



March 12, 2020

Dear Sonya,

Thank you for the opportunity to provide input on the Williamsville Main Street Study. KCAT has reviewed the material available online and offers the following observations and recommendations, with specific comments in response to questions 3 and 4.

Over the years, KCAT has been actively involved in the planning work associated with the William St Corridor, including submissions in 2012 and 2016. We have been a strong proponent of the implementation of the Princess St bike lanes infrastructure. As we anticipated, these lanes have proven their value by increasing active transportation within the corridor, improving connectivity with neighbourhoods along the corridor, and access to and from downtown, and to the Kingston Centre.

As the Corridor is becoming developed, the changes that increased density will bring to this midtown stretch of Princess St are becoming more evident. We welcome this opportunity to review the transportation elements of the Corridor, with a particular focus on active transportation and transit. We are encouraged this work includes a complete transportation model and servicing review.

In this regard, we recommend this work view the Corridor through the lens of it eventually becoming a *Complete Street*. With a vision of wider sidewalks and segregated cycle lanes, reflecting the higher density people place it is becoming. We recommend putting in place the policy and bylaw framework for a *Complete Street* along this Corridor as part of this work, to build on the vision of fostering healthy living and vibrant neighbourhoods.

3. *What improvements would support your use of the Corridor? Specifically as they relate to active transportation in the Corridor? How should higher density buildings support active, healthy and sustainable mobility choices other than privately-owned car use?*

In general, we support the Preliminary Recommendation from the Density by Design Issues & Options Report to Address Active/Sustainable Transportation needs/opportunities through other municipal work programs; and to create general policy supporting Active/Sustainable Transportation initiatives, to be further developed in other municipal work programs.

Corridor Design

The current layout is not cycling friendly. Parking layout continues to be a challenge and snow clearing and lane sweeping practices limit year round use. We have had enough time to observe that the compromise of on-Princess parking that we acceded to (reluctantly) in 2012 is simple not working. The continued use of on-street parking on Princess has been a bad compromise that has been destructive to the design of dedicated bicycle lanes and wide sidewalks with shade trees.

We encourage that this work re-evaluate the current lane and parking layout design and begin the work to put in place segregated bike lanes as a soon as possible.

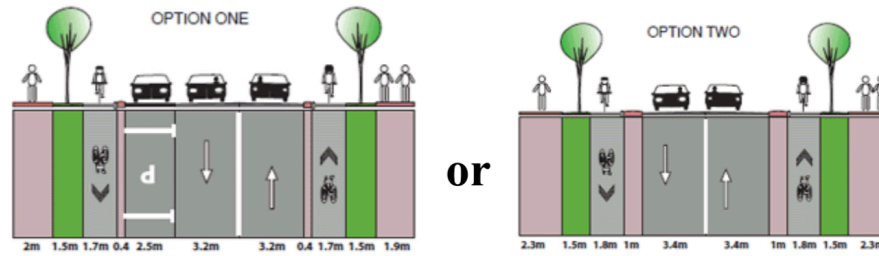
See this example of a proposed approach submitted by KCAT in 2012.



Segregated Bike Lanes

Recommendation

Pilot



4. Based on what can be considered in zoning bylaws, what is important for the pedestrian experience at ground level? Eg. Building setbacks, step-backs of the upper floors of a building, how ground floor spaces integrate with the public realm (i.e. the sidewalk)

We support the Preliminary Recommendation from the Density by Design Issues & Options Report to establish minimum and maximum setbacks and required building orientation to streets to support active and interesting pedestrian- scaled street frontages.

The growing lack of consistency in sidewalk setback along this Corridor is degrading the pedestrian experience. This is a serious and growing problem. This additional pressure on the public space for pedestrians further reinforces the need for a *Complete Street* approach for the Corridor.

Snow clearing practices need to be reviewed and revised to avoid periods when poor snow clearing has resulted in limited accessibility for pedestrians and transit users.

Again, thank you for the opportunity to provide input. We look forward to the next steps in this important work.

Sincerely,
Bruce Bursey, on behalf of KCAT