



City of Kingston
Information Report to Environment, Infrastructure and Transportation Policies
Committee
Report Number EITP-19-001

To: Chair and Members of the Environment, Infrastructure and Transportation Policies Committee

From: Jim Keech, President & CEO, Utilities Kingston

Resource Staff: Sheila Kidd, Deputy Commissioner Operations – Transportation & Infrastructure Services

Date of Meeting: February 12, 2019

Subject: Active Transportation Implementation Plan Update

Executive Summary:

This report provides an update on the development of the Active Transportation Implementation Plan (ATIP). The process to develop the 5-year ATIP began in July 2018 after Council adopted the Active Transportation Master Plan (ATMP).

Using input on priorities received as part of the ATMP engagement with stakeholders, the City's existing strategic priorities, departmental project plans, and transportation policies, a suite of proposed short-term priorities centred on infrastructure, neighbourhood transportation focus area studies and programs was developed as a basis for public consultation.

The findings from the public consultation will be used in conjunction with the strategic priorities of the current Council to inform recommendations on cycling and pedestrian infrastructure projects, focus area studies, and programs to be implemented over the next five years (2019-2023). These recommendations will be represented in the draft ATIP that will be presented to EITP and Council in Q2 2019.

With these factors considered, an overview of the AT projects that are included in the 2019 operating and capital budget is provided with a focus on the following areas:

February 12, 2019

Page 2 of 11

- neighbourhood level AT infrastructure, policies, and plans
- citywide AT infrastructure
- addressing AT barriers and network gaps
- AT programs and initiatives

Recommendation:

This report is for information purposes only.

February 12, 2019

Page 4 of 11

Options/Discussion:

At the June 26, 2018 meeting of Council, the Kingston Active Transportation Master Plan (ATMP) was presented. At that time, Council approved the following motion:

***That** Council endorse, in principle, the Walk ‘n’ Roll Kingston Active Transportation Master Plan as presented in Exhibit B of Report Number EITP-18-007; and*

***That** Council direct staff to develop a 5-year implementation and resourcing plan consistent with the Walk ‘n’ Roll Kingston Active Transportation Master Plan and include identified projects in future capital and operating budgets for consideration; and*

***That** Council direct staff to explore strategies to build the long-term financial capacity required to support the ATMP, including grant opportunities, and an extension of the 1% incremental capital levy.*

The process to develop the 5-year Active Transportation Implementation Plan (ATIP) began in July 2018 using the framework developed in the ATMP that identified three main areas:

- the creation of a citywide active transportation (AT) network;
- development of a series of neighbourhood focused transportation plans; and
- supporting programs and initiatives to support AT awareness and operation.

Developing the ATIP and Public Engagement

Staff used input on priorities received as part of the ATMP engagement with stakeholders, the City’s strategic priorities, departmental project plans, and transportation policies to create a suite of proposed short-term priorities centred on infrastructure, neighbourhood transportation focus area studies, and programs.

These draft short-term priorities were used as an engagement starting point for developing the ATIP. Engagement was conducted through an online survey during the summer and early fall of 2018 to better understand and refine the short-term priorities that existed at a neighbourhood and citywide level for both infrastructure and programs. There were 130 respondents who completed the survey online or provided feedback at pop-up events that were held at various locations across the city.

February 12, 2019

Page 5 of 11

The feedback received through the survey is summarized as follows:

- A desire to improve the City's east-west connections for cyclists with a high priority assigned to routes connecting:
 - Bayridge Drive, Henderson Boulevard, and Front Road
 - Taylor-Kidd Boulevard and John Counter Boulevard
 - Brock/Johnson Streets, Queen Mary Road, and multi-use pathways to John Counter Boulevard
- The need to focus on improving connectivity and integration within the existing transportation network, especially as it relates to neighbourhood connections to Kingston Transit, the developing citywide AT network, and neighbourhood destinations;
- Future improvements to the sidewalk network that prioritizes safer intersection crossings and reducing gaps in the sidewalk network;
- Prioritize development of neighbourhood transportation plans for the North King's Town secondary planning area and neighbourhoods in the west end of the city to connect with planned east-west cycling routes, improvements to address existing gaps in active transportation infrastructure gaps, and the proximity to Express transit
- The need for information in the form of signage, wayfinding, and maps geared to AT users that would encourage use and highlight safer, accessible routes.
- Developing infrastructure, programs, and initiatives that increased safety and awareness for all AT users.

The full survey results are included as Exhibit A and have been shared on the City's Active Transportation project website.

Staff will use these findings in conjunction with the strategic priorities of the current Council to inform recommendations and decisions on cycling and pedestrian infrastructure projects, focus area studies, and programs to be implemented over the next five years (2019-2023).

The objective of the initial draft ATIP will be to construct meaningful segments of the citywide cycling network, undertake neighbourhood level transportation plans for specific focus areas that build on citywide active transportation and transit plans, and to develop programs to foster and support the development of an active transportation culture in the

February 12, 2019

Page 6 of 11

city. These recommendations will be represented in the draft ATIP that will be presented to EITP and Council in Q2 2019.

Planned Projects and Programs for 2019

Although the short-term implementation plan is still in development, the 2019 projects and operating plans for the Transportation Services Department have been aligned to the policies and long-term plans outlined in the ATMP and to capital projects underway in other departments.

With these factors considered, 2019 active transportation projects that are included in the operating and capital budget are focusing on the following areas:

- neighbourhood level AT infrastructure, policies and plans
- citywide AT infrastructure
- addressing AT barriers and network gaps
- AT Programs and initiatives

Details of each of these areas and the planned projects are included below.

Neighbourhood Level Infrastructure, Policies, and Plans

The ATMP recognizes that the availability of safer, accessible, and inviting neighbourhood AT options is very important to develop a culture of active rather than vehicle based trips for shorter neighbourhood based trips such as travelling to school, park, or local shopping.

At a neighbourhood level, the following projects planned for 2019 focus on developing routes within several neighbourhoods centered around developing safer, more accessible, preferred AT routes. The traffic calming analysis completed in 2018 has been incorporated into the work planned in these neighbourhood areas.

Within the Sydenham and Williamsville areas, the cycling lanes along Johnson and Brock streets will be upgraded to buffered facilities with flexible post bollards installed along the buffered area as a means to better delineate the cycling lanes from vehicle lanes. To further reduce vehicle speeds along these corridors and to increase the level of safety for both pedestrians and cyclists, there are plans to install traffic calming “slow” bollards along the center line of both Johnson Street and Brock Street, between Sir John A Macdonald Boulevard and Division Street, in addition to the flexible posts installed along the buffered

February 12, 2019

Page 7 of 11

cycling lanes. These measures are expected to contribute to a vehicle speed reduction in the area and may be augmented by additional signage/bollards as needed in the future.

To provide pedestrian priority at the intersection of Johnson and Macdonnell, a pedestrian actuated traffic signal will be installed that is similar to the recent installation on King Street at Beverley Street. This pedestrian signal is intended to support a preferred AT route to school along Macdonnell Street that will link residential areas to two elementary schools.

The pedestrian linkages created with the new signalized crossing on Johnson Street at Macdonnell Street will continue north to the Kingscourt neighbourhood with the creation of a 1.6 km long multi-use pathway from Third Avenue at Macdonnell Street, north to John Counter Boulevard. This multi-use pathway will connect Third Avenue Park, Oak Street Park, and Champlain Park and will provide a high quality pedestrian and cycling route to connect to the new Kingston high school that is under construction.

To improve the level of safety for pedestrians crossing Concession Street at Leroy Grant Drive, the pedestrian crossing area will be narrowed with curb extensions and a cycling lane. These improvements will decrease vehicle speeds at the crossing area and will reduce the width of the roadway that pedestrians need to cross.

Staff will continue to explore opportunities to improve signage, crossings, and other on-road policy changes along the Macdonnell Street corridor south to Union Street to encourage the high school students in the Kingscourt, Williamsville, and Sydenham neighbourhoods to choose an active route to the new high school.

The intersection of Front Road at Lakeview Avenue will be upgraded with a pedestrian actuated traffic signal to create a safer, more accessible crossing for students and residents of the Reddendale and Henderson neighbourhoods. The intent of this upgrade is similar to the work described above in that it seeks to create a safer crossing point for students crossing to access the two elementary schools and provides neighbourhood residents another option to cross Front Road.

Transportation Services staff are also supporting the development of the transportation plan for the North King's Town secondary plan and will begin work on the transportation review of the Williamsville Main Street Study through 2019. Opportunities to address active transportation barriers will form part of the analysis that will be completed on both neighbourhood level transportation plans.

February 12, 2019

Page 8 of 11

Citywide AT Infrastructure

The ATMP has developed a series of active transportation corridors across the City that are intended to add or upgrade cycling facilities that allow users to travel between neighbourhoods and major destinations.

In 2019, the City will add buffered cycling lanes with bollards along Taylor-Kidd Boulevard from Gardiners Road to Princess Street, which will connect on the east to the John Counter Boulevard buffered cycling lanes that are under construction and future upgrades that are planned for the Taylor Kidd Boulevard west to Bayridge Drive. Sections of cycling lanes will also be added to Montreal Street, from Queen Street to Rideau Street, to complete the route from the downtown north to Highway 401.

Design work will also commence on planned future citywide AT projects including Front Road, Henderson Boulevard, and Bayridge Drive.

Addressing AT Barriers and Network Gaps

Barriers for pedestrians and cyclists can take a variety of forms however the highest priority areas that were identified in the ATMP are related to difficulty crossing a roadway/intersection and encountering gaps in the network where the sidewalk, pathway or cycling facility ends or changes. These barriers can exist for all users however children, elderly, and users with mobility or other accessibility issues are particularly susceptible to these concerns.

Sidewalk gaps that were identified on Birchwood Drive between Cataraqui Woods Drive and Peachwood Street, Taylor Kidd Boulevard between Waterloo Drive and Princess Street, and along Bath Road near Coverdale Avenue are also planned for design and construction.

To increase pedestrian safety, audible pedestrian signals (APS) for visually-impaired pedestrians are planned to be installed at six locations: Sir John A. Macdonald at Elmwood, King Street West at Country Club, Bath at Gardiners, Bath at Queen Mary, Bath at Armstrong, and at 1225 Princess Street (at the Food Basics grocery store).

Beginning in 2016, the City upgraded all eight existing pedestrian courtesy crossings to the new provincial legal crosswalk design called pedestrian crossovers (PXOs). There are currently nine PXOs in the city and Transportation Services continues to assess other

February 12, 2019

Page 9 of 11

opportunities to add or upgrade pedestrian crossings. In 2019, the City will begin upgrading existing school crossings with an aim to provide more visibility and permanency to the locations that schoolchildren are crossing at various times during the day. The school crossings on Front Road at Lakeview Avenue and on Johnson Street at Macdonnell Street that were previously discussed are planned to be upgraded to signalized crossings this year. Assessments will begin at the remaining 19 existing school crossings such that future upgrades can be considered within the 5-year ATIP.

In addition to the school crossings identified, the intersection of Sir John A. Macdonald Boulevard at Norman Rogers Drive has seen an increase in the number of pedestrians crossing between the Calvin Park and Sunnyside neighbourhoods as users access the LCVI high school area on Van Order Drive and the Express transit stop on Palace Road. This intersection will be upgraded to provide a safer, more accessible and inviting pedestrian crossing of Sir John A. Macdonald Boulevard and provide a higher quality AT connection between these two neighbourhoods.

AT Programs and Initiatives

In 2019, staff will be developing education and outreach that encourages being more active at a neighbourhood level, with a particular focus on children and parents that are walking or cycling to their neighbourhood school. To that end, the City is participating as a program sponsor to develop active routes to school in partnership with the Kingston, Frontenac, Lennox & Addington Public Health Unit and the Limestone District School Board. This education and outreach is intended to complement the planned upgrades to school crossings and link to new pathways and infrastructure that is being built.

The Transportation Services Department has also assumed responsibility for the operation of the crossing guard service and will work to more tightly integrate the crossing guard program with school outreach, parking enforcement, wayfinding signage, and infrastructure upgrades to support the safer route to school work that is being developed.

As a final component of the reconstruction of the intersections of Princess Street at Division Street and Queen Street at Division Street, the City will install lane markings and signage that create the City's first "bike box" intersection intended to allow cyclists to make safer turning movements. This installation will be supported with a communication and information campaign directed at cyclists and motorists to increase awareness of these changes.

February 12, 2019

Page 10 of 11

Next Steps

Projects identified as part of the 2019 operating and capital budget are in the planning stage and will be implemented at varying points through the year and into 2020.

The draft of the Active Transportation Implementation Plan that outlines the plans for a 5-year horizon extending from 2019 to 2023 will be presented to EITP and Council in May 2019.

Existing Policy/By-law:

Not applicable

Notice Provisions:

Not applicable

Accessibility Considerations:

As part of the development of the ATMP, representatives from the City's Municipal Accessibility Advisory Committee (MAAC) participated on the technical advisory group and provided input throughout the process on both the AT network and AT action plan.

The Accessibility Standards for the Design of Public Spaces (DoPS) created under the *Accessibility for Ontarians with Disabilities Act (AODA)* applies to infrastructure such as pathways, trails, and sidewalks and is intended to remove barriers to access. This standard, which applies to new construction and significant renovation, will be met as part of the engagement and detailed design work required for implementation.

Financial Considerations:

The projects outlined in this report were approved as part of the 2019 capital and operating budgets. The forthcoming ATIP will outline the operating and capital requirements for future years including consideration of the maintenance costs associated with new infrastructure.

Contacts:

Ian Semple, Director, Transportation Services, 613-546-4291 extension 2306

February 12, 2019

Page 11 of 11

Other City of Kingston Staff Consulted:

Mark Dickson, Transportation EIT, Transportation Services

Deanna Green, Manager, Traffic Division

Bill Linnen, Acting Director, Public Works

Exhibits Attached:

Exhibit A – Summary of ATIP Public Engagement and Comments



Walk 'n' Roll

KINGSTON Implementation

Active Transportation Master Plan Short-Term Implimentation Priorities and Phasing Survey: What we heard

Background

The City of Kingston began developing its first Active Transportation Master Plan (ATMP) – branded as Walk ‘n’ Roll – in fall 2016. This included a broad range of public engagement activities, and concluded with approval of the plan, by Council, in June 2018. The plan sets out a blueprint for staff, decision makers and stakeholders to better understand, plan for, design and implement active transportation improvements throughout Kingston over the next 20+ years.

With the Plan in place, the next step was to develop a short-term implementation plan for the first phase of infrastructure projects and programs to be implemented over the next five years.

An online survey was conducted from July 31 to Sept. 7, 2018 on the City’s “Get Involved” platform and was promoted through traditional and social media and supported by a series of concurrent pop-up events. This survey collected input on the proposed short-term priorities for:

- the implementation of cycling and walking infrastructure
- initial transportation focus area studies
- programs, policies, and initiatives.

There were 130 respondents who completed the survey – 22 of them during a pop-up event. Respondents represented all areas of Kingston and offered valuable input. Assisted by maps, they identified cycling routes ([cycle route map](#)) and transportation focus areas ([focus area map](#)).

This document provides a snapshot of what we heard and learned from analyzing the comments and data you provided in the survey. Going forward, staff will use these findings to inform recommendations and decisions on cycling and pedestrian infrastructure projects, focus area studies, and programs to be implemented over the next five years. These recommendations will be reflected in the ATMP short-term implementation plan that will be presented to council in early 2019.

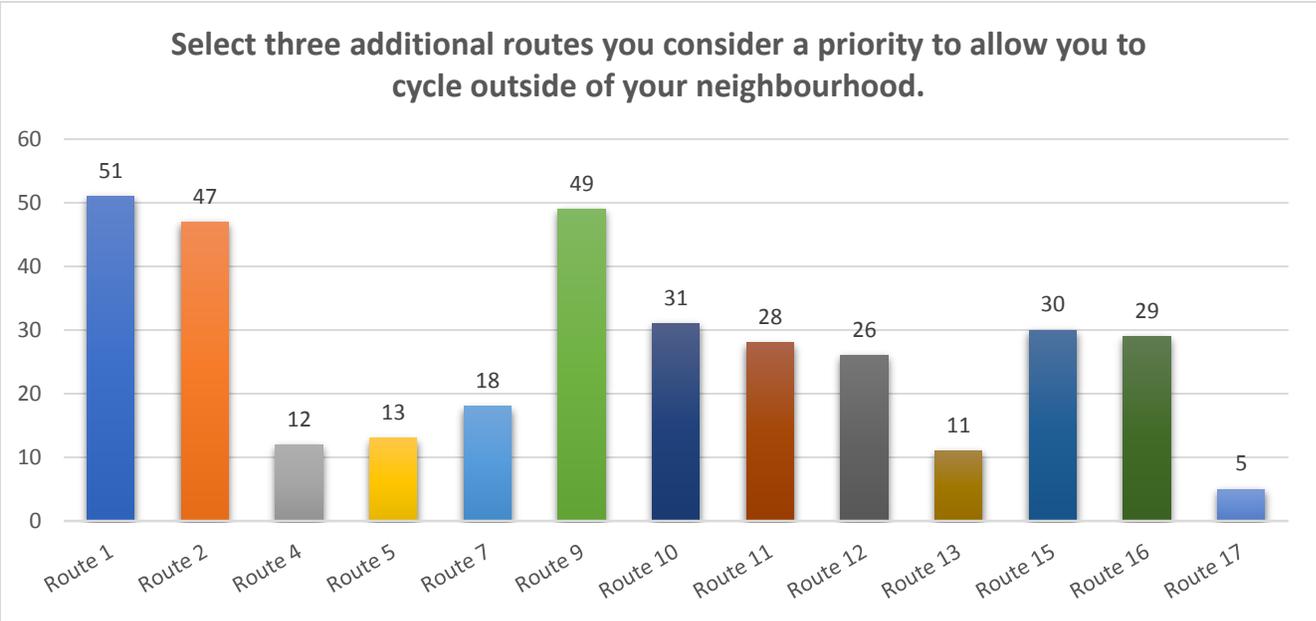
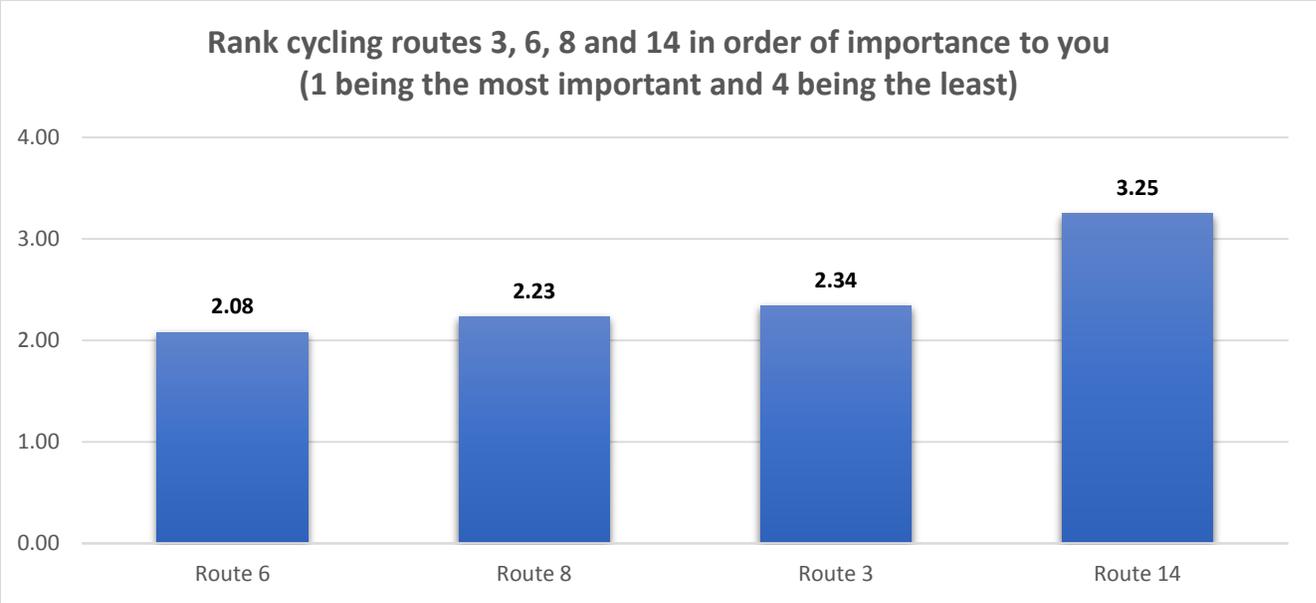
At-a-glance summary

- The City identified four cycling routes as priorities for improving cycling infrastructure – routes 3, 6, 8, and 14. Route 6 was selected as the most important by respondents. Route 6 runs along Bayridge Drive, Henderson Boulevard, Days Road, Front Road, King Street and Union Street. It connects many of the west-end neighbourhoods with a key east-west cycling facility.
- Routes 1, 2, and 9 were identified as key routes for future improvements to the citywide cycling network.
- 78 % of respondents agreed that developing neighbourhood plans is a priority for focus areas C, I, and G for their potential to connect with planned east-west cycling routes, proximity to express transit, and improvements to address existing active transportation infrastructure gaps.
- Focus areas J and L were also identified by respondents as priorities for future neighbourhood plans.
- Respondents were only slightly more concerned about pedestrians being able to cross safely at intersection crossings over maintenance of existing sidewalks and gaps in the sidewalk network.
- Respondents identified road safety as the greatest barrier to cycling within their neighbourhood.
- 81% of respondents felt it was important to have a map of all the cycling routes in Kingston, with 72% indicating a map would encourage them to bike more.
- 93% of respondents agreed they would likely cycle more if more cycling infrastructure was provided on main roads and collector roads.
- Respondents felt that focusing initial programs, policies, and initiatives on improving walking and cycling connections to transit and developing a wayfinding strategy for active transportation routes would be most beneficial for increasing cycling and walking behaviour.

Survey results

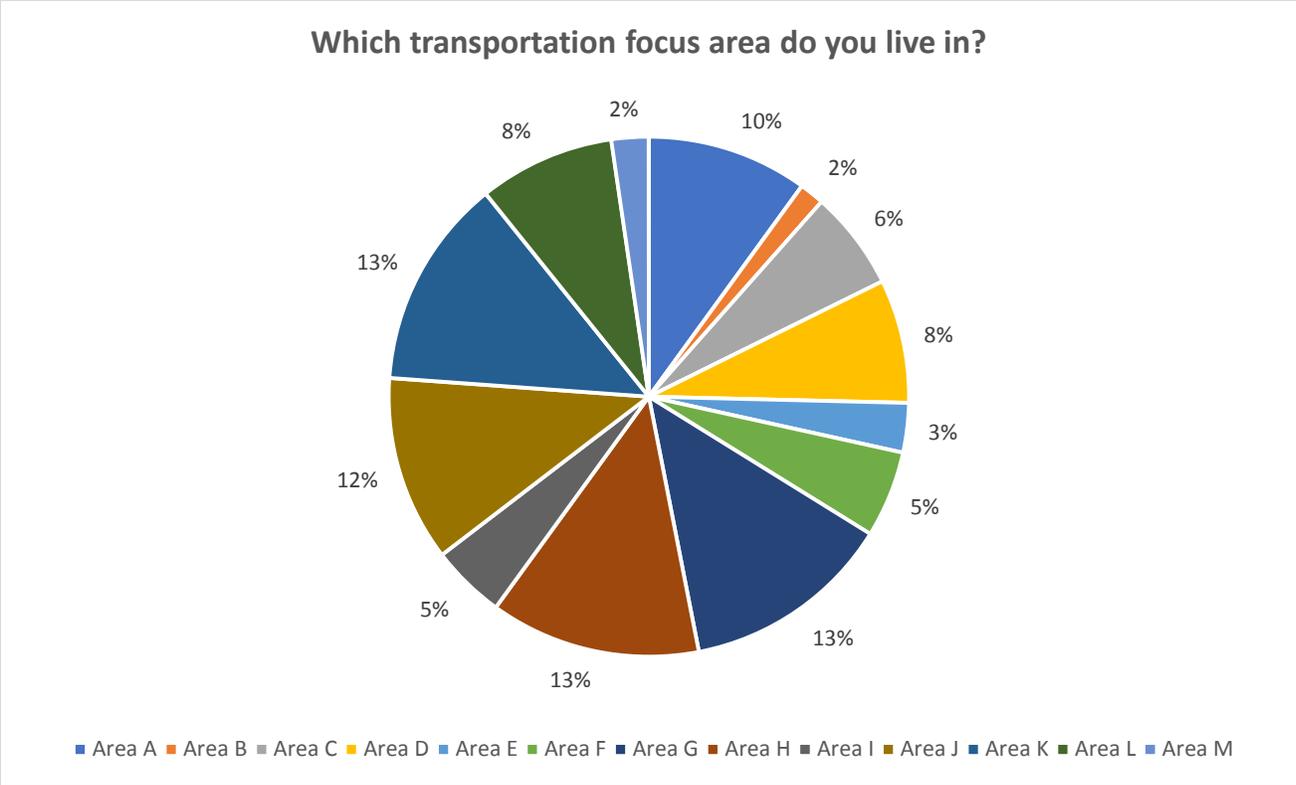
Cycling routes

The ATMP identified the need for new and improved east-west cycling routes to connect neighbourhoods and link users to all areas of the city ([cycle route map](#)). The City has identified Routes 3, 6, 14 and the northern section of Route 8 as potential projects that could be implemented in the short term. Not all sections of these routes will be constructed in next five years. However, the routes will be designed to increase connectivity and eliminate gaps in the citywide cycling network.



Transportation focus areas

The ATMP identified 13 transportation focus areas intended for future detailed neighbourhood transportation plans. These transportation focus areas ([transportation focus areas](#)) are based on similar transportation, natural environment, and mobility characteristics that impact how residents travel both within each area and across the city. Each neighbourhood plan will identify specific changes such as crosswalks, traffic-calming features, on-street parking and new infrastructure to improve the experience for all road users.

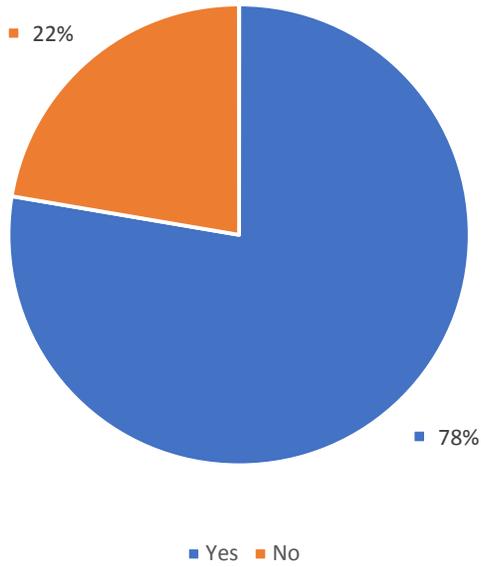


Areas I and C were identified for further study and the development of neighbourhood plans in the next five years based on:

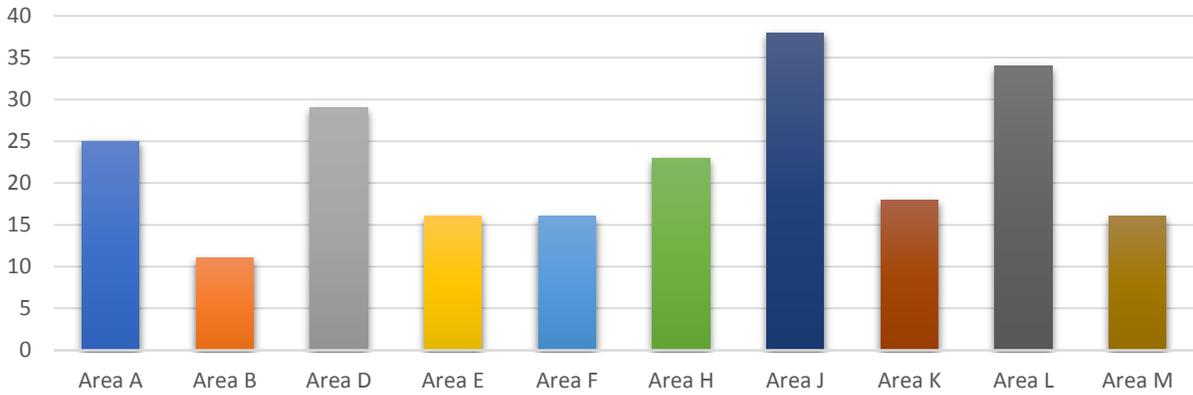
- the opportunities to connect with planned east-west citywide cycling routes 6 and 3,
- proximity to express transit, and
- improvements to address existing gaps in active transportation infrastructure.

Area G aligns with a North King's Town Secondary Plan transportation study that is currently underway and will identify the needs of the neighbourhood.

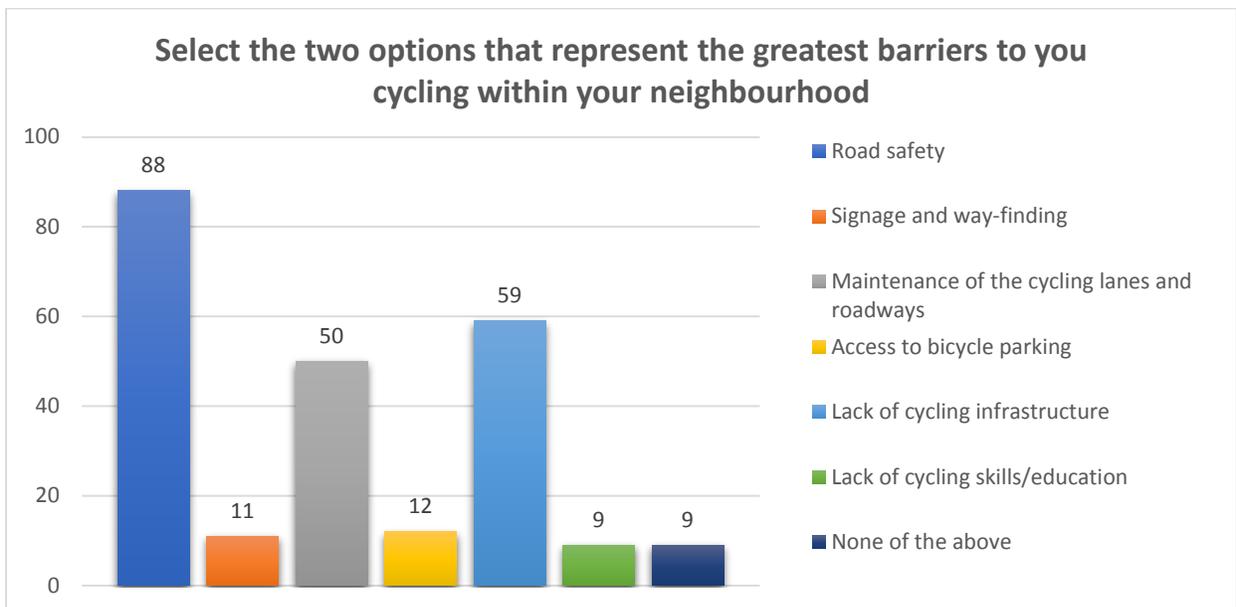
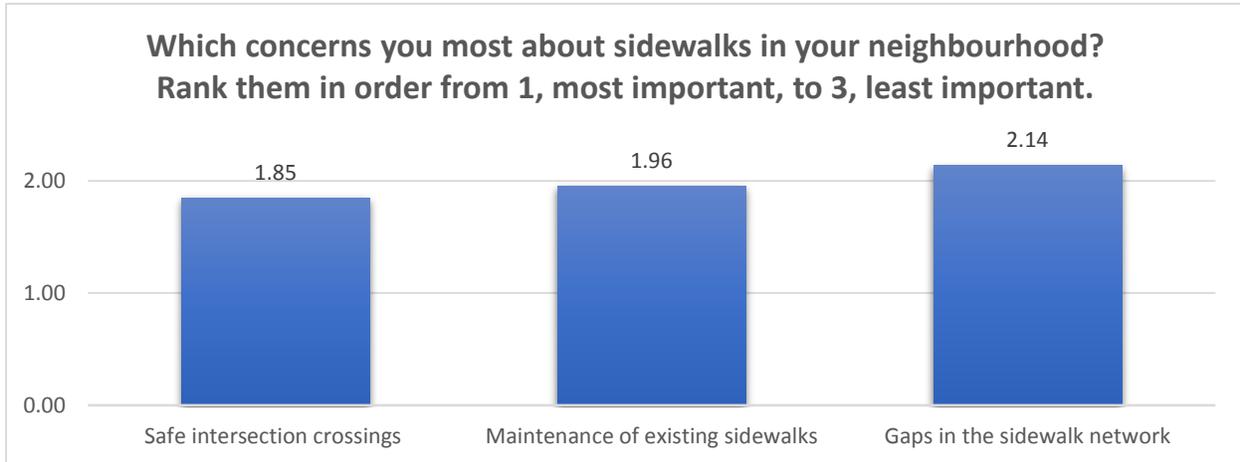
Do you agree with the areas selected for the above reasons?



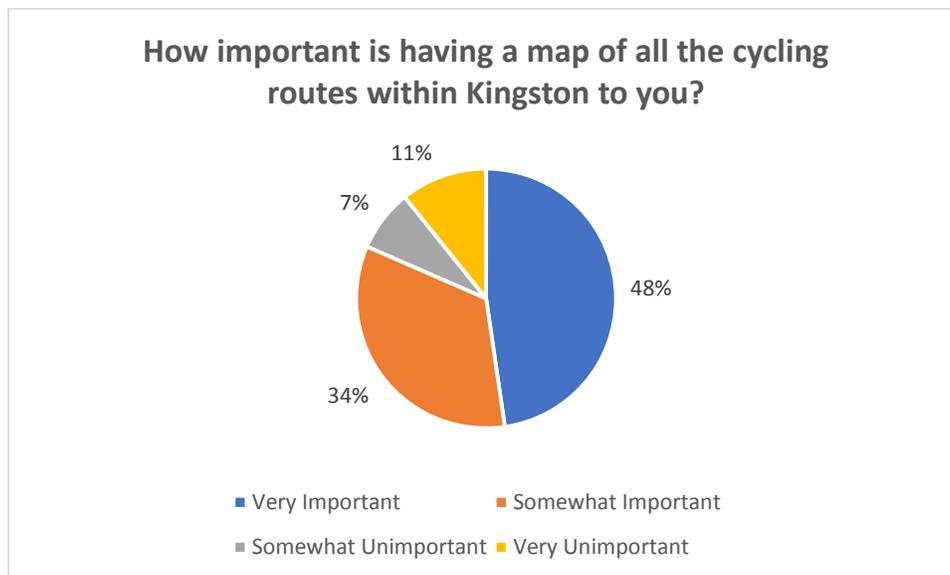
Select two other areas you would like transportation focus-area plans developed for



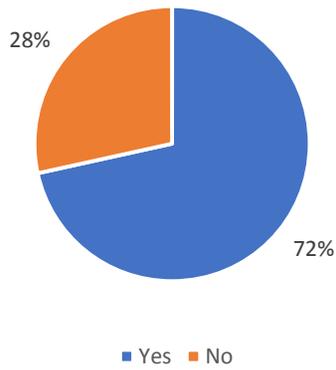
Active transportation barriers



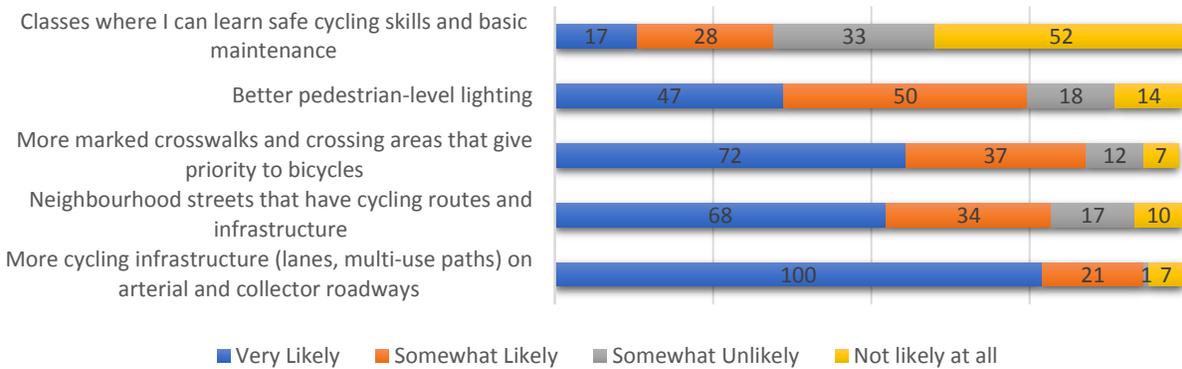
Programs, policies and initiatives



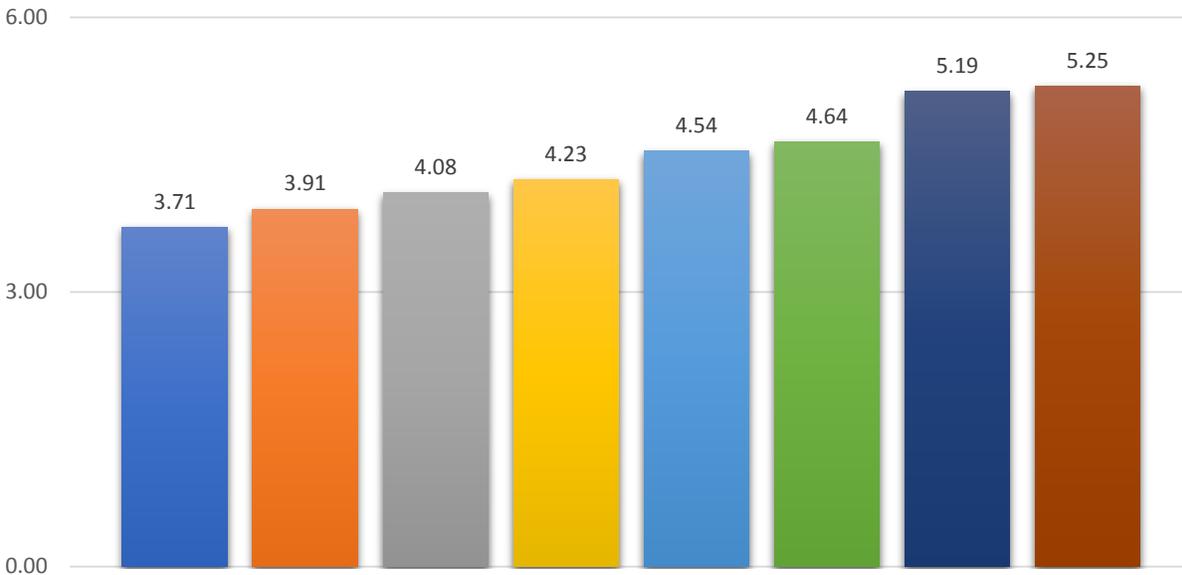
Would having a map encourage you to bike more?



To what extent would any of the following make it more likely that you would ride a bike?



The following short-term initiatives have been proposed to increase walking and safe cycling behaviour in Kingston. Rank them in order from 1, most important, to 8, least important.



- First mile and last mile connections to transit - Improve walking and cycling connections to and from the transit backbone (e.g. new routes and route maintenance and bike parking facilities)
- Way-finding (signs and other markers) - developing a formal wayfinding strategy for active transportation routes to help cyclists reach key destinations
- Establish a program to monitor and evaluate route usage as well as public feedback on user experience to continually improve the usage of on and off-road active transportation routes and facilities.
- Incentive programs for active commuting - partnerships with local businesses to create programs to incentivize employees to walk/cycle to work (e.g. developing contests or mentorship programs, providing bicycles and bicycle parking)
- Active school travel initiatives - work with school boards and KFL&A Public Health to expand and support active school travel (e.g. logging active routes to school by encouraging students to track travel using the Strava app)
- Provide updated information on the active transportation network - provide ongoing updates regarding the implementation of Kingston's active transportation network, including updates to the City's mapping of existing on and off-road routes
- CAN-Bike safe cycling courses - partner with CAN-Bike to host courses at local schools, businesses or community destinations to educate cyclists of all ages and abilities on safe cycling practices.
- Design and develop active transportation specific information brochures / pamphlets (i.e guide to cycling facilities) that can be accessed on the City website and social media sites or hard copies at City offices / facilities.

What we heard

East-west connections: Responses confirmed the desire to improve the city's east-west connections for cyclists. In addition to routes 6, 3, and 8 ([cycle routes map](#)) that had already been identified as potential priority cycling routes by City staff, respondents also selected east-west routes 1, 2, and 9 as their top priorities for the focus of future improvements to the citywide cycling network.

Connectivity and integration: Responses reflected a desire to focus on projects leading to the greatest levels of connectivity and integration. Improving walking and cycling connections to and from Kingston Transit was identified as the top initiative by respondents. Respondents also agreed that connectivity and integration were appropriate metrics for prioritizing transportation focus-area studies. Respondents felt the potential to connect with planned east-west cycling routes, improvements to address existing gaps in active transportation infrastructure gaps, and the proximity to express transit made developing neighbourhood plans for focus areas C, I, and G ([transportation focus area map](#)) appropriate priorities.

Directions and wayfinding (maps, signage, information): Responses indicated a map of all cycling routes would be an important resource. Likewise, developing a formal wayfinding strategy for active transportation routes ranked second among other short-term policies, programs, and initiatives that would increase walking and cycling in the city.

Safety: Infrastructure that provides more separation for cyclists from motor vehicles was a common theme. Responses identified road safety as the greatest barrier to cycling within neighbourhoods. Similarly, when prioritizing future improvements to the sidewalk network, respondents were most concerned about providing safe intersection crossings over maintaining existing sidewalks and reducing gaps in the sidewalk network.

Infrastructure: Responses supported constructing a citywide cycling network that concentrates initial improvements along key arterial and collector roads. Respondents agreed new and improved cycling infrastructure on arterial and collector roads would increase their likelihood of cycling.

Learn more

See the final Active Transportation Master Plan (ATMP) and the [executive summary](#) and let us know if you have questions.

In the ATMP you will find more information about all of the active transportation infrastructure and initiatives identified for the next 20+ years, as well as the City's strategic approach to guiding future implementation to help the City achieve its goal of a 20 % active transportation mode share by 2034. These include:

- detailed maps of the existing and proposed cycling and walking networks
- the complete list of recommendations to guide supportive planning, design, implementation and operations of active transportation
- all 29 proposed active transportation initiatives for encouraging increased use of walking and cycling

NEXT STEPS

Staff will use this data to develop the ATMP Short-Term Implementation Plan. This plan will be finalized and available to the public in late 2018 and presented to the Environment Transportation Policy Committee in early 2019.