

An aerial photograph of a city, likely London, with a red semi-transparent overlay. A white arrow points from the left towards the right, passing through the text. The text is centered and reads "An Active and Sustainable".

An Active and Sustainable

ACKNOWLEDGEMENTS

We would like to express our great appreciation to our interview participants from the City of Kingston, Providence Care, a number of community associations, and numerous planning consultants. Without their insights and contributions, our research would be incomplete. To all of our workshop participants who took time out of their day to inform our research, we are incredibly grateful. We had a number of survey participants who also took the time to provide their input, and we appreciate it's valuable contribution to our work.

Special thanks to Ted Splinter and Jessica Herbison of Providence Care for their assistance in this process. We would also like to thank everyone who attended the final presentation of this strategy.

Finally, we were supported by three wonderful individuals throughout this process. We would like to thank our adjunct professor and coach, Anne MacPhail of KFL&A Public Health for her unwavering support and for connecting us with the community. Thank you to Dr. Dave Gordon, our director, coach and mentor, for his dedication to the success of our strategy. Lastly, we would like to extend our deep gratitude to our professor and coach, Dr. Dr.

EXECUTIVE SUMMARY

INTRODUCTION

The purpose of this report is to provide a comprehensive strategy to promote active and sustainable travel (AST) to and from the new Providence Care Hospital in Kingston, Ontario. The report is intended for use by a range of stakeholders and organizations, including Providence Care, the City of Kingston, and Kingston, Frontenac and Lennox & Addington (KFL&A) Public Health. The strategy is targeted towards employees, visitors, and patients of Providence Care Hospital, and focuses on policies, infrastructure, and programming to encourage the use of active and sustainable travel modes. Some of the recommendations in this strategy extend beyond the immediate context of the hospital, and could benefit the wider Kingston community. Similarly, many of the recommendations are transferable to other large employers in Kingston and the surrounding region, including other Providence Care facilities.

The aims of this strategy are:

- To improve existing conditions for AST to and from the Providence Care Hospital site so that these activities are made more safe, enjoyable, and convenient;

- To encourage the use of AST by employees, patients, and visitors to and from Providence Care Hospital; and

- To improve existing conditions for AST in the wider community through the implementation of policies, programming, and infrastructure at the municipal level.

In order to provide an effective AST strategy, the objectives of this report are:

- To identify existing conditions that act as barriers or facilitators to using AST to and from the Providence

Care Hospital site at the scale of the Kingston Provincial Campus (KPC), as well as the wider community;
To identify

Project Scope

Although this strategy offers comprehensive recommendations,

Cyclists (see Figure 4):

Can access site with vehicles from King Street and, less directly, with pedestrians from the Waterfront Trail;

Findings indicate that, due to traffic congestion, limited presence of cycling lanes, and intersections without designated cycling infrastructure, cyclists feel unsafe navigating the portion of King Street

Case Study

Key Points

Manitoba Hydro



When respondents were asked if there were incentives that would encourage them to try new modes, the following factors were the top three most popular responses by mode:

Walking

1. Better snow clearance in the winter months
2. A free, guaranteed ride home in case of emergency
3. Safer and/or more road crossings

Cycling

1. Improved cycling lanes and pathways
2. Secure and shelter

RECOMMENDATIONS

Based on the primary findings gathered throughout this process, various recommendations were developed for the different modes AST. These recommendations may be policy-oriented, or take the form of new and improved programming or infrastructure. Furthermore, these recommendations vary with respect to the key stakeholder(s) required for their implementation.

General Recommendations

Providence Care

- G-1:** Establish flexible work hours, as job duties allow, so employees can adjust their start and finish times to suit transportation needs
- G-2:** Create a comprehensive AST webpage to provide information regarding AST options and services at PCH
- G-3:** Implement financial awards and incentives for employees who choose AST modes
- G-4:** Offer a free, guaranteed ride home program for employees who use AST, in case of emergency
- G-5:** Establish an institution-wide sustainability policy, in which one priority objective is to encourage the use of AST

City of Kingston

- G-6:** Create an easily-accessible and comprehensive webpage related to AST for use by residents and visitors

Collaborative

- G-7:** Improve way-finding on a municipal scale for pedestrians, cyclists, and motorists; allowing for adoption on non-municipal land such as KPC
- G-8:** Maintain AST infrastructure to a high standard, including snow and debris removal aptomaby cipeors

Bicycling Recommendations

Providence Care

- B-1:** Establish comprehensive end-of-trip facilities such as short- and long-term parking; showers, change rooms, lockers, and bathrooms; and bicycle maintenance facilities
- B-2:** Create a bike-to-work club and host awareness activities to provide information to employees about the benefits of cycling
- B-3:** Implement a bike share program to allow employees to utilize bikes for short trips and to participate in cycling activities and events, without requiring ownership of a bike

City of Kingston

- B-4:** Implement bike boxes on Portsmouth Avenue at King

Carpooling Recommendations

Providence Care

C-1: Charge a reduced fee for carpool parking spots as an incentive to carpool

C-2: Provide dedicated parking spaces for carpooling employees

Collaborative

C-3: Implement a workplace and/or regional carpooling program to facilitate finding a compatible commuting party

Strategies to Address Key Challenges

Challenge 1: Distance from hospital entrance to transit service

Offer a shuttle from the hospital to King Street

Providence Care should investigate providing a shuttle service to nearby transit stop locations along King Street and/or at SLC during peak hours

Enhance the walking route from hospital entrance to King Street

Providence Care should collaborate with Infrastructure Ontario to make the following improvements to the walking route:

Provide a more direct pedestrian route to King Street

Apply general and walking recommendations made in this strategy to improve the planned pathway

Install heated sidewalks on the route, with priority being near the hospital entrance

Improve user experience with interpretive signs

Improve the experience of waiting for transit

Provide real-time transit information

Install a passenger activated heating system in the bus shelter at King Street and Portsmouth Avenue

Challenge 2: The implications of introducing paid parking

Providence Care should:

Provide a flexible parking pass to encourage staff to use AST modes while still having the flexibility to drive when necessary

Lease excess parking spaces to nearby institutions, if increased AST usage results in unused spaces

Set employee parking rates to no less than \$83/month, given market rates and the cost of Transpass

Consider a lower than average (\$9/day) price for patients and visitors, consistent with patient-centred healthcare

Lease spaces to long-term visitors at a rate lower than employees

To address potential for PCH employees to find free or less-expensive parking nearby, stakeholders should consider the following:

Challenge 3: Required intersection improvements along King Street

Key intersections identified for improvement

-
- ¹ Transport Canada. (2011). *Active transportation in Canada: A resource and planning guide*. Retrieved October 20, 2014 from <http://www.tc.gc.ca/media/documents/programs/atge.pdf>.
 - ² Transport Canada. (2011). *Transportation in Canada 2011: Comprehensive review*. Retrieved October 20, 2014 from <http://www.tc.gc.ca/eng/policy/report-aca-anre2011-index-3010.htm>.
 - ³ City of Kingston. (2011). *Kingston Transit redevelopment plan 2011-2015*. Retrieved September 30, 2014 from <https://www.cityofkingston.ca/documents/10180/19838/Transit+Redevelopment+Plan/54fd3026-8fc8-4015-abf3-764dbb802f2a>
 - ⁴ City of Kingston. (2009). *Report to Environment, Infrastructure & Transportation Policies Committee: On-road bikeway implementation plan*. Retrieved November 3, 2014 from http://archive.cityofkingston.ca/pdf/transportation/Cycling_On-RoadBikewayImplementationPlan.pdf
 - ⁵ City of Kingston. (n.d.). *Active living charter of the City of Kingston*. Retrieved December 9, 2014 from <http://www.kingstongetsactive.ca/wp-content/uploads/2012/08/Active-Living-Charter-Kingston.pdf>