



Walk 'n' Roll

KINGSTON



City of Kingston Active Transportation Master Plan Executive Summary

Prepared by:



Final June 2018



Executive Summary

The City of Kingston's first Active Transportation Master Plan – branded as Walk 'n' Roll Kingston – has been designed and developed specifically for Kingston. Walk 'n' Roll Kingston has been informed by public and stakeholder input, the City's strategic objectives and a vision to achieve a 20% active transportation (AT) travel mode share by 2034. To achieve a 20% active transportation mode share by 2034, significant investment in infrastructure, supportive programming, resources and staffing will be required from the City and its partners.

This plan sets out a blueprint for City staff, decision makers and stakeholders to better understand, plan, design and implement active transportation routes and improvements throughout the City of Kingston over the next 20+ years. The plan addresses the active transportation needs of the community and provides realistic tools and strategies to guide long-term decision making and help achieve the City's active transportation goals.

Walk 'n' Roll Kingston builds upon the City's Official Plan, Transportation Master Plan, Waterfront Master Plan and other on-going initiatives (e.g. Vision Zero, Kingston). The plan also builds upon existing provincial policies and directions, such as #CycleON, Ontario Trails Strategy, and the Climate Change Action Plan to support the changes that have been envisioned by residents, staff, members of Council and stakeholders.

ES.1 Plan Process

Walk 'n' Roll Kingston was developed between Fall 2016 and Summer 2018. The process used to develop Walk 'n' Roll Kingston included five phases, each informed by City staff, technical advisory group, stakeholder and resident input. The process was shaped by the City's past successes, current best practices and lessons learned to inform the development of an active transportation network and proposed initiatives included in the plan.

Public engagement opportunities were provided during each study phase, and the input collected was assessed to inform the recommendations, strategies and tools contained in the plan. **Table ES.1** presents the study process including objectives and key milestones for each phase. **Section 1.3** of Walk 'n' Roll Kingston provides an overview of the process used to develop the plan.

Table ES.1 - Walk 'n' Roll Kingston Development Process and Public Engagement Undertaken

Phase	Objective	Consultation Milestones
1	<ul style="list-style-type: none"> » Seek input on how to get Kingston on the move (vision and principles). » Identify and map existing and previously planned AT conditions 	<ul style="list-style-type: none"> » Online Survey » Community Stakeholder Forum » Public Open House & Workshop #1 » Technical Advisory Meeting #1
2	<ul style="list-style-type: none"> » Develop the draft AT network, » Confirm study vision and principles » Identify 5 E's (promotion and education) of outreach 	<ul style="list-style-type: none"> » Pop up workshops » Technical Advisory Meeting #2 » Cycling Tour / Audit
3	<ul style="list-style-type: none"> » Refine the active transportation network and identify preferred facility types 	<ul style="list-style-type: none"> » Public Open House & Workshop #2 » Cycling and Walking Tours / Audits » Technical Advisory Meeting # 3
4	<ul style="list-style-type: none"> » Finalize the active transportation network and prepare cost estimates 	<ul style="list-style-type: none"> » Stakeholder Meetings » Technical Advisory Meeting # 4 » Information Open Houses
5	<ul style="list-style-type: none"> » Prepare and finalize Walk 'n' Roll Kingston and present to City Council 	<ul style="list-style-type: none"> » City Council Presentation

ES.2 Plan Principles

Walk 'n' Roll Kingston is guided by a vision statement and objectives that reflect the City's goals for active transportation and were developed in partnership with City staff, stakeholders and residents. The vision for active transportation in Kingston is:

Kingston will be a City that embraces active modes of transportation and where residents and visitors can walk, cycle and wheel using a network of accessible, safe, connected and well-maintained trails, bicycle lanes, sidewalks and pathways which will lead to 20% of all travel occurring via active modes of transportation

The vision is supported by five objectives. Objectives are more specific outcomes the plan is intended to achieve as it is implemented. They include:



#1 Identify a comprehensive active transportation network



#2 Identify corridors to encourage the use of walking and cycling



#3 Identify a network that encourages and supports multi-modal travel



#4 Identify facilities to support recreational and tourism trips



#5 Identify programs to help achieve the City's active transportation goals

Section 1.4 of Walk 'n' Roll Kingston provides a detailed summary of the planning principles that were developed to help shape the strategies and recommendations contained in the plan.

ES.3 Public Engagement Summary

Understanding that active transportation requires both expanding travel choices and encouraging residents and employees to change their habits to walk and cycle more and to address improved accessibility, a high level of public engagement was undertaken. Walk 'n' Roll Kingston was developed using a comprehensive public engagement program that began in September 2016. A number of different engagement activities were undertaken throughout the study process including: an online public survey; posting and collecting feedback through the City's website; an Active Transportation Community Stakeholder Forum; Pop-up workshops (including at Youth 2 Kingston Forum and Cataraqui Shopping Centre); Public Open Houses and Workshops; Technical Advisory Group meetings; Cycling and Walking tours; and Information Open Houses.

As part of the public engagement, a Technical Advisory Group (TAG) was formed to guide and inform the development of Walk 'n' Roll Kingston. Members of TAG included representatives from KCAT, Cycle Kingston, KFL&A Public Health (including School Travel), Cataraqui Region Conservation Authority, Municipal Accessibility Advisory Committee, Sustainable Kingston, Tourism Kingston, Rural Cycling representatives and City representatives including Transit, Parks and Recreation, Planning, Operations and Transportation. Four meetings were held which significantly contributed to the development of the plan.

Walk 'n' Roll Kingston was directly influenced by public engagement on the future vision, goals, principles, urban and rural network options and priorities, and ideas for promotion and outreach. The input that was gathered over the course of the study was assessed and used to inform the recommendations, strategies and tools identified in the plan.

Public engagement on Walk 'n' Roll Kingston included four levels of engagement: inform, involve, consult and collaborate. The engagement undertaken aligns with the City's framework and best practices for fostering and ensuring an inclusive, adaptable, transparent and accountable approach. **Section 2** of Walk 'n' Roll Kingston provides a summary of the public engagement undertaken for the plan. Feedback reports were created on public input received and are available on the City's website.

Several key themes of input emerged over the course of the study. Key themes of input are summarized into three categories below.

Infrastructure

- » Build a connected, multi-modal transportation network across the City
- » Road design should better accommodate all active modes of transportation
- » Enhance intersection crossings for all users
- » Create routes for pedestrian travel with safer crossings
- » Implement protected / separated cycling routes
- » Implement end-of-trip facilities for active transportation users
- » Prioritize maintenance of all active transportation infrastructure

Programs

- » Increase awareness of the benefits of active transportation
- » Promote year round promotional events and activities, such as Active School Travel
- » Develop promotional materials for different target demographics and user groups
- » Encourage employers to develop workplace programs
- » Support programs to increase equitable access to active transportation
- » Improve knowledge and comfort of public transit

Partnerships

- » Enhance information sharing and coordination between existing groups and those responsible for implementation of Walk 'n' Roll Kingston
- » Continue to work with a variety of stakeholders to capture all interests
- » Identify partners the City can work with to champion programs and initiatives
- » Identify City staff specifically responsible for active transportation initiatives
- » Establish an advisory committee to help implement the plan and champion active transportation initiatives

ES.4 City-wide & Neighbourhood Network Approach

Active transportation trips, similar to trips made in a vehicle, may travel relatively short distances within a neighbourhood or longer distances across the City. The active transportation infrastructure that supports these trips must consider how people want to travel within their neighbourhood while also providing a viable connection into the larger City-wide network.

To help the City achieve a 20% active transportation mode share target by 2034, it is important to understand and address the current opportunities and challenges common across the City while also allowing flexibility to address neighbourhood level issues. Walk 'n' Roll Kingston identifies a comprehensive City-wide active transportation network that is supported by linkages at a local level. This City-wide and neighbourhood level approach formed the basis for selecting and assessing proposed routes and facilities at a local level and a spine network that together form Kingston's overall active transportation network.

Neighbourhood trips are those made within the boundary of a specific neighbourhood and often include trips to and from school or a local community destination such as a library or a community centre. Neighbourhood trips are typically short in distance and occur on local or collector roads that have low operating speeds and low motor vehicle traffic, relative to the City-wide network. Neighbourhood trips are served by individual systems of routes and facilities within each area while also providing connections to the City-wide transportation network.

The infrastructure requirements for a neighbourhood trip are often small in scale. Examples of local infrastructure improvements within these areas can include pedestrian crosswalks at local intersections, signed bike routes on low speed, low volume streets and bike lanes through the reallocation of space on select neighbourhood streets and neighbourhood multi-use trails.

City-wide trips rely on a spine system of routes and facilities that provide key north-south and east-west connections through the City of Kingston. City-wide trips are typically for commuting or long-distance / touring purposes and include trips to and from work, major commercial centres, transportation hubs and other major destinations. City-wide trips typically occur on arterial and collector roads that have moderate to high operating speeds and motor vehicle traffic. Major off-road trails can also form part of the spine and City-wide network. The City-wide active transportation network is intended to address large-scale mobility concerns and issues that impact the City as a whole rather than specific issues at a local level.

The infrastructure requirements for a City-wide transportation system are typically large-scale projects that are planned in conjunction with other capital projects. Examples of infrastructure improvements that can support the City-wide transportation network are grade separated crossings for pedestrians and cyclists and planned roadway widenings / extensions with cycling facilities that are separated from motor vehicles lanes and major off-road trail links.

E.4.1 Transportation Focus Areas

The dynamics that drive a City-wide network may be different for smaller areas of the City and the dynamics in one area of the City may be different from another. Walk 'n' Roll Kingston recognizes the need to develop active transportation connections and facilities at a local level, which is recommended to be undertaken as part of the next phase of work. Local routes are a key component of the overall City-wide transportation network as every trip begins at a local level.

A number of Transportation Focus Areas have been identified for more detailed transportation analysis in the future. The individual focus areas were identified by City staff and follow natural boundaries such as arterial roads, watercourses, wetlands, etc. The extent of these focus areas are intended to be dynamic and similar to the manner in which secondary plan study areas are set.

Identification of these initial areas allowed the study team to assess proposed routes and facilities at a local level and the impacts of the overall active transportation network at a City-wide scale. **Section 3.2.2** of Walk 'n' Roll Kingston illustrates these areas and contains description of each focus area.

The City envisions undertaking more detailed multi-modal transportation plans in the future for each Transportation Focus Area. These studies / plans are intended to guide future decision making and help City staff identify short and long priorities at the neighbourhood level. Specific improvements for these focus areas would be identified and assessed in more detail through separate transportation plans tailored to the needs of the area.

A Transportation Plan for a focus area would assess and provide recommendations for:

- » Improvements at existing crossings to enhance pedestrian and cycling connectivity;
- » New pedestrian and cycling crossings and treatments at intersections and mid-block locations;
- » Candidate roads for road-diets, lane narrowing, curb-radius reductions, etc.;
- » Traffic calming measures;
- » Identify locations for bike parking;
- » Programs and partnerships to increase active transportation;
- » On-street parking regulations and speed management considerations in school zones; and
- » Improved access to transit stops for pedestrians and cyclists.

ES.5 The Proposed AT Network

The process used to develop Kingston's active transportation network was iterative and consisted of six steps that were each shaped by input collected from residents, stakeholders, TAG and City staff during the course of the study. The following steps were used to review, refine and confirm the City's active transportation network:

- 1 Develop an understanding of what is existing and what was previously planned
- 2 Develop a set of criteria that can be used to compare route alternatives
- 3 Undertake field investigations to review existing and potential routes
- 4 Identify potential new routes to address gaps and opportunities for AT users
- 5 Confirm the proposed active transportation network and intersection enhancements
- 6 Select the most appropriate facility type for the proposed routes

Section 3.3 of Walk 'n' Roll Kingston provides a detailed overview of the process used to develop Kingston's active transportation network and the outcomes of each step.

Kingston's active transportation network includes 1094 kilometres of facility types. This includes 736 kilometres of existing routes and 358 kilometres of proposed routes. **Maps ES.1 and ES.2** illustrate the proposed cycling routes and facilities. **Map ES.3** illustrates the proposed pedestrian routes and facilities. In addition, **Maps ES.4 and ES.5** illustrate the route network hierarchy. These routes are organized into two categories:

- » City-wide Spine Routes: direct north-south and east-west routes that link to major destinations such as transit hubs and commercial centre. The routes are found on arterial roadways and typically used for commuting and long distance / touring purposes.
- » Neighbourhood Routes: routes within Transportation Focus Areas and along local roads with low motor vehicle volumes and low speeds. Neighbourhoods routes provide access to local destinations, link to the spine routes and provide access to transit.

The intent of **Maps ES.4 and ES.5** is to illustrate the proposed routes at a local level within each transportation focus area and how this is integrated into the City-wide transportation system.

The estimated total cost to implement the proposed active transportation network and infrastructure is approximately \$127 million over 20+ years. This capital cost does not include the network components attributed to desire lines illustrated on Maps ES.4 and ES.5. A desire line represents a preferred connection on the proposed Draft Network where the City currently does not have ownership or an access agreement for the land where the proposed connection is. Without consideration for the potential costs associated with land purchase or access agreement, implementation of all identified desire lines should be explored in the future as opportunities become available.

Capital funds for the transportation focus area studies (\$1.2M) and infrastructure improvements (\$15M) have been included as high level estimates as the details of these infrastructure components will be developed over time specific to each focus area. A summary of the estimated costs is presented in **Table ES.2**. This table includes conservative estimates for design and permits (15%) and a contingency (10%). These assumptions are consistent with the City's existing practice for all infrastructure construction projects in Kingston.

Table ES.2 - Estimated Walk 'n' Roll Capital Costs

Item	Cost
Capital Costs for AT Facilities ¹	\$85,220,670
Capital Costs for Supportive AT Infrastructure ²	\$3,855,000
Design & Permits (15%)	\$13,361,350
Contingency (10%)	\$8,907,567
Sub-Total	
Study Costs for Transportation Focus Areas and On-going City-Wide AT Planning	\$1,200,000
Transportation Focus Area Capital Cost Envelope ³	\$15,000,000
Grand Total	
Total	\$127,544,587

Notes:

1. Capital costs associated with the construction of facilities along desire lines have not been included in this estimate
2. Supportive AT Infrastructure includes estimates for new pedestrian crossings, bike parking, etc. but excludes costs associated with upgrades or reconfiguration required at existing intersections or crossings
3. Fund envelope to allow for implementation of the transportation focus area recommendations

ES.6 AT Action Plan

Walk 'n' Roll Kingston is much more than a physical plan with a network of routes and connections and includes important initiatives for encouraging active transportation. The five E's – engineering, education, encouragement, enforcement and evaluation – are the key elements of the Walk 'n' Roll Kingston action plan. The proposed initiatives included in the action plan are intended to encourage more people to engage in active travel and improve their quality of life. A brief description of each of the five E's is provided below:

- » **Engineering:** implementing physical changes to facilitate active transportation
- » **Education:** development of education materials to increase awareness, proper use and opportunities to engage in active travel
- » **Encouragement:** the use of techniques / approaches to encourage active travel modes and influence user behaviour
- » **Enforcement:** the use of campaigns and prompt response protocols to influence user behaviour
- » **Evaluation:** ongoing data collection to gain a better understanding of how infrastructure and programs are used



MAP ES.1
CYCLING NETWORK
BY FACILITY TYPE

CITY OF KINGSTON ACTIVE
TRANSPORTATION PLAN

Walk 'n' Roll Kingston

Facility Types

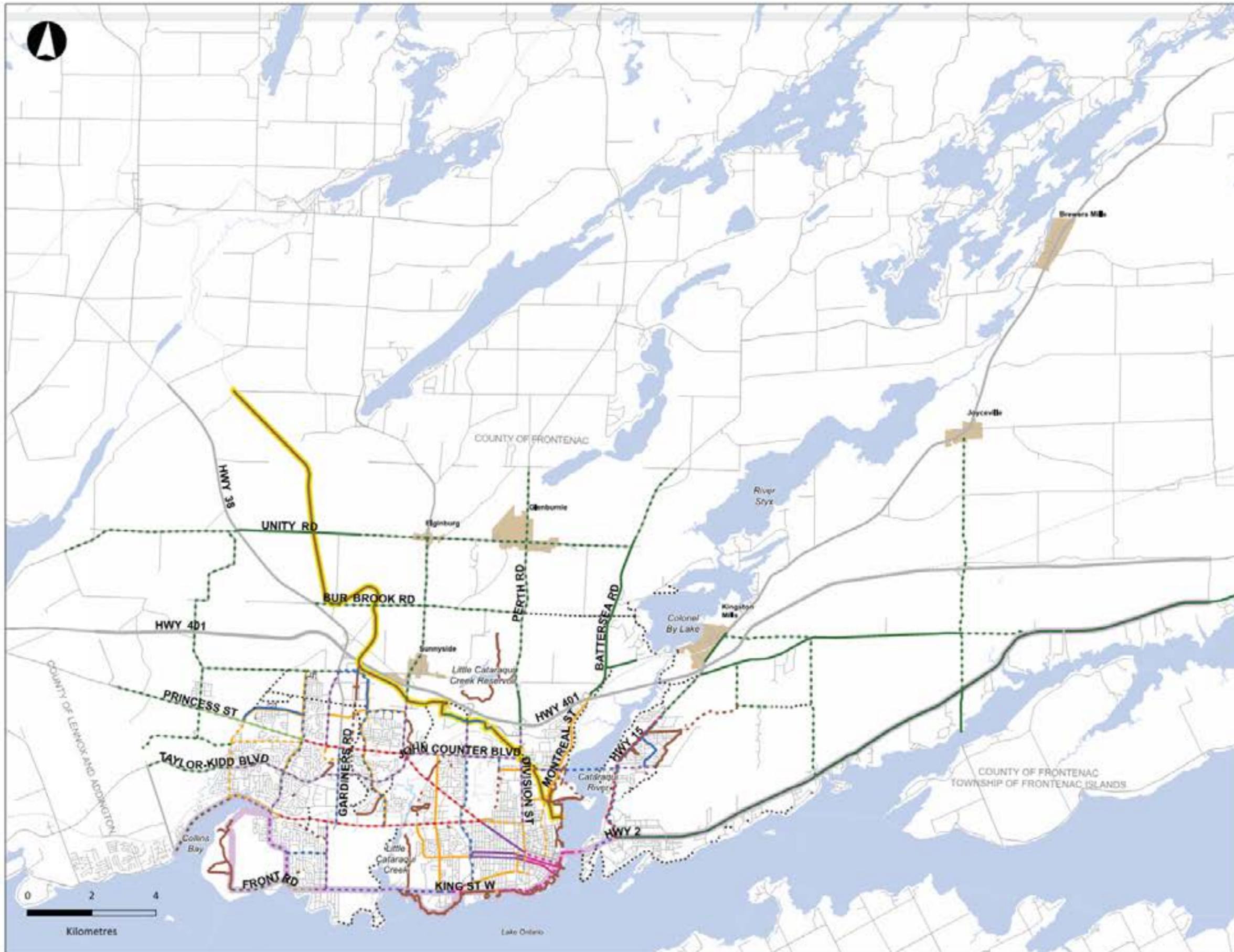
Existing	Proposed
In-Boulevard Trail	--
Cycle Track	--
Buffered Bike Lane	--
Bike Lane	--
Signed Route with Sharrows	--
Buffered Paved Shoulder	--
Paved Shoulder	--
Off-Road Trail	--
Desire Line	--

Regional Trail Systems

- K & P Trail
- Waterfront Trail

Reference Layers

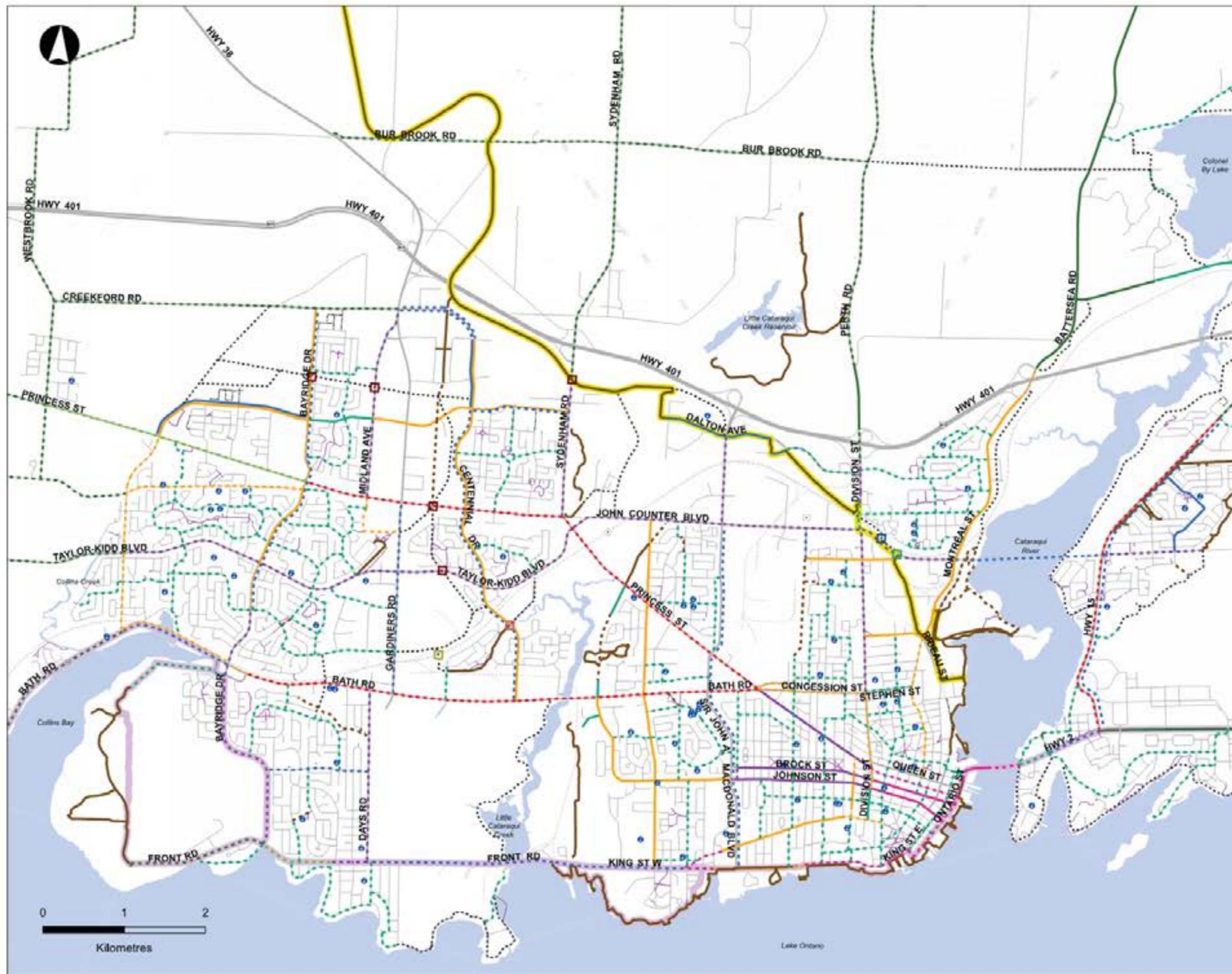
- Highway / Freeway
- Arterial Road
- Collector Road
- Local Road
- Proposed Road
- Railway
- Hamlets
- Park
- Environmental Protection Area
- Hydro One Easement



MAP ES.2
CYCLING NETWORK
BY FACILITY TYPE
(URBAN AREA)

CITY OF KINGSTON ACTIVE
TRANSPORTATION PLAN

Walk 'n' Roll Kingston



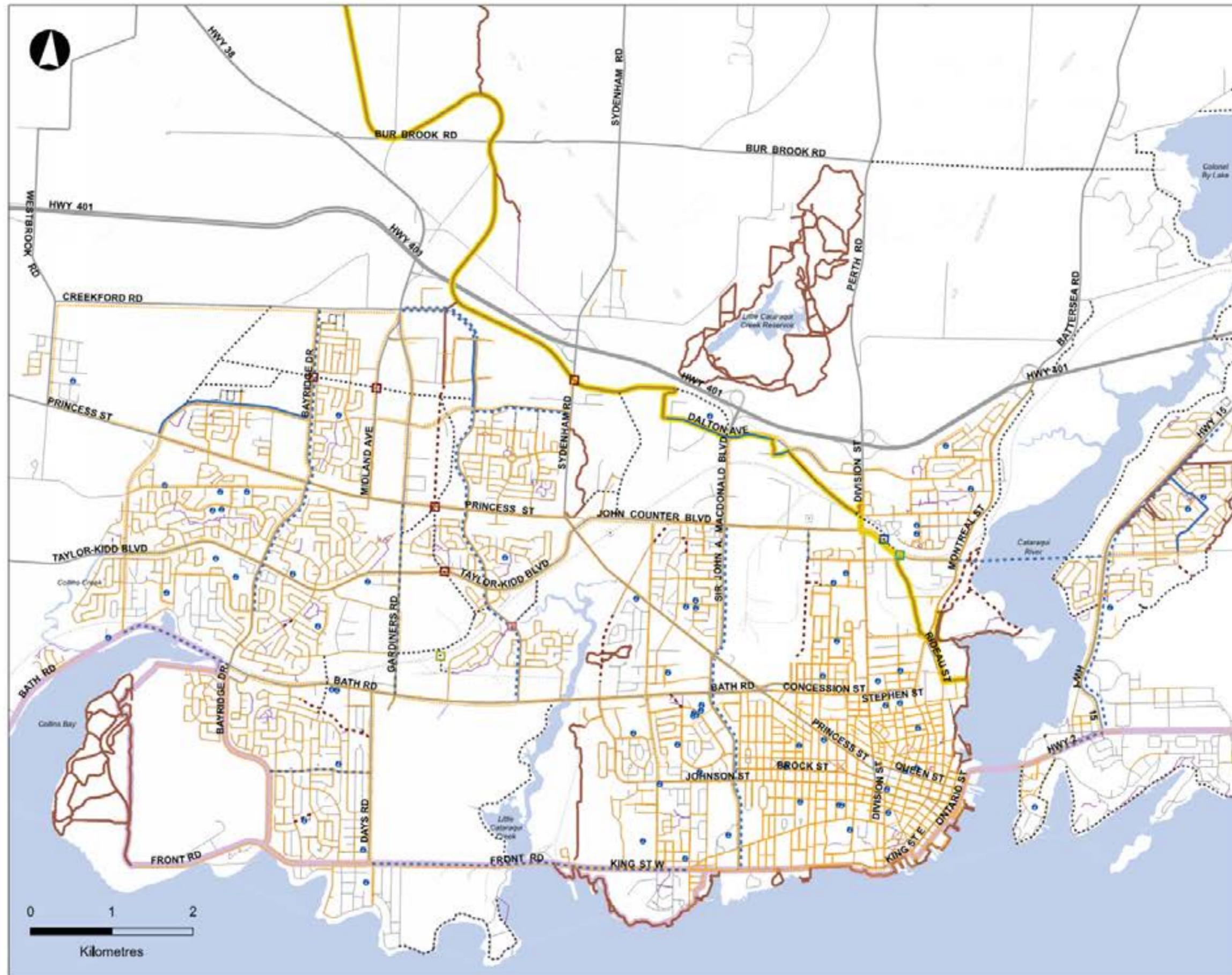
- | Facility Type | |
|--------------------------------------|----------------------------|
| Existing | Proposed |
| In-Boulevard Trail | In-Boulevard Trail |
| Cycle Track | Cycle Track |
| Buffered Bike Lane | Buffered Bike Lane |
| Bike Lane | Bike Lane |
| Signed Route with Sharrows | Signed Route with Sharrows |
| Signed Route | Signed Route |
| Buffered Paved Shoulder | Buffered Paved Shoulder |
| Paved Shoulder | Paved Shoulder |
| Off-Road Trail | Off-Road Trail |
| Path | Path |
| Desire Line | |
| Regional Trail Systems | |
| K & P Trail | |
| Waterfront Trail | |
| Proposed Pedestrian Crossings | |
| Stairway Connection | |
| Intersection Crossing | |
| Mid-Block Crossing | |
| Desired Crossing | |
| Rail Crossing | |
| Reference Layers | |
| School / University | |
| Railway Station | |
| Bus Terminal | |
| Highway / Freeway | |
| Arterial Road | |
| Collector Road | |
| Local Road | |
| Proposed Road | |
| Railway | |
| Park | |
| Environmental Protection Area | |
| Hydro One Easement | |



MAP ES.3
PEDESTRIAN NETWORK
BY FACILITY TYPE
(URBAN AREA)

CITY OF KINGSTON ACTIVE
TRANSPORTATION PLAN

Walk 'n' Roll Kingston



Facility Type

Existing	Proposed
Sidewalk	
In-Boulevard Trail	
Path	
Desire Line	

Regional Trail Systems

- K & P Trail
- Waterfront Trail

Proposed Pedestrian Crossings

- Stairway Connection
- Intersection Crossing
- Mid-Block Crossing
- Desired Crossing
- Rail Crossing

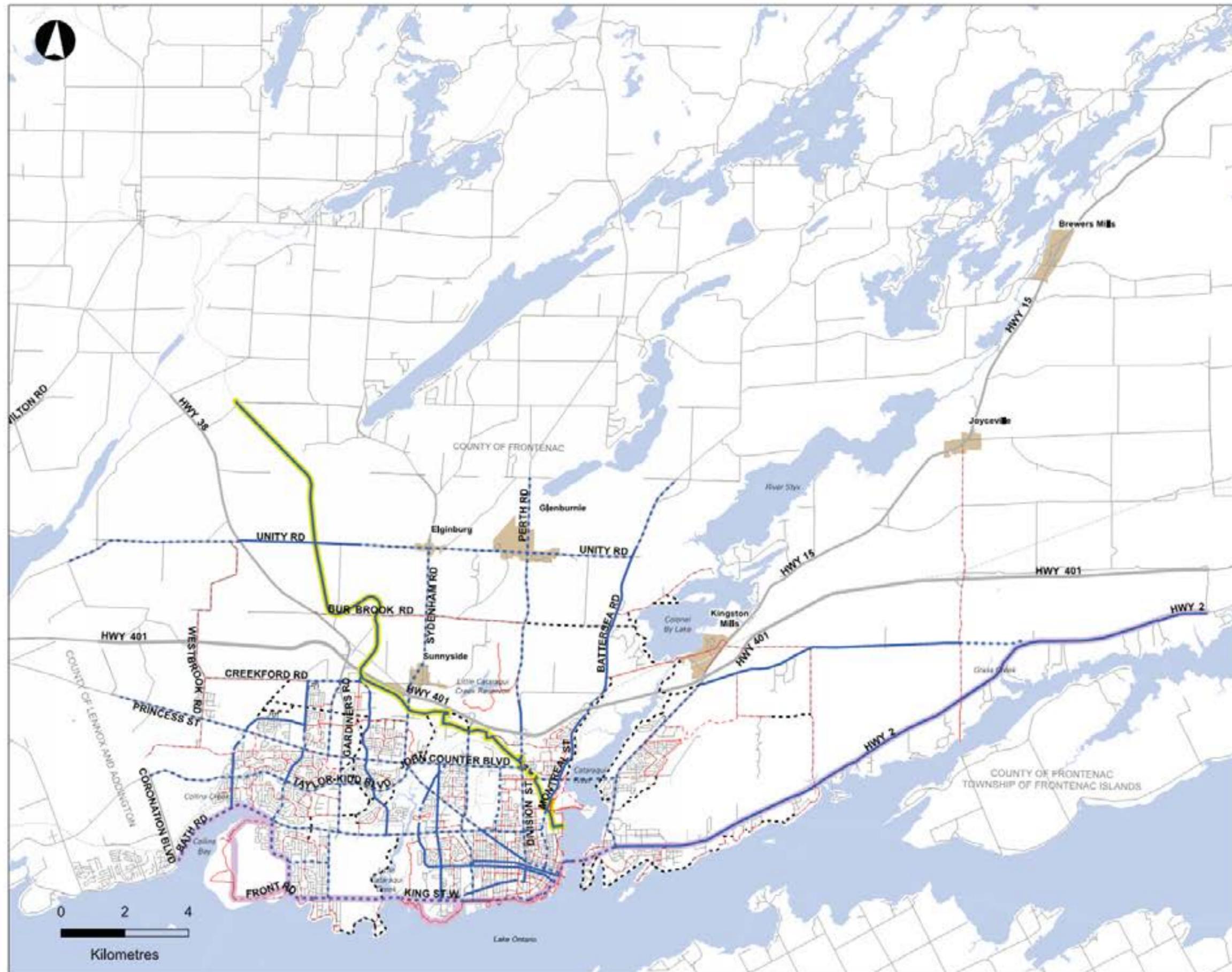
Reference Layers

- School / University
- Railway Station
- Bus Terminal
- Highway / Freeway
- Arterial Road
- Collector Road
- Local Road
- Proposed Road
- Railway
- Park
- Environmental Protection Area
- Hydro One Easement

MAP ES.4
CYCLING NETWORK
HIERARCHY

CITY OF KINGSTON ACTIVE
TRANSPORTATION PLAN

Walk 'n' Roll Kingston



Cycling Network Hierarchy

- Existing Spine Route
- - - Proposed Spine Route
- Existing Neighbourhood Route
- - - Proposed Neighbourhood Route
- · · · Desire Line

Regional Trail Systems

- K & P Trail
- Waterfront Trail

Reference Layers

- Highway / Freeway
- Arterial Road
- Collector Road
- Local Road
- Proposed Road
- · · · Railway
- Hamlets
- Urban Area

MAP ES.5
CYCLING
NETWORK HIERARCHY
(URBAN AREA)

CITY OF KINGSTON ACTIVE
TRANSPORTATION PLAN

Walk 'n' Roll Kingston



- Cycling Network Hierarchy**
- Existing Spine Route
 - - - Proposed Spine Route
 - Existing Neighbourhood Route
 - - - Proposed Neighbourhood Route
 - - - Desire Line
- Regional Trail Systems**
- K & P Trail
 - Waterfront Trail
- Reference Layers**
- Bus Terminal
 - ⊗ Railway Station
 - School / University
 - Railway
 - Highway / Freeway
 - Arterial Road
 - Collector Road
 - Local Road
 - Proposed Road
 - Urban Area

Walk 'n' Roll Kingston includes a number of tools to help the City achieve a 20% active transportation mode share by 2034. These tools are supported by proposed initiatives that are meant to create community awareness, demonstrate the value of active transportation, and educate residents on safe cycling and walking activities. The proposed tools and supportive initiatives form Kingston's AT action plan.

Table ES.3 provides an overview of the outreach tools and supportive initiatives. Refer to **Section 4.4** in the Walk 'n' Roll Kingston for a detailed overview of each proposed initiative.

Table ES.3 - Walk 'n' Roll Kingston Outreach Tools and Initiatives

Tool	Description	Proposed Initiatives
Events and Activities	Host a series of events aimed at promoting the use of active transportation in Kingston	<ul style="list-style-type: none"> » Operate bike valet at public events (e.g. Canada Day celebrations, Limestone City Busker's Festival, Princess Street Promenade, Kingston Market, etc.). » Develop initiatives to encourage children and youth to use sustainable modes of transportation
Campaigns	Develop AT campaigns to encourage long-term behaviour change and increased interest for AT	<ul style="list-style-type: none"> » Partner with City of Kingston Police to develop a Share the Road safety campaign » Partner with the City of Kingston Police to undertake safety blitzes including patrols and safety checks along routes and trails
Traditional media, social media	Use a variety of media to promote new infrastructure, events, bicycle-friendly businesses, pedestrian amenities, educational and training materials	<ul style="list-style-type: none"> » Distribute educational / promotional materials at local events » Provide on-going updates on implementation status, facility type(s) and location of new AT routes
Website	Maintain a specific page on the City's website to provide the public with a dynamic portal for all information related to active transportation	<ul style="list-style-type: none"> » Maintain an online hub for AT information and opportunities for involvement / engagement » Develop AT specific information brochures / pamphlets that can be accessed on the City's website and social media sites (or hard copies at City offices / facilities)

Tool	Description	Proposed Initiatives
Partnerships	The City should work with partners to deliver outreach programs, education and training opportunities and community events	<ul style="list-style-type: none"> » Work with School Boards and KFL&A Public Health to enhance existing promotional materials and information » Partner with local businesses (through the BIA) to provide bike racks
Wayfinding and Identification of Destinations	Develop a wayfinding strategy to guide users along the AT network	<ul style="list-style-type: none"> » Develop a formal wayfinding / signing strategy for AT routes in Kingston.
First Mile and Last Mile connections to Transit	Develop an AT network that connects to transit stops, terminals and stations to encourage more people to combine active modes and transit for the same trip	<ul style="list-style-type: none"> » Leverage available monies (e.g. OMCCP, PTIF) to fund implementation of bike parking and end-of-trip amenities such as lockers and bike storage rooms at transit nodes to encourage multi-modal travel
Individual approach to active travel planning	Undertake individual travel planning to focus on residents or employees residing / working in close proximity to AT infrastructure	<ul style="list-style-type: none"> » Work with local businesses to create an incentive program that allows employees who want to cycle to work to find a colleague with whom they can share a ride
Safety Education	Partner with police, community groups, seniors' centres and youth groups to deliver safety education, programs and information	<ul style="list-style-type: none"> » Partner with CAN-Bike to host courses to educate residents on safe cycling practices » Develop educational materials in various languages and styles to reflect all target audiences

ES.7 Conclusion & Summary of Recommendations

A comprehensive plan requires a methodical and strategic approach to guide implementation. Walk 'n' Roll Kingston has been designed over a 20+ year timeline. This plan is meant to be flexible, adapt to future resources and opportunities, and used as a guide by City staff and its partners to inform future decision making.

Walk 'n' Roll Kingston is meant to inform the City's budgeting process to guide the implementation of City-wide AT infrastructure and initiatives identified in the plan. As a next step it is recommended that the City develop an implementation plan to inform the way that the City-wide network should be developed and a resourcing plan to support the outreach tools and initiatives.

Moving forward, it is also recommended that City staff begin undertaking separate transportation focus area plans to determine specific improvements at the neighbourhood level for each focus area. The Transportation Focus Area plans for each area would identify specific improvements to improve conditions for all users including pedestrians, cyclists, transit users and motorists. City staff should continue engaging with community groups, residents and stakeholders of each focus area to develop a better understanding of the needs and opportunities to improve transportation for all roadway users. Though it is important to develop an understanding of how residents travel within their respective focus areas, a transportation focus area plan should also take into consideration how residents travel out of their areas to work, school and other activities, the integration of local routes into the overall City-wide transportation and transit system, and the impact of all residents travelling through Kingston.

Walk 'n' Roll Kingston includes a set of recommendations which form the foundation for the City's next steps. These recommendations are action statements to guide supportive planning, design, implementation and operations of active transportation in Kingston. The following is a summary of the recommendations contained in the plan.

Recommendations

- | | |
|---|---|
| 1 | City staff should undertake, transportation plans for each focus area to identify, review and assess neighbourhood level transportation improvements for all roadway users including pedestrians, cyclists, transit users and motor vehicles. |
| 2 | The recommendations contained in focus area transportation plans should be used to guide future decision making as it relates to implementation, by identifying prioritization and budgeting for future improvements. |
| 3 | The proposed active transportation network illustrated on Maps 3a to 3c in the report should be adopted by the City of Kingston to guide future facility design and implementation. |
| 4 | As the active transportation network changes over time, the mapping and GIS database should be updated to reflect the most up to date conditions. The City should strive to review and revise the database and mapping on an annual basis. |

Recommendations (Continued)

5	The active transportation network is flexible. There may be opportunities for additional or alternate connections to be made in the future. These connections should be considered and the mapping and database updated.
6	The specific design treatments of the proposed crossing and intersection enhancements illustrated on Maps 3a to 3c in the report should be reviewed and determined through separate transportation plans for the City's Transportation Focus Areas.
7	The City should integrate design features at intersections that help to increase a user's sense of comfort and encourage increase active transportation usage. These intersection improvements should be completed as part of the creation of the City-wide AT network or as other opportunities allow with other City engineering projects.
8	The City should undertake separate transportation focus area plans to determine specific intersection improvements at the local neighbourhood level.
9	It is recommended that City staff identify an annual budget to undertake Transportation Focus Area Plans to determine specific intersection improvements and that improvements required as part of the City-wide AT network be budgeted as part of the four year capital plan.
10	The City should build off of the success of the <i>Rack and Roll</i> program to continue promoting the benefits of coupling active transportation and public transit usage.
11	The City should leverage the Kingston Transit network as part of the work to be undertaken as part of the Transportation Focus Area Plans. All efforts should be made to connect the AT networks in the focus areas at the neighbourhood level to the transit network.
12	The City should develop a formal wayfinding / signing strategy for AT routes in Kingston.
13	The City should strive to exceed the standards outlined in the Accessibility for Ontarians with Disabilities Act as it pertains to the design and construction of active transportation facilities.
14	The City of Kingston should update Schedules in the Official Plan to include the recommended active transportation network.
15	The City should use the preliminary costing to inform future budgeting decisions in developing an implementation plan for the AT network. As needed the costing should be updated to reflect more accurate estimates based on inflation and other external factors.
16	The City should consider designating AT network improvements as growth related improvements and be eligible for development charges, as part of the next update to the development charges by-law.

Recommendations (Continued)

17	The City should review the proposed AT initiatives outlined in Table 14 and develop an annual action plan to fund specific initiatives and identify staff who will champion the implementation of various initiatives. It is also recommended that the City review current staffing resources to determine if additional staff are needed to undertake the proposed initiatives.
18	The City should review and update their current maintenance policies, once the Province has issued the updated Provincial Minimum Maintenance Standards.
19	The values and key messages identified for each of the key audiences should be reviewed and considered as the City of Kingston develops future communication related to active transportation.
20	The City should consider developing a new Active Transportation Maintenance Standards Policy that is consistent with the Province's Maintenance Standards, once they have been released. As new facilities are implemented, the City should consider whether the current maintenance practices address them appropriately.
21	The City should review and revise current Winter Maintenance Level of Service Policy to include active transportation facilities where appropriate.
22	The City should review the existing and proposed active transportation network and establish a Winter Network that will be maintained year round.
23	The City should review and revise the annual maintenance budget as the active transportation network is implemented over time.
24	The City should consult with operations and maintenance staff from other municipalities on an on-going basis to share best practices.
25	The City should engage with operations and maintenance staff during the design of all new facilities to identify maintenance protocol and optimize the design.
26	City staff should review and confirm route planning, construction feasibility and consistency with current best practices during the planning / preliminary design stage of all implementation projects.
27	The City should identify an annual budget to implement bike parking and work together with businesses, BIAs and institutions to collaboratively expand bicycle parking options in high demand areas of the City.
28	The City should work to enhance and expand the bike share system using lessons learned and best practices over time.
29	The City should incorporate bicycle and pedestrian access, bicycle parking and end-of-trip facilities such as showers and lockers into its zoning by-laws and / or site plan review process.
30	City staff should explore the potential for development charges funding for all implementation projects.

ES.8 Acknowledgements

We would like to thank members of the public, stakeholders and members of the Technical Advisory Group who gave their time and input in the development of the City of Kingston Active Transportation Master Plan – Walk 'n' Roll Kingston. On behalf of the study team and all those who contributed to this master plan, it is our hope that Walk 'n' Roll Kingston provides the City and its partners with the tools and guidance necessary to improve conditions for active transportation and to achieve the City's active transportation mode share target of 20% by 2034.