learn to walk more - no commitment to transit in rural areas - need improvements to transit service

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Switching Gears (43 preferred this scenario) XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XX	<ul style="list-style-type: none"> - a moderate, ‘doable’ scenario; good balance of cars and other modes - have a good road system and can maintain and improve it - can plan for bike lanes, cycling/walking paths; need more facilities for these alternatives; this is good for our health - must accept that people are committed to their cars and will expect to use them; need to find better fuels to address environmental issues/air pollution - accommodates car use needed due to our climate but supports needed change to alternative modes - support reduction of traffic in downtown - recognizes the rural component of our community but also strives to provide better transit for the former Townships - things definitely can not stay the same; if you do not have a car, you are unable to get around; need to have a trial period of gradual changes, as this scenario provides, to reach a more advanced state 	<ul style="list-style-type: none"> - put more emphasis on development of pathways and lanes for bikes and pedestrians - address safety of cyclists and pedestrians - traffic calming measures - no more cars in downtown; can’t accommodate more parking and road expansions - build 3rd crossing of Cataraqui River and redirect traffic away from downtown - downtown shuttle bus service; smaller vehicles used in transit system - free downtown parking on Friday nights, Saturday and Sunday to encourage shopping, etc. - express bus routes to downtown and other transit improvements - remove on-street parking prohibition - improvements to truck routes and enforcement of truck use of routes - better intersection lights that are synchronized for better flow of traffic and that safely accommodate pedestrian and bike traffic - make some of the downtown streets pedestrian only - make Block D parkland - put bike lanes on streets such as Gardiners Road - balance between Scenarios 2 & 3 - better transit routes for rural areas of City - a large dose of public education on a range of issues – road safety and cars sharing with pedestrians/bikes; environmental impact of pollution; economic impacts 	<ul style="list-style-type: none"> - just not enough focus to make real change occur - must be more aggressive in supporting other modes - transit just can’t meet all travel needs - transit can not come at expense of roads - not enough commitment to transit
A New Direction (77 preferred this scenario) XXXXXXXXXXXX	<ul style="list-style-type: none"> - most progressive, visionary alternative; can have a real impact - we need good, sustainable, healthy alternatives 	<ul style="list-style-type: none"> - increasing road congestion will not switch people to walking/cycling; need to maintain quality of roads, improve appearance, be safe but integrate other modes 	<ul style="list-style-type: none"> - too expensive; unrealistic for Kingston’s population - community won’t support change on this scale

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XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX	<ul style="list-style-type: none"> - we need a serious commitment to change - want bike lanes on main streets so can use bike to commute - greatly improve my quality of life; love this city - best scenario for the environment; reduce air pollution - good for economy; people crave cities with people-friendly policies; a major attractor for new economy businesses - won't need to own a car; personally affordable - can do most of daily needs with bicycle; want community to support this alternative with safe streets for cyclists and pedestrians - good for tourism; promote Kingston as a cycling destination - give tourists good bus service to get around town and less road congestion - good for students and major employers such as Queen's University - has socio-cultural spin offs; quality of life - effect future design of suburban areas and overall management of growth - plan for neighbourhood shopping, working, etc. within walking distance in residential areas (i.e., new suburban areas) - most affordable in the long run - more aesthetic - supports Partners in Climate Protection commitment of the City 	<ul style="list-style-type: none"> - need to demonstrate how the shift will be made over time and build community support along the way - long-term strategic education campaign to increase awareness and change mind-set – safe cycling, pedestrian safety, rules of the road, advantages of transit, bus routes/schedules - higher fees for parking cars and more incentives for other modes - need to make alternatives safe and attractive; correct problems such as sidewalks ending and forcing people to cross busy roads to reach next stretch, etc. and make systems continuous and city-wide - development of a LRT system - on and off road bike paths; linked to ferry service; promote to tourists - take advantage of beautiful waterfront in path development - cheap parking at edge of downtown plus shuttle bus service around downtown and connected to major businesses and institutions - go for smaller buses with flexible routes/responses; keep fixed routes on main streets; improve transfer times; respond to target audiences – students, seniors, etc. - secure parking areas at suburban park 'n ride places - many improvements to transit suggested; address cost - must have an advantage over cars - address special needs users and integrate into regular system - better use of alternate transit vehicles - dedicated transit lanes so they move around quickly - develop a bus terminal for transfers, buying 	<ul style="list-style-type: none"> - goes too far and makes too much congestion - too much disincentive towards cars; many people need their cars for work during the day - families can't afford to pay more for parking - what about needs of emergency services - residents already have a big investment in cars and want to use them - would have negative impact on economy - too difficult to take children by transit; trips are too time consuming

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		<ul style="list-style-type: none"> tickets, transit info, etc. - link with planning for neighbourhoods and new areas - demonstrate rural/urban differences - focus on downtown needs and functioning - financial incentives for transit use - focus on incentives as opposed to disincentives - work with businesses to get support for alternative transportation modes - ensure that City has adequate momentum and resources for this effort - professional staff dedicated to alternative modes of transportation – cycling, pedestrian, transit - road expansions are driven by demands for transit lanes, carpooling lanes, bike lanes - support Kingston Yellow Bike Project - more commitment to rail for inter-city travel and goods movement 	

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Rank Importance of Evaluation Criteria:

Transportation Service (1,2)

3,2,1,2,2,1,1,3,1,1,1,1,1,1,3,4,4,4,5,3,1,1,5,3,1,2,2,1,5,1,2,3,2,1,5,4,4,3,5,3,3,2,3,5,3,4,2,3,1,4,4,3,3,3,3,3,3,2,5,2,4,3,4,4,1,2,3,4,4,1,4,4,1,3,3,4,2,1,1,4,5,1,1,1,1,2,3,2,1,1,1,3,2,1,3,3,3,2,5,4,1,2,5,1,5,2,1,4,3,2,1,3,1,4,1,1,5,5,1,4,4,5,3,1,2

Economic Environment (4)

4,4,3,5,4,2,4,4,3,2,4,3,4,2,3,5,3,1,4,2,2,1,4,3,4,3,3,3,4,1,4,2,1,3,3,1,4,4,3,5,4,4,2,4,1,4,2,3,5,2,4,4,4,4,1,4,5,1,1,3,2,2,2,2,4,3,2,5,5,3,5,5,4,4,4,2,4,2,2,1,2,4,3,2,2,1,4,5,4,3,4,1,1,2,5,5,5,4,4,1,5,4,3,3,3,4,1,3,5,1,4,5,1,3,2,3,1,1,3,3,2,1,1,4

Socio-Cultural Environment (3)

1,3,4,3,5,4,3,2,5,3,2,4,2,1,1,1,2,2,2,5,5,3,2,5,5,4,5,2,2,3,5,1,5,3,2,1,4,3,4,3,4,2,3,2,4,1,2,5,5,5,1,5,1,2,2,1,2,2,2,4,3,4,3,5,3,3,2,5,4,2,2,2,1,1,5,2,1,1,1,3,3,2,1,3,4,3,5,3,2,3,3,4,2,5,3,5,4,4,4,3,3,2,1,3,4,2,4,2,4,5,3,2,1,3,4,2,1,5,3,4,2,3,4,3,3,2,4,3

Natural Environment (1,2)

2,1,2,1,1,5,2,1,4,3,3,2,3,4,2,2,5,4,1,3,4,4,1,2,1,1,2,4,1,5,1,4,5,3,2,1,2,5,5,2,5,1,1,1,3,2,5,1,1,4,2,3,2,1,1,2,5,1,1,3,4,5,1,4,1,1,3,4,5,1,1,4,2,2,2,1,2,5,3,4,4,3,3,5,2,4,3,4,1,4,5,2,3,4,4,4,2,2,2,1,2,2,2,1,1,2,1,3,3,1,4,3,2,2,5,4,1,2,4,2,5,1,1,3,2,2,1

Cost (5)

5,5,5,4,3,3,5,5,2,2,5,5,5,5,3,1,3,5,4,3,2,5,4,3,5,3,4,4,5,2,3,4,4,5,5,2,1,1,1,4,5,5,1,5,3,3,4,2,3,1,5,5,5,5,4,5,4,5,2,1,5,1,5,5,5,1,1,3,3,5,3,3,3,5,5,3,5,5,5,5,4,2,5,5,4,5,5,1,2,5,5,2,5,3,1,1,1,5,1,3,5,5,4,5,3,5,4,2,5,5,4,5,2,3,2,5,3,4,2,5,5,4,5,5

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Preferred Scenario:

Scenario 3: *A New Direction* is preferred by the majority of respondents. *A New Direction* was selected by as many respondents as the other two scenarios combined. Scenario 2: *Shifting Gears* was the second preference with Scenario 1: *Staying on Track* with the lowest response rate.

Correlation Between Preferred Scenario and Evaluation Criteria:

The correlations are weak but it can be stated that:

1. Those who prefer A New Direction are more likely to highly rank Natural Environment and Socio-Cultural Environment.
2. Those who prefer Staying on Track are more likely to highly rank Economic Environment.
3. Cost is generally ranked lower than other criteria regardless of the preferred scenario.

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Other Comments:

1. Whatever the scenario is, need to address modal integration and regional facilities such as intercity buses, train service, airport, etc. Need to think about out-of-town system users who are so important to our economy.
2. Need better enforcement of all road and traffic rules and laws. Safety should come first.
3. A toll bridge from Gore Road to Elliot Avenue is a must and is needed immediately. Look at the Consortium who built the Confederation Bridge. Do water/sewer lines in conjunction with the bridge.
4. Need more parking downtown and should build 2 multi-level parking garages: across from Fort Frontenac and across from Howard Johnson Inn where there currently are gravel parking lots.
5. Reduce use of salt on winter roads.
6. Consider more one-way streets.
7. There will be opposition to changes that focus on alternatives modes to the car but the community needs to address this head on.
8. Start budgeting for a shift of spending to match with the transportation direction selected. Focus on capital expenditures on innovative technologies that will improve all aspects of the system.
9. Those who are disadvantaged such as the poor who live in the north end need better transit for their basic travel needs. Ultimately, it is better for society to ensure the poor have access.
10. Path through Flurer Park and past Whig Standard Bldg should be extended along waterfront to Bell Park Golf Course.
11. Plan for needs of seniors who are a growing portion of the population.
12. As a major downtown employer in the tourism sector, believes that Kingston cannot change the travel habits of its citizens and any attempt to lessen car use through disincentives will negatively affect the downtown and the economy. Does not believe that transit can be improved and should not be subsidized from other revenues (i.e., hydro/gas). Do not close any streets and plan for the driving public.
13. Need better transit for Amherstview.