



**City of Kingston  
Environment, Infrastructure & Transportation Policies Committee  
Meeting Number 06-2024  
Addendum**

**Tuesday, May 28, 2024 at 6:00 p.m.  
Hosted at City Hall in Council Chamber**

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**5. Delegations**

- a) Roger Healey will be present and speak to the Committee regarding the Williamsville Transportation Study Conclusions.

**11. Correspondence**

- b) Correspondence received from Roger Healey, dated May 25, 2024, regarding the Williamsville Transportation Study Conclusions.

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- c) Correspondence received from Preston Schiller, dated May 25, 2024, regarding the Williamsville Transportation Study Conclusions.

Addendum Page 2

- d) Correspondence received from Jane Kirby, dated May 28, 2024, regarding the Williamsville Transportation Study Conclusions.

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- e) Correspondence received from Michael Wheeler, dated May 28, 2024, regarding the Williamsville Transportation Study Conclusions.

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May 24, 2024

EITP Committee Councillors,

Re: New Option 2B including cycle tracks on Princess at Williamsville

KCAT has been advocating for improved active transportation facilities in Kingston since 2008. We are very pleased to see the latest proposal by the Transportation Services team. This now represents a design more in keeping with a modern city respecting its own policies and strategic plans to make sustainable mobility for ALL citizens a priority.

There is no question that the narrow right-of-way on Princess at Williamsville has required careful examination. But good engineers are good problem-solvers. This new Option 2B finally considers the type of mobility that will be required for future generations and responds to the strong public demand for safer cycling infrastructure in this important transportation corridor. With dramatically increased housing density, and severely reduced space for automobile storage, we can expect a significantly increased demand for micro-mobility (including bicycles, e-bikes, scooters, skateboards, etc.) to complement walkability and good transit service. This new proposal finally takes this all into consideration.

Discouraging the use of cars and enhancing Active Transportation and Transit will vastly improve the liveability of Williamsville. It will become a highly desirable living space, with a thriving economy.

The proposal is not perfect. We still have concerns with the number of left-turn-lanes (which are only used by cars - buses don't make left turns off Princess). The same goes for untried transit queue-jump-lanes. Another concern is the design of a "mountable curb" that will successfully dissuade delivery vehicles from occupying the cycle track. On those concerns, KCAT offers to work with the City to design education campaigns to promote proper use of these facilities. We welcome the opportunity to review the detailed designs and offer user feedback.

In conclusion, we wholeheartedly endorse Option 2B and encourage the quick adoption of this plan so construction of the first phase from Division to Alfred can begin as soon as possible.

Sincerely,  
Roger Healey and Bruce Bursey, KCAT

25 May, 2024

Dear Members of the Kingston City Council EITP Committee and staff;

Thank you very much for this opportunity to comment on the issue of the Princess Street cycle lanes as described in option 2B. My comments will address a few different aspects of this project.

I. Retention and improvement of bicycle lanes on Princess Street is important for several reasons. The need to promote and increase walking and cycling, along with transit, are major emphases in Kingston's policies guiding its planning. The diagonal direction of Princess St. (between Ontario St. and Bath Rd.) causes it to intersect numerous streets, which can both feed several neighborhood streets as well as giving access to numerous others. Princess Street bicycle lanes also provide good access to several important commercial and service providers.

II. Having reviewed several of the Princess St./Williamsville proposals I would like to strongly recommend and support option 2B. It represents a very well thought-out option that also responds to the high level of public concern over the possible removal of cycle lanes from Princess St. manifested in prior public meetings. There are probably a few ways in which 2B can be strengthened, either in planning or policy. I will limit my comment to that of mountable curbing as you will likely hear of others from various citizens. For 2B to work effectively there need be strong policies *and* strong enforcement of keeping motor vehicles out of the cycle lanes and sidewalks, except for emergencies. In my experience as a pedestrian and cyclist I have been regularly frustrated by motor vehicle encroachments in cycle paths, across sidewalks and pedestrian crossovers. I have never witnessed any enforcement aimed at these encroachments.

III. I am heartened to see that Kingston is beginning to add active transit priority measures often known as opticom (after the manufacturer) for buses to control traffic signals when needed (secondary to emergency vehicles) to the palette of passive transit priority measures (queue jumps and bus pullouts at intersections, transit-only turns, etc.) already in use in some locations which, hopefully, will also be expanded across routes where needed in the future. I understand that Princess St. in Williamsville may be its first local application.

In preparation for this communication I consulted my own experience as well as that of two exceptional transit experts each of whom has familiarity with the situation of Kingston and Kingston Transit. A few excellent comprehensive studies of transit priority measures were suggested, which I will share with staff. To very briefly summarize; the use of opticom along with other changes in traffic control programming coupled with well-placed bus pullouts and queue jumps can greatly reduce transit delay times without interfering with pedestrian crossings. Under certain circumstances such transit priority applications may, actually, improve general traffic flow, including cyclists and pedestrians. I was familiar with the experience of Kitsap Transit (Bremerton, WA, USA) where transit vehicles used opticom (secondary to emergency vehicles primary control) at all signalized intersections. An evaluation found that traffic flow for all vehicles improved overall.

Thank you for your consideration, I wish you well in your deliberations.

Preston L. Schiller, Ph.D. (78 Traymoor St., Kingston)

Former lecturer in sustainable transportation planning and policy; Western Washington University, Queen's University and the University of Washington. Principal Author; *An Introduction to Sustainable Transportation: Policy, Planning and Implementation, 2nd Ed., 2018, Routledge, Taylor & Francis*

**From:** [Jane Kirby](#)  
**To:** [Hannah, Allison](#)  
**Subject:** For EITP committee: Williamsville bike lanes  
**Date:** May 28, 2024 11:01:37 AM

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Dear Councillors Cinnani, Stephen, Amos, Chaves, Hassan, and Tozzo,

I'm writing in advance of tonight's EITP meeting to express my support for the newly developed option 2B for the redevelopment of Princess St. through Williamsville.

I'm heartened to see this response to community feedback, which, though not perfect, balances competing uses for the roadway while maintaining and improving cycling infrastructure such that it will be usable for people of all ages and abilities. This will be a crucial step towards achieving the City's active transportation goals, and will make cycling considerably safer.

I write with the hope that you will support this proposal and the operational infrastructure needed to make it successful. My family is committed to cycling and I thank you in advance for helping us do so safely.

All the best,

Jane Kirby, Williamsville resident

**From:** [Michael Wheeler](#)  
**To:** [Hannah, Allison](#)  
**Subject:** EITP Committee Submission re Princess St Bike Lanes  
**Date:** May 28, 2024 12:16:44 PM

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Dear Councillors,

I am writing to express my support for the proposal to include an infrastructure that is inclusive of all members of our community and does not reduce the definition of citizen to those in motor vehicles. **The proposed Option 2B for Princess St bike lanes meets a much more inclusive definition of community infrastructure and will ensure the downtown is safe and accessible to everyone.**

I am currently in the midst of a move from the Inner Harbour to Strathcona Park, and to be perfectly frank, even though it is a 7 minute drive, it's basically not safe to bike downtown. We often bike with our three little kids and would love not to be trapped in our neighbourhood. Extending these bike lanes through Williamsville will get us PART of the way there.

I also think it is worth noting that if the city was to remove these bike lanes, as had been proposed, it would likely result in National-level negative publicity for the city. Ripping out the bikelanes of a downtown core in a community that is generally viewed as forward-thinking would be a story I imagine we would see in the media far beyond Eastern Ontario.

Thank you for your time and considering these points.

Best Regards,

Michael Wheeler  
Assistant Professor, Queen's University