



March 20, 2017

Principles and Priorities for the ATMP

I am writing on behalf of the Kingston Coalition for Active Transportation (KCAT) to clearly state what we feel are essential **Principles and Priorities** for the Active Transportation Master Plan (ATMP). Attainment of AT and Transit targets depends on the inclusion of these Principles and Priorities in all city plans, projects, and services that involve people's mobility.

KCAT has been working since 2008 to raise awareness of the importance of Active Transportation (AT) in the City of Kingston. We no longer think AT is important – we are now **convinced it is crucial** if Kingston is going to truly become a prosperous, smart, green and livable city.

The final report of the latest Kingston Transportation Master Plan (KTMP) was amended by Council to change the recommended mode share targets for Transit and AT to be a combined 35% of all peak period trips. The remaining trips, by definition, are to be reduced from 74% to 65%. This represents a reduction of motor vehicle trips of approximately 30,000 trips per day. This significant reduction in motor vehicle mode share places enormous pressure on the success of the ATMP to allow Kingston to meet its goals.

"If Canadian cities really want to further increase cycling levels, they will have to further expand cycling infrastructure, curb low-density sprawling, and impose more restrictions and charges on car use." (Pucher and Buehler, 2005).

Many of KCAT's past recommendations, carefully and politely expressed in letters and reports, citing evidence-based research, have been met with an insistence that our points are valid, "... but until we have a proper ATMP we can't act." Now that the ATMP is being prepared, KCAT would like to review all of our past comments and make sure they are carefully considered in the ATMP. These recommendations are reflective of our collective knowledge, experience, and 'on-the-ground' travel throughout the city using multiple modes.

General Principles

- Ensure that ATMP targets and measures are integral to the work within and across all departments that address mobility within the City.
- Adopt Complete Streets principles in all road plans and projects.
- Allocate funding that prioritizes evidence-based measures that increase walking, cycling, and transit, and reduce automobile use, especially single occupancy vehicle (SOV) use.
- Re-examine the current practice of widening roads or building more roads in response to traffic congestion. This does not work. Sure there is a brief temporary alleviation of congestion, but more and wider roads simply enable more people to drive SOVs. Unless pay-per-use tolls are introduced, roads are treated as a free good, and traffic volume will increase to fill the new or wider road.
- Complete a ***connected*** network of walking and cycling pathways across the City that separate AT users from high volume, high speed vehicle traffic (see Book 18).
- Specify separate targets for walking, cycling, SOV use, vehicle use of two or more people, and parking. Measure these entities accurately over time.
- Communicate the message that reaching targets involves all five E's (Engineering, Evaluation, Encouragement, Education and Enforcement) and that the most important ***by far*** is "Engineering" (i.e. infrastructure). Education is the one category which is readily endorsed but is rarely effective. It is ***by far*** the least important.
- Design infrastructure using pedestrian, cyclist and transit user perspectives rather than a car driver perspective.

"The reality about transportation is that it is future oriented. If we are planning for what we have, we are behind the curve." Anthony Foxx, US Transportation Secretary.

- Consider new technologies that will radically change how we use the public realm.

Walking and Cycling

- Facilitate the creation and use of AT trails on all hydro and utility right-of-ways and provide connections to adjacent roads.
- Make pathways between streets and across parks priorities so that people can easily walk and cycle to destinations such as work, school, bus stops, and amenities. Provide seamless connections to adjacent streets (e.g. Victoria Park).
- Provide ample separation between pedestrians and cyclists, particularly on commuter routes (e.g. Centennial Drive).
- Consider women as a priority group in the ATMP. Make sure gender is tracked in all surveys related to transportation. The fact that women are 'an indicator species' for how bicycle friendly a city is simply cannot be overstated. Only one woman participated in the ATMP TAG Cycle Tour.
- Develop a policy whereby the municipality acquires abandoned rail beds for recreation and commuter AT routes.

- Include evidence-based pedestrian and cycling facilities on all bridges and overpasses (as well as new and reconstructed roads, e.g. Front Rd bridge at Elevator bay).
- Incorporate 'Walk Friendly' and 'Bicycle Friendly' recommendations in response to Kingston's Bronze designations (note lack of upgrading to silver) and address findings of local assessments including, but not limited to, the Kingston Pedestrian Monitoring Study and the ATMP TAG cycling and walking tours.
- Prioritize equity in accessibility within and between neighbourhoods, for example, AT connections between Rideau Heights and Kingscourt to the North King's Town waterfront and green spaces at Belle Park and Doug Fluhrer Park.
- Install physically separated walking facilities away from traffic on arterials and collectors.
- Consider lanes for pedestrians at intersections similar to lanes for cyclists or cars. See: "There is always a way: Safe Streets for Seniors" at <https://www.youtube.com/watch?v=GuzIbHcQrZQ>.

Transit

- Foster multi-modal travel (more 'park-and-rides' at crucial locations, secure and sheltered bike parking at transit hubs, maintenance year round to and at bus stops, sheltered bus stops, increased access to bus stops such as pathways between streets).
- Clear snow from Transit shelters and adjoining sidewalks as a top priority (i.e. before roads).
- Promote public transit as the ideal mode of travel for commuters who live more than five kilometers from their workplace, especially if it is downtown.
- Work with employers to restrict parking, increase parking rates, and increase uptake of Transpass.
- Provide a transit priority lane on multi-lane arterial roads at peak travel times.
- Continue to enhance the convenience, efficiency, and affordability of transit.
- Enhance accessibility, for example, by pathways between streets such as from Waterloo Village to Express Bus stops on Princess Street.

Parking

- Managing the supply and cost of parking is an underestimated way to control traffic congestion.
- Increase the cost and decrease the availability of parking. This is of particular importance among commuters. There is no such thing as Free Parking (except in Monopoly). (See Shoup)
- Remove parking minimums for developments. (See Shoup)
- Provide cash-in-lieu of parking for residents and developers.
- Install secure, sheltered bike parking at all City facilities, particularly at high profile destinations such as City Hall, Lake Ontario Park, 1211 John Counter Blvd., etc. Other public and private locations such as Queen's University, St. Lawrence College, Kingston General Hospital, Kingston Centre, Cataraqui Centre, etc. should be

incentivized to provide high quality, secure bicycle parking. Bicycle theft in Kingston is rampant and serves as a serious deterrent to promotion of cycling.

- Introduce strictly enforced paid parking systems in municipal parks, especially City Park given its downtown location, and Lake Ontario Park since it will experience parking pressure with the new hospital.
- Continue to expand the on-street parking permit program.

Roads

- Reconsider plans to build and widen roads including the third crossing.
- Make use of existing infrastructure and other transportation strategies (e.g. TDM, TSM) to enable people to travel within the City. For example, instead of the Wellington Street Extension, promote use of other streets in the area such as Montreal and Rideau. Facilitating the use of AT, transit, and 'park-and-rides' can be added to the mix of ways to support healthy, sustainable transportation.
- Reduce motorized vehicle travel lane widths to 3.0 metres. Both Canadian and American authorities support this recommendation in their documents: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1097 and <http://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>. The Centennial Drive extension and the Bath Road plan to accommodate cycling, come to mind regarding speed reductions associated with narrower lane widths, and space and comfort for walkers and cyclists.
- As per General Principles above, adopt Complete Streets principles when designing new roads, and when improving and retrofitting existing roads.

In addition to the principles and priorities above, there have been a few comments made in the process of developing the ATMP that are of concern to KCAT:

1. In an introductory address at the Community Forum on November 2, 2016 Mayor Paterson stated that although active transportation is important, the City is limited by funding. Our position is that our City cannot afford NOT to invest in AT/transit, for economic, environmental, health, and community reasons. Too much money is being allocated to new roads and bridges and not enough is being spent on AT/transit.

2. At the first ATMP TAG meeting on October 14, it was suggested that part of the 20% AT target should go to the 15% transit target, as people virtually always use AT to get to and from the bus. These percentages are not fungible. Do not try to reach targets simply by re-defining how multi-mode travel is counted.

Our position is that although multi-modal travel is crucial to a successful ATMP, the AT and transit targets are achievable in and of themselves for several reasons. Curbing SOV trips, reducing SOV and other automobile trips for short distances, and limiting car storage on public streets would have more significant impacts on reaching transportation targets.

3. In the Fall, when asked to comment on AT facilities for the Centennial Drive extension to Gardiners Road, TAG was told that this would be "a high volume roadway with operating speeds well over 60 km/h".

While KCAT appreciates efforts to install separated AT facilities, and the opportunity to comment on plans, we don't understand why roads are designed to allow motorists to go significantly faster than posted speeds. While there are roads in Kingston with operating speeds considerably higher than posted speeds (e.g. Front Road, Taylor Kidd Blvd, SJA Blvd, John Counter Blvd), why is there an acceptance/assumption that speeds on a road that hasn't yet been built, be fast? Especially in light of Mobycon's presentations in the Fall, and the upcoming Road Safety Plan – Vision Zero? When discussing road expansions such as Centennial Drive, we feel it is important not only to review the road design including AT facilities, but also to discuss measures for this rapidly expanding area of development that prioritize active and sustainable transportation, including multi-modal options (e.g. transit expansion, 'park-and-rides'), TDM, TSM, and working with relevant employers to implement effective travel practices.

Although many of the above recommendations have been made before by KCAT (and others) for various City plans, we wanted to make sure they are reiterated and included for discussion with the ATMP TAG. We are very hopeful that the ATMP will be the catalyst for a truly walkable, cyclable, transit-supportive Kingston.

Respectfully submitted on behalf of KCAT,

Roger Healey, Chair

healey@queensu.ca

References:

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