

# Township of Leeds and the 1000 Islands Transportation Master Plan / Active Transportation Plan

## **Community Café Report**

May 2018



## Table of Contents

<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 Background .....	1
1.2 Consultation.....	1
1.3 Methodology.....	2
1.3.1 Opening Presentations .....	3
<b>2.0 TOPIC DISCUSSIONS .....</b>	<b>4</b>
2.1 Roads/Bridges .....	4
2.2 Active Transportation .....	7
2.3 Docks.....	9
2.4 Programs and Policies.....	11
<b>3.0 NEXT STEPS .....</b>	<b>17</b>

## List of Figures

Figure 1: Potential Township Canoe Routes, Issues and Projects.....	13
Figure 2: Potential Projects and Issues in Lyndhurst .....	14
Figure 3: Potential Projects and Issues in Seeley's Bay .....	15
Figure 4: Potential Projects and Issues in Sweets Corners .....	16

## List of Appendices

Appendix A	Introductory Presentation
Appendix B	Community Café Exhibits
Appendix C	Post-meeting Correspondence

## 1.0 INTRODUCTION

The Township of Leeds and the Thousand Islands is seeing significant growth in an aging population as well as experiencing an annual influx of seasonal residents and tourists. A comprehensive and sustainable transportation plan is essential for the municipality to: continue to plan for efficient development; plan for the rehabilitation and replacement of existing infrastructure; and create consistent transportation standards. The coordination of land use planning, transportation system planning and transportation infrastructure investment is required to address Provincial, County and municipal planning and transportation related needs.

The Township of Leeds and the Thousand Islands currently does not have a Transportation Master Plan / Active Transportation Plan (TMP/ATP). This study will provide recommendations to the Township to prioritize the implementation of transportation related infrastructure within the current planning horizon.

### 1.1 Background

This report summarizes the comments gathered at the Community Café Event carried out by BT Engineering Inc. (BTE). The Community Café took place on Thursday, April 26, 2018 at Fire Station No. 1 in Lansdowne, Ontario. The Community Café was conducted with the public and key stakeholders as part of the Master Planning process. The purpose of the workshop was to review the scope of the Study and to solicit discussion on potential projects, programs and policies for the TMP/ATP.

### 1.2 Consultation

The Notice of Study Commencement was issued at the beginning of April 2018 and advertised the Community Café, with information included to register for the event. Agencies, stakeholders and interest groups contacted included:

- Aboriginal Affairs and Northern Development Canada
- Canadian Environmental Assessment Agency Ontario Region
- Transport Canada / Navigable Waters Protection Program
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of the Environment and Climate Change (Eastern Region)
- Ministry of Indigenous Relations and Reconciliation
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Rideau Valley Conservation Authority
- Ministry of Community and Social Services – Eastern Region
- Ministry of Innovation, Science and Economic Development Canada
- Ministry of Municipal Affairs and Housing
- Lansdowne Association for Revitalization
- Lyndhurst Rejuvenation Committee
- Rockport Development Group
- Seeley's Bay and Area Resident's Association
- Leeds and District Western Horse Club
- Leeds and the Thousand Islands Archive
- 1000 Islands ATV Club
- 1000 Islands Kayaking
- Gananoque Canoe Club
- Leeds and the Thousand Islands Historical Society
- Seeley's Bay Athletics
- Charleston Lake Provincial Park
- Rideau Canal National Historic Site
- St. Lawrence Parks Commission
- Cataraqui Region Conservation Authority
- Thousand Islands National Park
- Town of Gananoque
- Township of Rideau Lakes
- Township of Front of Yonge
- City of Brockville
- United Counties of Leeds and Grenville
- Thousand Islands Area Residents Association

- Thousand Islands Association
- Township Taxpayers Association (TTA)
- Wheels of Care
- Furnace Falls (Lyndhurst) Senior's Group
- Seeley's Bay Senior's Club
- Lansdowne Seniors Club
- Youth Advisory Committee
- Algonquin to Adirondacks Association (A2A)
- Charleston Lake Association
- Friends of Charleston Lake Association
- Frontenac Arch Biosphere Reserve
- Gananoque River Waterways Association
- Lower Beverley Lake Association
- Thousand Islands Watershed Land Trust
- Leeds and Grenville District Health Unit
- Community & Primary Health Care/SAIL
- Seeley's Bay Health Centre
- St. Lawrence and District Medical Centre
- Economic Development Committee
- Environmental Action Committee
- 1000 Islands Helping Hands
- Seeley's Bay & Lyndhurst Chamber of Commerce
- 1000 Islands Chamber of Commerce
- 1000 Islands Bridge Authority
- Thousand Islands Bicycle Co.
- Allstream
- Bell
- Enbridge Gas Distribution
- Hydro One Distribution
- Hydro One Transmission
- Hydro Ottawa
- Rogers Communications

Indigenous Peoples groups that were contacted include:

- Algonquins of Pikwakanagan
- Algonquins of Ontario
- Kinouchepinini Algonquin First Nation
- Kijicho Manito Madaouskarin – Anishinaabe Baptiste
- Algonquins of Greater Golden Lake First Nation
- Mattawa / North Bay Algonquin First Nation
- Shabot Obaadjiwan First Nation
- Snimikobi Algonquin First Nation
- Whitney and Area Algonquin Community
- Hiawatha First Nation
- Moose Deer Point First Nation
- Ottawa Region Métis Council
- Métis Nation of Ontario
- Williams Treaty First Nation
- Bonnechere Algonquins First Nation
- Chippewas of Georgina Island
- Mississaugas of the New Credit First Nation
- Mississaugas of Scugog Island First Nation
- Beausoleil First Nation
- Alderville First Nation
- Curve Lake First Nation

### **1.3 Methodology**

The Community Café process follows the principles of the “World Café” philosophy; namely, that people want to talk together about issues that matter, and that as we talk together we are able to collectively achieve greater wisdom. People have the capacity to work together and can collectively be creative and insightful when actively engaged in meaningful conversations. The Community Café is a simple yet effective conversational method for fostering dialogue, accessing collective intelligence and creating innovative possibilities for action. The six Café principles are:

- Set the context
- Explore questions that matter
- Encourage everyone’s contributions
- Connect diverse perspectives
- Listen together for insights



- Share collective discoveries

The TMP/ATP Community Café was an informal event that facilitated conversation by providing participants with a comfortable and welcoming environment. The event was set up with tables, flowers, and background music to evoke a feeling of familiarity and comfort.

The event was organized to create a network of dialogue about issues that matter to the stakeholders and community. Each conversation was chosen to reflect the most important parameters of the project, and to realize the desired goals of the participants. Four topics were provided as discussion points to reflect the actual concerns of the community. As participants moved between the tables, key ideas and perspectives were exchanged which provided new insights to the project.

Café facilitators were stationed at each table to provide a neutral voice to the discussion. Facilitators encouraged all participants to contribute to the conversation and to remain focused on the topic being discussed. As participants moved between tables, the facilitators briefed the table on what was previously discussed. This allowed the table to build on the previous group's discussion, and provide a different insight into the topic.

The four topics that were chosen to be discussed during the event included the following:

1. Roads/Bridges
2. Active Transportation
3. Marine (docks)
4. Programs and Policies

Each discussion lasted approximately 15 minutes before participants were asked to move to a new discussion table.

### **1.3.1 Opening Presentations and Exhibits**

The Community Café event began with an introductory presentation, which is provided in **Appendix A**. Exhibits were displayed around the room, which are provided in **Appendix B**.

The introductory presentation and exhibits summarized project issues and the approach/process. Following the project introduction, the process and objectives of the Community Café event were explained. The participants then moved to the small tables to begin discussion on the applicable topic.

## 2.0 TOPIC DISCUSSIONS

At each table a topic of conversation was provided for discussion. Each topic had several questions associated with the topic; however, the conversation often diverged from the given questions. This allowed for the conversation to flow freely, and created an encouraging environment for everyone at the event to contribute ideas and perspectives. It also provided the participants an opportunity to direct the conversation to questions that are relevant to their actual concerns.

The following pages summarize the ideas and comments expressed during the event and in correspondence received post-meeting (see **Appendix C**). All of the comments are listed based on the discussion topic of the tables. Maps of the Township were shown at the Community Café and attendees were encouraged to mark up the maps with potential projects and issues. These marked-up maps are illustrated in **Figure 1** to **Figure 4**.

### 2.1 Roads/Bridges

#### Key Questions:

1. Are traffic congestion/delays or road surface type issues?
2. What do you feel are the safety concerns?
3. What road, bridge or intersection improvements would you like to see?

#### Comments:

##### General

- Roads with a poor surface include Quabbin Hill Road, Sandy Bay Road, Ferguson Road, Long Point, Road and Russell Road. All these roads have poor drainage as they typically have flat grades because of the topography.
- Ditches are often not effective or non-existent.
- Dean's Lane has constant issues with the culvert (add to projects).
- Ditch cleanouts are a priority and improved drainage.
- There should be road standards in the Township.
- There is a need to communicate to the public what the timing is for maintenance activities (grading, plowing, ditching, and brushing).
- The public should be able to know the standard for maintenance of the road for after a major rainfall for scheduled grading etc.
- Need an after-hours emergency number to call in for road or bridge emergency services. Publish number on website.
- The sizes of particles for surface treated roads are too large for cyclists.
- Please consider a wider platform.
- The wider platform could be available for cyclists
- The hard curb – please use rolled curbs (safer for cyclists).
- Maintenance for freezing rain is a growing issue. Should we be considering alternate materials?

- Speed enforcement is an issue.
- Maintenance of removing sand/salt seems to be a delay in the spring clean-up.
- Animals – outlet and Killenbeck Lake on County Road (CR) 3.
- Mowing.
- Wider paved shoulders at both ends of any bridges along the 1000 Islands Parkway to accommodate tourists and families with kids fishing. Stairs at either end of any bridges to lower the abutment extended for fishing, viewing, photographing etc. to keep touring public away from delicate ecosystems.

#### **Seeley's Bay**

- Seeley's Bay entrance from Highway 15 should be considered for safety improvement because of the traffic growth on Highway 15. There is a need to slow the speed of traffic to permit safe access to the settlement area.
- There is nothing south of Morton to slow down Highway 15 traffic southbound vehicles travelling past Seeley's Bay.
- The entrance to Seeley's Bay from Highway 15 is an issue (lighting is not adequate for the turn lanes).
- It is tough coming into the settlement area. The turn on Highway 15 has hazards. There is a skew.
- In Seeley's Bay there has been a lot of work (good).

#### **Lansdowne**

- The intersection on CR3 in Lansdowne is the largest safety concern.
- The intersection in Lansdowne has poor safety because of the visibility constraints of the existing buildings, but it is a landmark that maintains the original cultural heritage features of the village, and the former Lansdown hardware store may be a heritage building. There was consensus that everything happens at this corner i.e. busy location. It is the business core.
- On the east side of King Street the street is steep.
- Could we consider a bypass?
- There is a pedestrian safety issue at the intersection (visibility and curb heights).
- There is an issue with hydro poles on CR3 (within road surface) and can these be removed and sidewalks widened?
- It would be desirable to rehabilitate the street and maintain the building frontage on CR 3 in Lansdowne as these buildings are examples of old buildings in that block and original character of the Village.
- Condition of the train tracks in Lansdowne at the rail crossing should be improved.
- Reduce the speed from 80 km to 60 km before the bend at 948 CR 2 East straight through to the other side of Rapid Valley. This is an EDR and when traffic is rerouted the intersection where CR2 meets CR3 at Rapid Valley becomes congested. It becomes dangerous for drivers as well as children waiting for a bus/dropped off the bus.

#### **Haskins Point**

- Haskins Point Road is narrow access to Parks Canada.

- Does Parks Canada contribute to the road accessing to the area? Would they partner?

#### **Ivy Lea and Rockport**

- The Ivy Lea and Rockport cruise areas.
- Could the parking areas for bases be moved north of the Parkway?
- There is congestion at both locations.
- The Gananoque Boat Line generates significant traffic.
- Boat launches create traffic and there should be provision for parking cars and trailers.
- Traffic from boat ramps should consider parking north of Parkway.

#### **Sweets Corners**

- Sweets Corners. There are two sharp vertical curves and there is a horizontal curve beyond a vertical. These are marked on the plan.

#### **Lyndhurst**

- The Lyndhurst Bridge should provide safe walking/cycling access to cross the bridge. It is a dangerous connection between one side of the village and the other.

#### **County Road 2/County Road 3**

- Intersection of CR 2 and Prince Street at Rapid Valley has high speed collisions.
- The EDR creates a large safety concern.

#### **Black Rapids Road**

- Black Rapids Road has a bridge 6-7 years ago. There are washouts. Serious concerns.
- The nutrients from farm land are impacted by Black Creek floods Black Rapids Road going to outlet has a long history of settlement (CR3)

#### **Kidd Road**

- Kidd Road North is used as a shortcut and there is a bridge and approaches – large holes.

#### **Sand Bay Road**

- Sand Bay Road – flooding is an issue.

#### **Russel Road**

- Russell Road – poor condition with no base.

#### **Lynhurst Road**

- CR3 to Lyndhurst Road - vegetation blocks visibility.
- Skew angle of Sweets Corners/Lyndhurst intersection (poor visibility)

#### **Old Briar Hill Road**

- The sight visibility at Old Briar Hill Road – Check improving sight triangle on east side.

#### **Dulcemaine Road**

- Visibility off Dulcemaine Road for southbound drivers on CR3

#### **Highway 401/Reynolds Road Interchange**

- Reynolds Road overpass is narrow with poor surface condition within the interchange

- Poor visibility at Reynolds Road intersection.
- Contact OPP for collision intersection.

#### **Highway 401 WB Entrance from Parkway**

- Entrance to 401 on east side of Gananoque is unconventional and considered less safe.
- The 401 interchanges must be improved - there is so much truck traffic with EDR events.

#### **King Street**

- The stone wall at King Street/Prince Street is too high to see around the corner. Could the wall be shorter?

## **2.2 Active Transportation**

### **Key Questions:**

1. What type of facilities would you like to see for pedestrians and cyclists?
2. Do you feel safe walking or cycling along Township roads or streets?
3. How should cyclists be accommodated? On road? Off road? Shared facility?
4. What users and cyclist types should be accommodated along the corridor? (recreational or commuter cyclists?)
5. What are the key attractions that should be accessible to pedestrians/cyclists?
6. What are missing linkages in the settlement area for sidewalks?
7. What do you think are barriers preventing you from walking/cycling rather than driving?
8. What are the missing linkages in the cycling network?

### **Comments:**

- Paved shoulders on County roads (Highway 2, Highway 32, CR3, 1000 Islands Parkway to Charleston Lake Park specifically) would be desirable.
- Beyond dense traffic roads, have shared lanes, sharrows, painted green lanes for cyclists, share signs.
- At walking/cycling paths provide public porto-potties/washrooms.
- Provide rest stops – picnic table, benches.
- Coordinate facilities with vehicle pit stops.
- Provide water stops. There are a lot of long distance cyclists with nowhere to get water.
- Improve curb design. Hard curbs are bad for cyclists as they can't maneuver away from trucks or vehicles quickly. Consider rolled curbs in settlement areas.
- Provide parking facilities at head of cycling route/walking trail.
- When repaving roadways – consider cyclists hazards such as manhole cover depth from repaving is too low for cyclists who can't see them. Dangerous for cyclists.
- Provide bike racks at destinations or support businesses who will store bikes so cyclists don't have to remove their packs from their bikes. Issue of stolen packs/bikes.
- Create circular cycling routes rather than to/from routes on the same road.
- Create standard for Paving roads with smaller granular or using large granular on shoulders.
- Provide signage for "Share the Road."

- Include off-road mountain biking as part of the plan.
- Identify tourist attractions: Charleston Lake Park, Adirondak to Algonquin Park collaborative, places to eat or buy groceries/food, parkway lookouts that are maintained.
- Tourist “pretty areas.”
- Accommodate long distance cyclists through the area.
- Provide signage to St. Lawrence Park for long distance cyclists. They don’t always know about it.
- Signage for places to park, washrooms, etc.
- Provide advertisements on websites, at markets, to draw people who are spending time in the area, accessibility to markets.
- There are missing sidewalks in Lyndhurst, Seeley’s Bay.
- Consider sidewalk repair for existing facilities.
- Create walking trails including Marble Rock and the Rideau Trail Association. Have parking lots at trailheads.
- Provide canoe trailhead to get your canoe in the water.
- Paddle docks on the waterfront to coincide with walking trails.
- Create Gananoque River access points and signage of access.
- Support Thousand Islands Kayaking – they have paddling trails and designs for docks.
- The Township is 30% seniors and 30% low income families. Find a way to engage these residents for successful plan.
- Provide a sidewalk to the medical centre in Lansdowne and from Lyndhurst Bridge to the post office on both sides.
- Define sidewalk design: drainage, width, curbs, paving, and surface type.
- Sidewalks should be accessible: low curb height, depression at intersections.
- Accommodate pedestrian access south of Lansdowne across the tracks.
- The train tracks in Lansdowne are horrendous for all crossing users.
- Big Hill Road for cycling in Seeley’s Bay is a safety concern. Visibility in the area vs. speed of vehicles is unsafe for cyclists.
- Not a lot of cyclists in the area due to safety and lack of cycling infrastructure except west of Gananoque and the St. Lawrence Recreational Path.
- Shoulders of roadways are in disrepair and should be rehabbed to provide safer and user friendly facility for active transportation.
- Partner with the share the road cycling coalition (paved shoulder strategy).
- Seniors walking on paved shoulders with strollers should be considered as active transportation users.
- Active transportation should be considered for residents as well as tourists.
- Link to the Cataraqui Trail.
- Paved shoulders on CR3 and provide access to Charleston Lake. People bring their bikes to Charleston Lake and then don’t use them because there are no facilities.
- Seeley’s Bay is in disrepair.
- Use the Frontenac Arch Biosphere.
- Walking trails: liability between private lands and Township trails.

- Parkway on trail: On a bicycle downhill and crossing roadways stop signs should be on the roadways before and after the trails. Often cyclists are travelling quickly and visibility is poor.
- Rules of the cycling route should be available to educate users on how to properly use the path (i.e. walk and bike on the right except to pass)
- Provide better facilities for convoys of cyclists (who travel side-by-side or in large groups) on County roads.
- Integration with the Frontenac Arch Biosphere and the 5th Annual Eastern Ontario Active Transportation Summit (held in Brockville in 2018).
- Where vehicle traffic is encouraged to travel straight through a town/village, provide “Peoplescapes” or “Streetscapes” (i.e. spaces for pedestrians and protected cycling paths with dedicated routes for pedestrians as potential traffic calming measures, street markets, multipurpose space).
- Provide multi-use paths within settlements.
- Provide bike lanes on King Street West in Lansdowne.
- Lansdowne railway crossing for active transportation is terrible.
- Reduce train noise through the Township.
- Widen Haskins Point Road; it is very narrow even for vehicles and unsafe for users.
- Provide parking lots for active transportation users (i.e. at trailheads or to provide canoe/kayak access).
- Provide a sidewalk to casino from the last point in Gananoque.
- Prioritize connection from St. Lawrence Parkway and Recreational Trail to Lansdowne.
- Reynolds Road Bridge is unsafe for pedestrians and cyclists crossing at that point.
- Missing linkages include: Lyndhurst (provide safe connection to Charleston Lake Park that is not on the main roadway), provide signage to get to Charleston Lake Park.
- Canoe routes: Marble Rock Dam is owned by Energy Ottawa but the Gananoque River is an excellent canoe route in the Township. Provide signed route for portage to get around the dam.
- A bike shop within the Township is desirable.
- Pedestrians and cyclists should be required to use multi-use paths if available, not walk on the street.
- Direction arrows on pathways to indicate two-way traffic to allow cyclists to pass groups of people “hogging” the pathway.
- Signs on the roadway to impose fines for not using the bike path.
- No cyclists allowed on the 1000 Islands Parkway (they should only use the recreational trail).
- Kayak docks/launching stations along the parkway at Landon’s Bay, Greys Beach and Mallorytown.
- Safer walking and cycling paths throughout the Township.
- Identification of streams that are suitable for canoeing/kayaking and safe access points.
- Safety improvements for intersections for improved visibility/operation such as the Lansdowne CR intersection (Prince Street/King Street).

## 2.3 Docks

### Key Questions:

1. At what locations in the Township should docks be built?



2. What improvements to existing docks should be considered?
3. What types of facilities are you looking for at a dock (parking, washrooms, etc.)

**Comments:**

- 2 existing boat launches (Rockport and Seeley's Bay) and new location at Bateau Channel.
- There should be parking for all areas.
- There should be boat slips provided at all three locations (match Seeley's Bay).
- Provide wifi for tourists.
- There should be monitoring of boat slips.
- Should they lease out facilities such as the Rockport boat ramp?
- Friends of "Rockport Customers House" - a partnership with the Township.
- Good partnership with Rockport Customers House to provide services.
- Seeley's Bay wifi good to connect to adjacent local services – would check in and pay fee online.
- Facilities: washrooms and kayak/canoe stations are available but they need cleaning.
- Seeley's Bar and Area Residents' Association has worked to get the porta-potty/construction.
- There is now a porta-potty at Haskins Road.
- Consider a toilet trailer for Rockport/Ivy Lea.
- Bateau Channel Park – Consider boat launch and washrooms.
- Coordinate with the Town of Gananoque.
- In Seeley's Bay they are actually on the Rideau Canal and it is the only location in the Township to the Canal.
- Real opportunity for tourists and the Highway 15 travel route.
- Add signage on Canal (for boat traffic) of all available services available in Seeley's Bay.
- The plan could encourage other marina's (private) in the Township.
- Would like to have a service for 1-way canoe for a water trail (Bateau Channel to Gananoque).
- Canoe trips: starts in Morton, Rideau Canal portage route access.
- Rock Dunder and Blue Mountain trails.
- Support more boat traffic.
- There is a 15 minute walk from the Rideau (200 ft and a great lookout).
- Support PaddleON events.
- Buy right-of-way where pathway crosses private property to Blue Mountain.
- Thanksgiving Monday parking (150 cars) to Blue Mountain (9 km return trip).
- There has never been a reported find of a Clovis Point – arrowhead in the Township but in close proximity.
- Create a program to connect businesses – local experiences, eco-tourism.
- Long term expectation to build nodes at 20 km with accommodations such as beds and food (like Spain El Camino Santiago Trail).
- For example: Furnace Falls B&B, stay.
- Preserve the historic River Road Bridge as part of the road needs study.
- Support provision of wildlife corridor passages, Charleston Lake to Bridge.

- Create water access such as:
  - Sand Bay Road – Old road allowance at Sand Bay
  - Larose Bay Road for access to water
- Create funding to create trails.
- Most trails are on public lands.
- Giant docks are not preferred as they do not align with the natural character left within the Township.
- A dock and improved access along the 1000 Islands Parkway rest-stop near Rockport.
- Public ramps and docks with parking lots for public access.

## 2.4 Programs and Policies

### Key Questions:

1. What programs should be considered by the study?
2. What policies should be considered by the study?

### Comments:

- Advertisements in magazines to bring tourists.
- Make cycling in the Township more user friendly to attract tourists.
- Signage on 1 m passing distance from cyclists.
- Education program on how to safely pass a cyclist.
- Partnership with groups for road safety challenge to find funding.
- New pedestrian crossovers with an education package sent from the Township.
- Roadkill program to find hot spots for animal crossings.
- Transportation policy to encourage active transportation to schools, libraries etc.
- Walking to School Bus Programs (let off students are the Fire Hall in Lansdowne and provide supervised walks home).
- Walk-to-School Weeks during the fall and spring months.
- Encourage active transportation and reduce vehicle use/increase carpooling to reduce emissions and increase safety in the Township.
- How to combat invasive species (such as garlic mustard or wild parsnip) and other environmental issues such as salt and endangered species.
- Temporary portable ramps for getting on the sidewalk.
- Tactile plates at intersections on sidewalks for accessibility.
- Cycling friendly designated areas/routes within the Township.
- Education programs for ATV usage within the Township. It is not clear if ATVs are to use the shoulder or the roadway or how to pass cyclists on the road with vehicles in the lane as well.
- Add a policy for ATV vs. vehicles vs. cycling.
- Support from the Township for clubs to self-police (such as trail cameras to take pictures of infractions).
- Collaboration between the Township and County for policies such as paved shoulders on County Roads

- Programs for sharing cycling equipment such as bikes, backpacks, etc.
- Liability policy between the Township and Energy Ottawa for the Marble Rock Dam route so canoeists can portage around the dam on Gananoque River.
- Paddling trail through the municipality and insurance requirements.
- Paved shoulder policy.
- Paved multi-use pathway along trail routes (such as along CR 2 from Brockville to Gananoque).
- Shuttle bus programs for canoe/kayakers and seniors to travel throughout the Township or bring tourists from Brockville/Kingston. One example is Innisfil Transit: a transit system was too expensive for Innisfil so they partnered with Uber as an on-demand, shared transportation option powered by Uber and subsidized by the Town.
- Public transportation program for those who can't afford a vehicle or don't want one.
- Public transportation program for youth/seniors to go to main towns/cities for trips such as getting to/from jobs, shopping, after-school activities.
- Shuttle people to the northern settlements. Cruises could shuttle people to markets within the Township.
- Partnering services with the Casino and Gananoque/Kingston/Brockville to shuttle people from those cities to within the entire Township rather than just the casino.
- Age friendly policies for those who aren't as mobile but are interested in being mobile.
- Recreation and retirement within the Township should be the draw. Although the average age is in the 50s, there should be recreation to draw young people to visit/stay.
- Restrict trucks parking on the road in settlement areas, such as in Lyndhurst where every weekend a 53 ft truck is parked on residential streets, in Seeleys Bay and Lansdowne.
- Consideration for wildlife within the Township such as safe wildlife road crossings when bridge work is done to increase safety for human transportation.
- Messaging to educate people on reducing the risk of transferring invasive species when entering waterways.

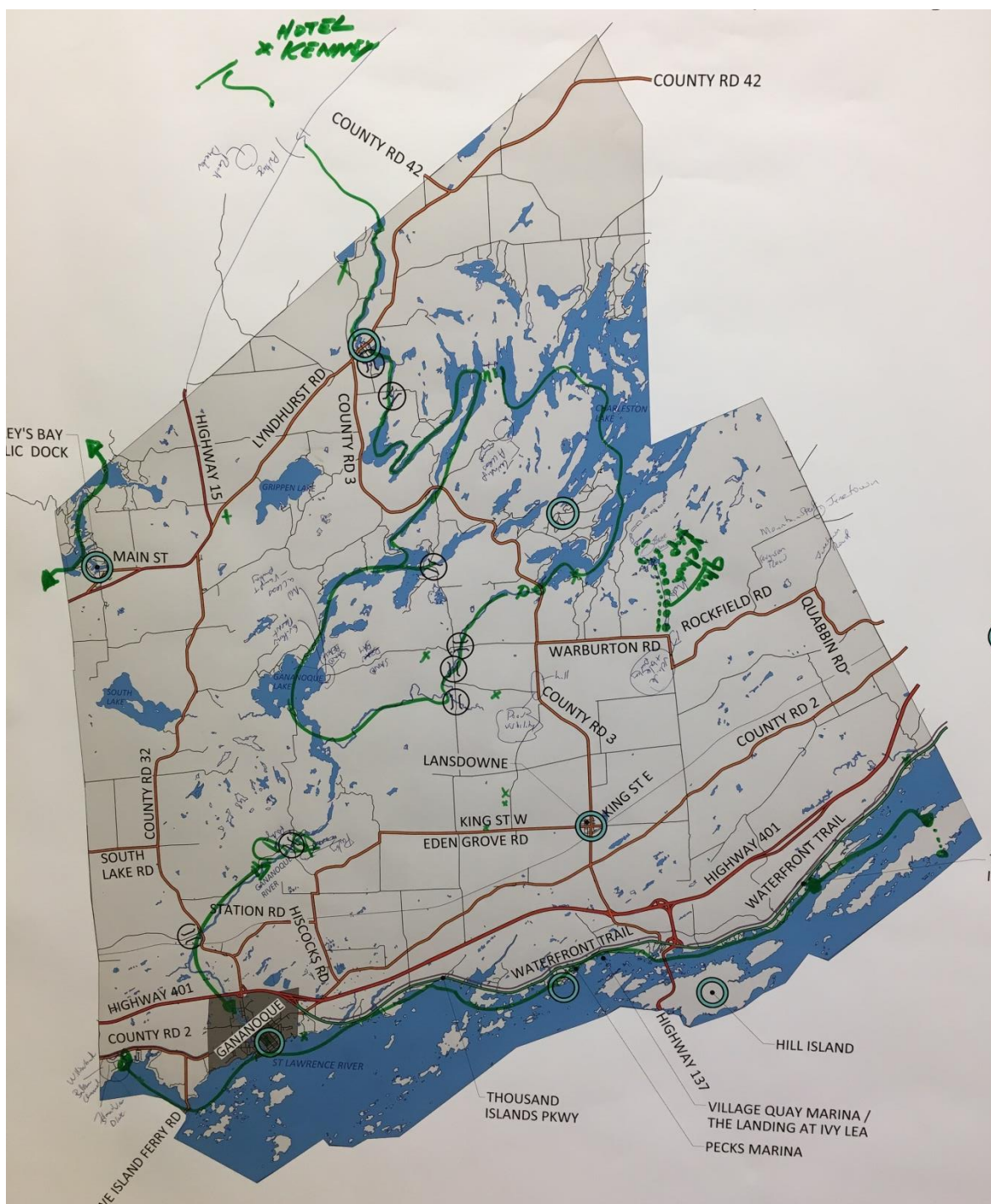
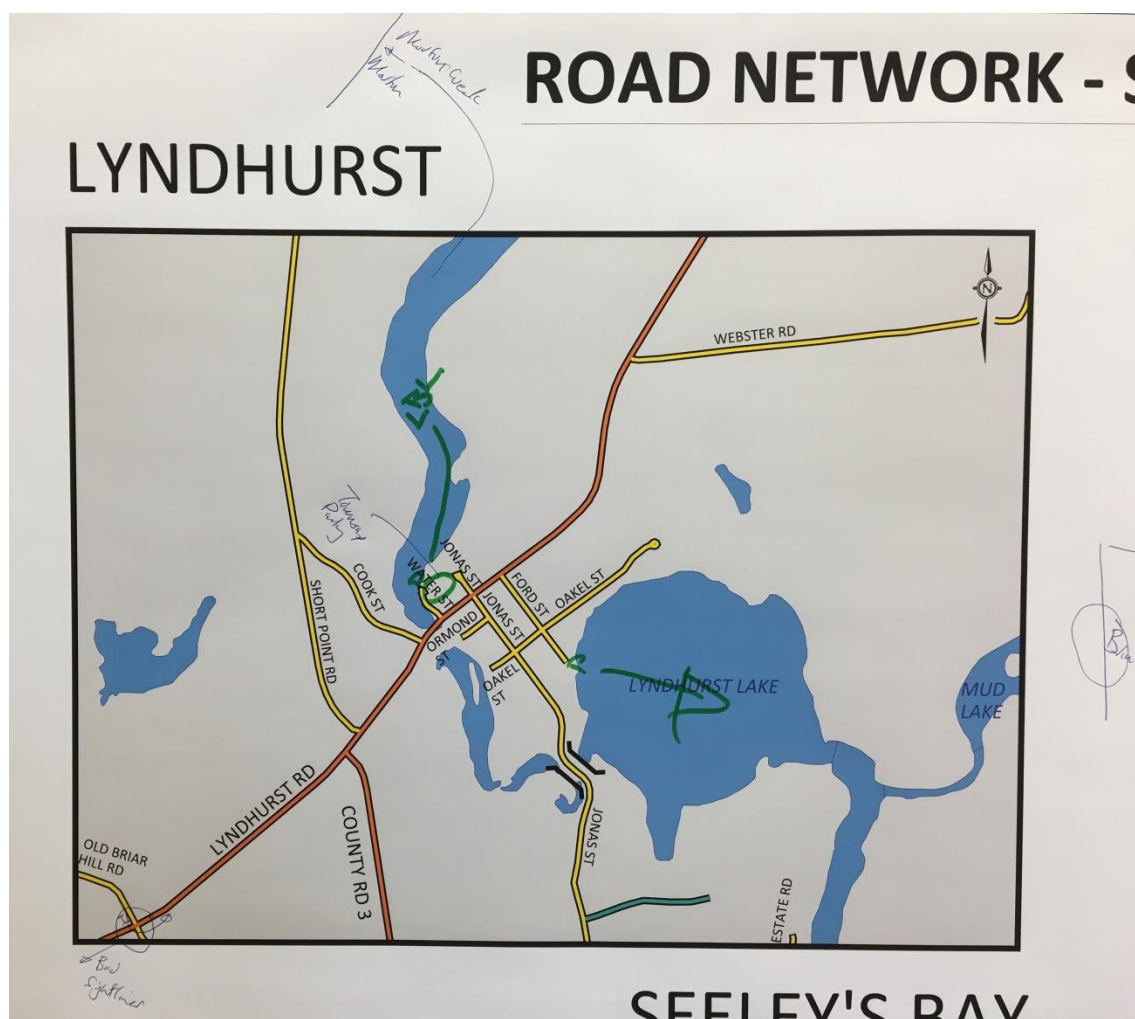


Figure 1: Potential Township Canoe Routes, Issues and Projects



### Figure 2: Potential Projects and Issues in Lyndhurst





Figure 3: Potential Projects and Issues in Seeley's Bay

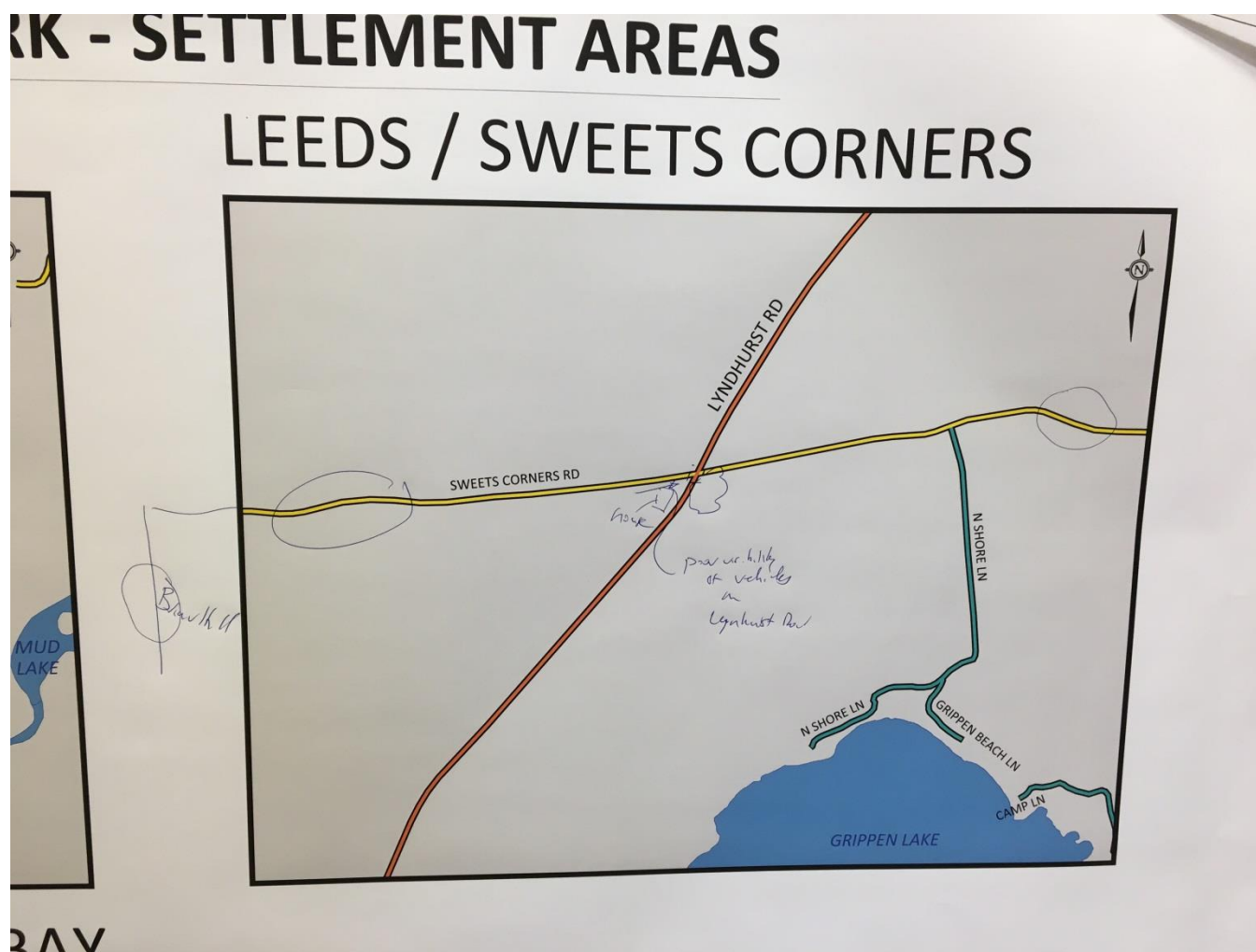


Figure 4: Potential Projects and Issues in Sweets Corners



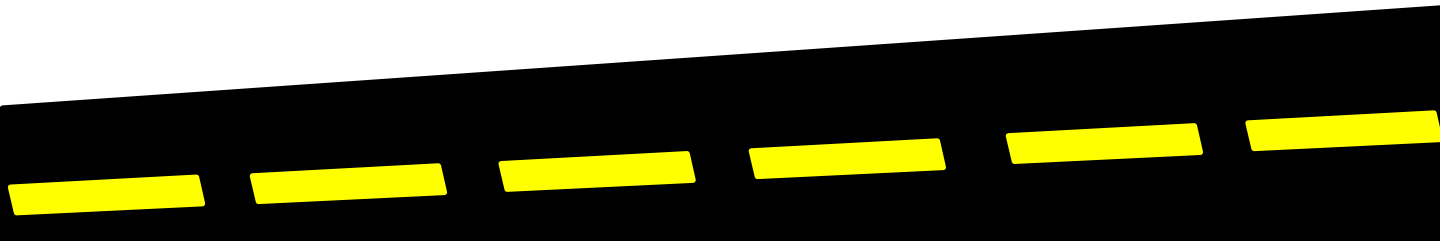
### **3.0 NEXT STEPS**

The discussion presented in this report represents the opinions of the public and stakeholders. These discussions will be used as input by the Planning Team for subsequent steps in developing the Master Plan. The alternatives will be presented to the public at the first Public Information Centre tentatively scheduled for May 19, 2018.

Readers of this report are cautioned that the recorded ideas and discussions are unsubstantiated and may or may not be feasible, and require development. They do, however, represent the best effort to identify the issues and alternatives for the project that are consistent with the values of the public/stakeholders in attendance.

# **Appendix A**

## Introductory Presentation



## Township of Leeds and the Thousand Islands

### Transportation Master Plan / Active Transportation Plan



Community Café

April 26, 2018

## Project Introduction

- The Township of Leeds and the Thousand Islands initiated this Transportation Master Plan/Active Transportation Plan to create a comprehensive and sustainable transportation plan for efficient development.
- The final document will include recommendations covering:
  - Future projects
  - Municipal standards
  - Accessibility
  - Policies and Programs
  - Facilities
  - Marketing and Education



# Work Program

## Phase 1 - Step 1 Data Collection

- Project Start-up
- Information Gathering
- Study Design

## Phase 1 - Step 2 Identify Problems and Opportunities

- Advisory Committee Workshop/ Community Cafe
- Environmental Review
- Development of Network Improvements
- Evaluate Connectivity with Area Municipalities
- Best Practices Review and Policy Development
- Development, Analysis and Prioritization of Potential Roadway Projects and Strategies
- Public Information Centre
- Preparation of Transportation Master Plan/Active Transportation Plan

## Township of Leeds and the Thousand Islands



# Opportunities

- Promotion of eco-tourism and the resulting economic benefits
- Build upon Provincial Initiatives #CycleON and #PaddleON
- Reduction of motorized vehicle trips / improve environmental sustainability
- Promote healthier lifestyles



## Local Issues

- Local vehicular and cycling routes on Township or County roads that may provide linkages to the Provincial network on the Thousand Islands Parkway or to tourist destinations at Charleston Lake
- Cycling and pedestrian linkages to major commercial businesses
- Pedestrian connections (sidewalks and crossings) within settlement areas
- Paved shoulders on Township, County or MTO linkages
- Bridge projects based on structural needs
- Bridge cross section widenings for active transportation
- Safety improvements for substandard horizontal or vertical curves
- Safety of tourist areas accessing the 1000 Islands cruises

# Local Issues

- Safety improvements for major intersections (improved visibility or operation) such as the Lansdowne County Road intersection (King Street East and Prince Street)
- Paving or surface treatment of Township Roads based on traffic demand or active transportation needs
- Signage and wayfinding
- School crossing and community safety zones
- Use of new pedestrian crossover standards now approved for use in Ontario
- Canoe routes/boating facilities (an example would be Township boat ramps to access island properties being added or upgraded to include dockage)
- New road corridors

## Draft Study Design

The Draft Study Design, available on the project website, was prepared to:

- Present the proposed problem/opportunity statement
- Summarize the proposed work plan
- Describe the study process to meet the requirements of the Ontario Environmental Assessment Act

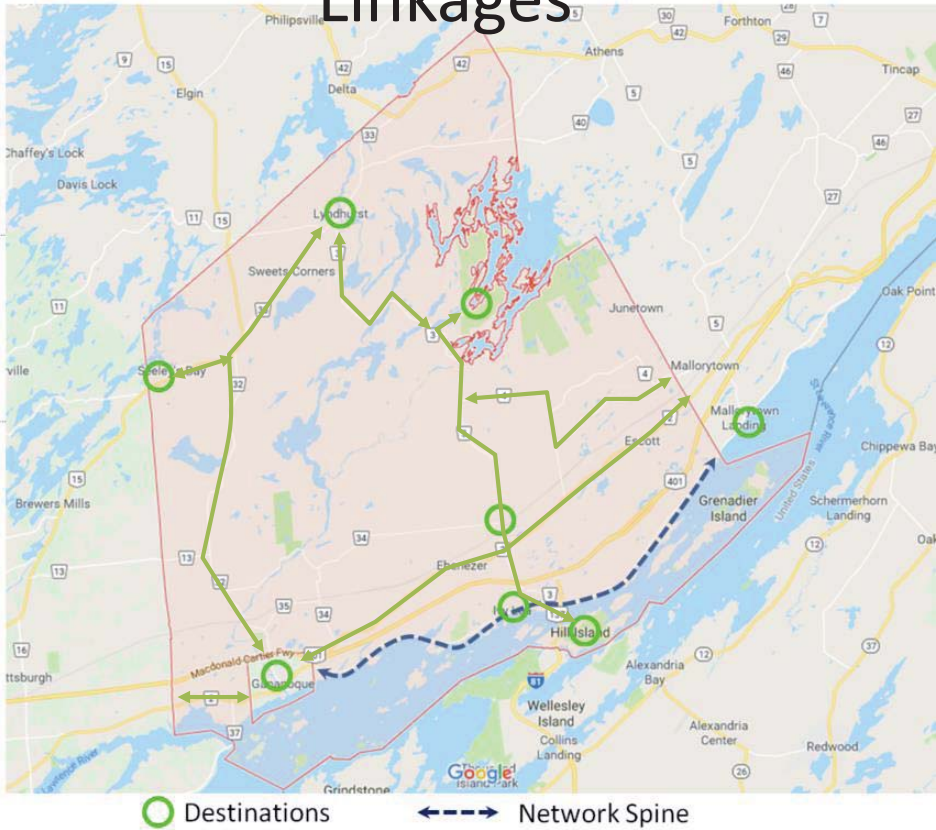
The Township of Leeds and the  
Thousand Islands  
Transportation Master Plan  
Study Design Report

DRAFT



March 20, 2018

# Active Transportation Potential Linkages



## Elements of TMP/ATP (For Discussion)

Facilities	Roads	Bridges	Active Transportation (Walking, Cycling and Canoeing)	Marine (Docks)
TMP/ ATP Elements				
Projects				
Programs				
Policies				



# Schedule

Task	Date
Project Start-Up Meeting	March 2018
Study Design	March 2018
Study Commencement Notice	April 2018
Information Gathering	March – April 2018
Community Café	April 2018
PIC No. 1	May 2018
Environmental Review	March – May 2018
Development of Network Improvements (Projects)	March – April 2018
Evaluate Connectivity with Area Municipalities	March – April 2018
Best Practices Review and Policy/Program Development	March – April 2018
Submit Coarse Screening of Options	May 2018
Refinements to Development, Analysis and Prioritization of Potential Roadway Projects and Strategies	May - July 2018
Draft TMP/ATP	August 2018
PIC No. 2	Fall 2018
Refinements to Policies, Programs and Preferred Network (Projects)	Fall 2018
Final TMP/ATP Submission to Township	Fall 2018

## Community Café

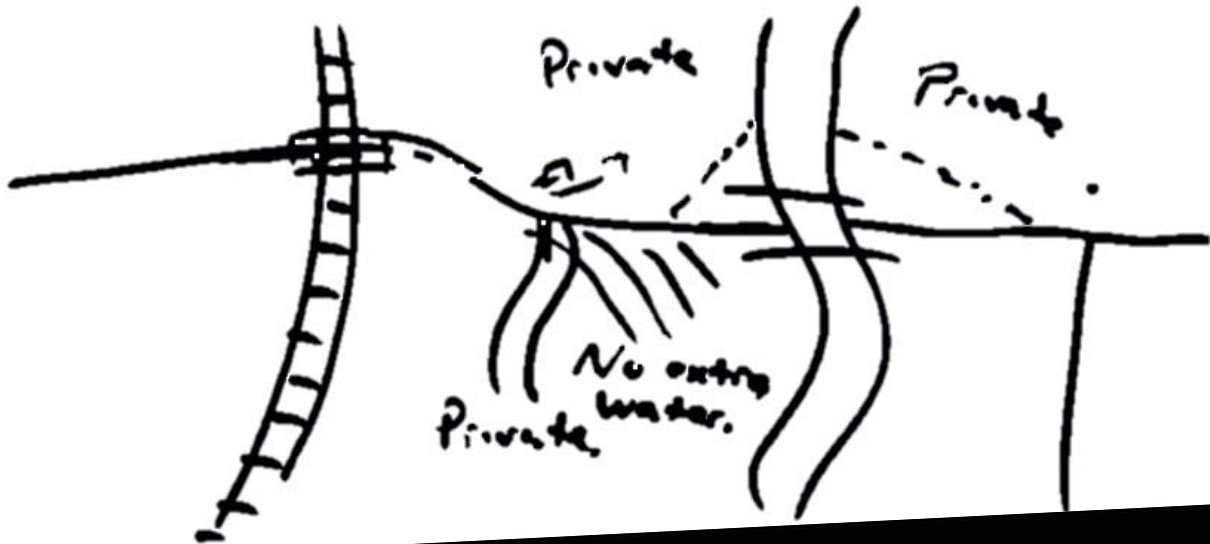
# Café Process

- Participants will be divided into small groups to allow conversations and dialogue
- At the conclusion of a discussion period participants will be asked to change tables and mix between topics
- Participants are free to sit out a session
- A recorder will make notes of the discussion of problems and potential solutions, and invoke questions to generate discussion

# Café Approach

- Focus on dialogue between neighbours
- We are here to listen to your values and priorities
- Informal discussion of topics
- Encouraged to doodle sketches
- Build consensus of perspectives
- Discussion will be recorded

# Sample Doodle

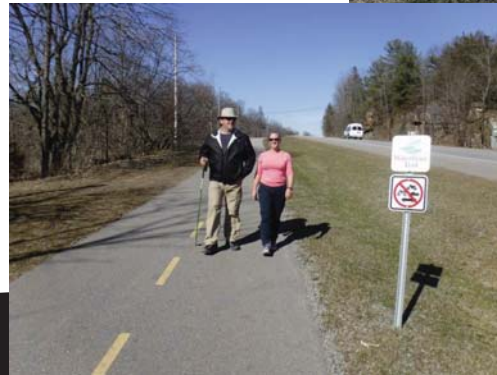


# Small Group Discussions



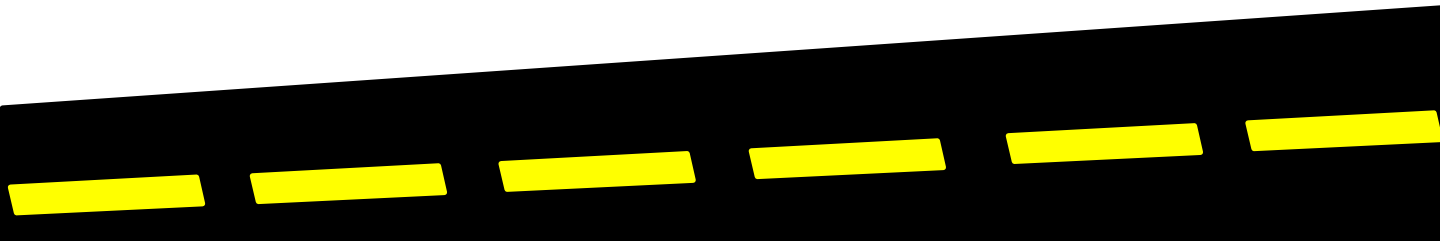
# Tonight's Café Discussion Topics

- Roads/ Bridges
- Active Transportation
- Docks
- Programs and Policies



# **Appendix B**

## Community Café Exhibits





# Township of Leeds and the Thousand Islands Transportation Master Plan / Active Transportation Plan



**Community Café**  
Thursday, April 26, 2018  
Lansdowne, Ontario

## Welcome

Welcome to the Community Café event for the Transportation Master Plan / Active Transportation Plan for the Township of Leeds and the 1000 Islands.

The purpose of this event is to listen to concerns and help define transportation issues and potential projects, policies or programs.

The Township of Leeds and the Thousand Islands initiated this Transportation Master Plan/ Active Transportation Plan to create a comprehensive and sustainable transportation plan for efficient development.

The final document will include recommendations covering:

- Future Projects
- Municipal Standards
- Accessibility
- Policies and Programs
- Facilities
- Marketing and Education

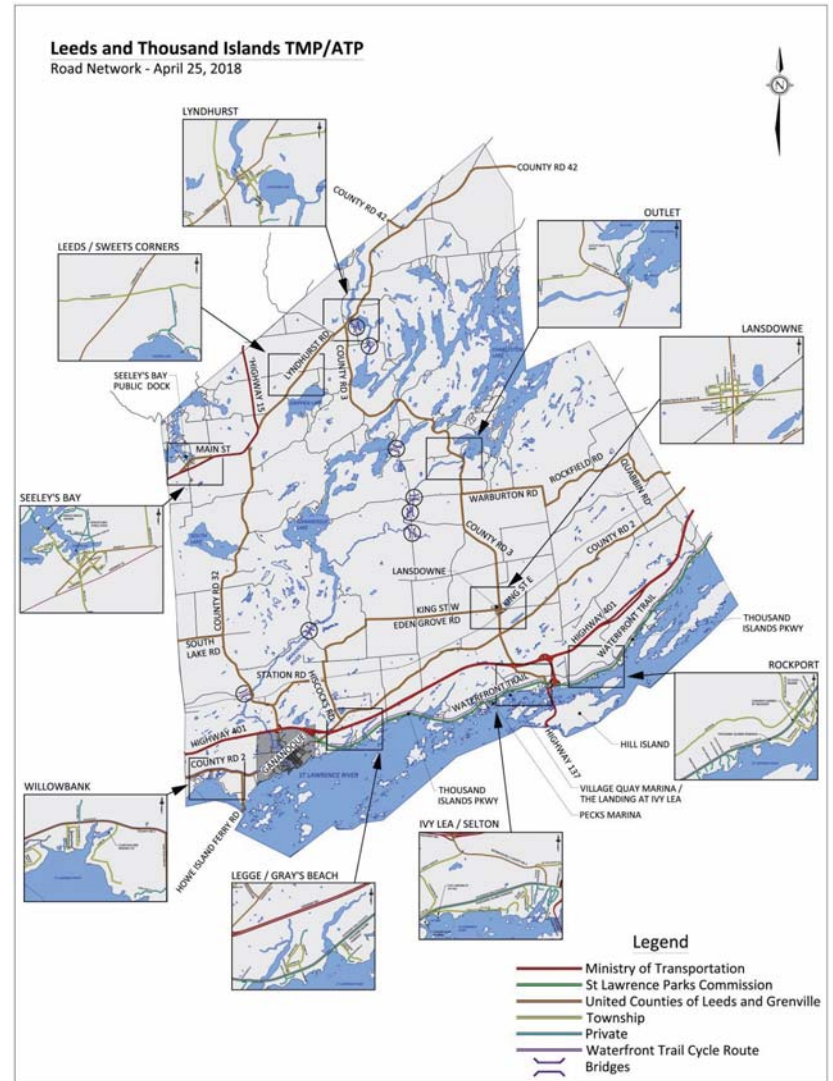




## Local Issues

- Local vehicular and cycling routes on Township or County roads that may provide linkages to the Provincial network on the Thousand Islands Parkway or to tourist destinations at Charleston Lake
- Cycling and pedestrian linkages to major commercial businesses
- Pedestrian connections (sidewalks and crossings) within settlement areas
- Paved shoulders on Township, County or MTO linkages
- Bridge projects based on structural needs
- Bridge cross section widenings for active transportation
- Safety improvements for substandard horizontal or vertical curves
- Safety of areas of tourist access to the 1000 Islands Cruises
- Safety improvements for major intersections (improved visibility or operation) such as the Lansdowne County Road intersection (King Street East and Prince Street)
- Paving or surface treatment of Township Roads based on traffic demand or active transportation needs
- Signage and wayfinding
- School crossing and community safety zones
- Use of new pedestrian crossover standards now approved for use in Ontario
- Canoe routes/boating facilities (an example would be Township boat ramps to access island properties being added or upgraded to include dockage)
- New road corridors

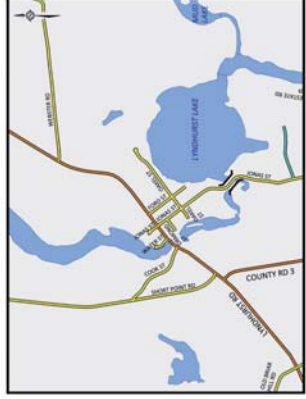
## Road Network





## Road Network – Settlement Areas

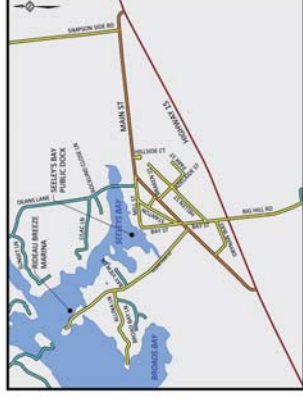
### LYNDHURST



### LEEDS / SWEETS CORNERS



### SEELEY'S BAY



4

## Road Network – Settlement Areas

### OUTLET



### LANSLOWNE



### ROCKPORT



5

## Road Network – Settlement Areas



## WILLOWBANK

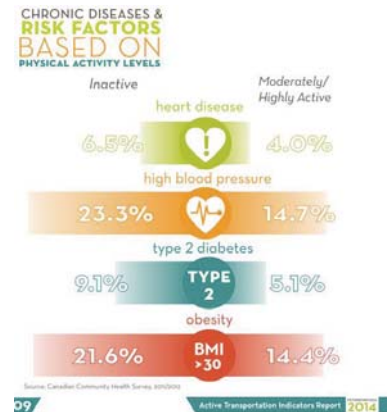


6

## Benefits of Promoting Active Transportation

### Health

The World Health Organization has identified promotion of active modes of transportation, such as walking and cycling, to be one of the few policy decisions that has the potential to significantly reduce chronic diseases.



### Economic

Surveys completed for Cycle Tourism Reports indicate that 40% to 60% of businesses in Prince Edward County, Essex County and Halton Region identified cyclists as either a “core” or “regular” part of their business.

### Safety

Addressing safety concerns for pedestrians and cyclists by identifying infrastructure needs and priorities could lead to more active transportation users in the Township.

### Environment

Significant environmental benefits can be achieved by reducing the need to rely on motorized transportation.



7

## Who are we developing the plan for?

### Transportation network:

- Tourists
- Local residents

### Active Transportation:

- Pedestrians (including hikers)
  - All ages and abilities
  - Multiple trip purposes



### • Cyclists:

#### Strong and Fearless



#### Enthusied and Confident



#### Interested but Concerned



### • Others:

- Canoeists
- Mountain bikers
- Rollerbladers
- Skateboarders



## Types of Active Transportation Facilities

### Pedestrians

- Sidewalks/ Multi-use Pathways/ Trails
- Crossings



### Cyclists

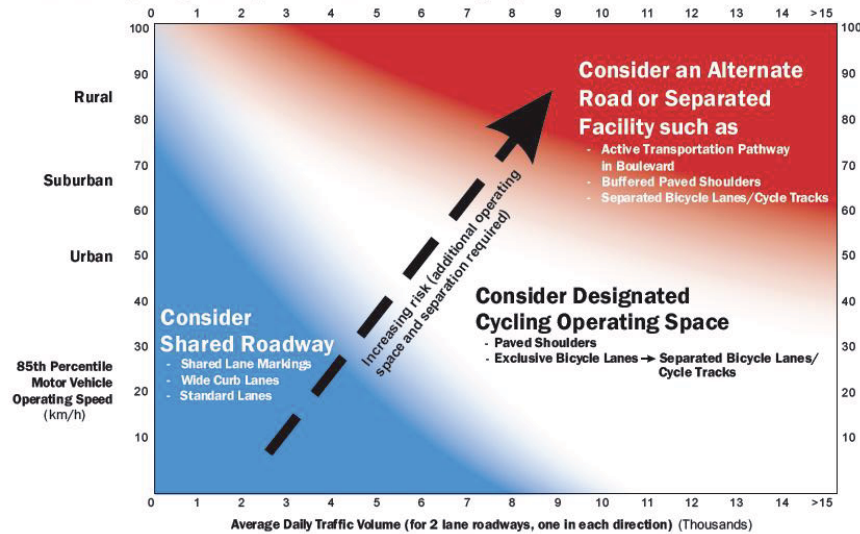


Source: MMT 2013



## Desirable Cycling Facility

### Desirable Cycling Facility Pre-selection Nomograph



Shared Roadway



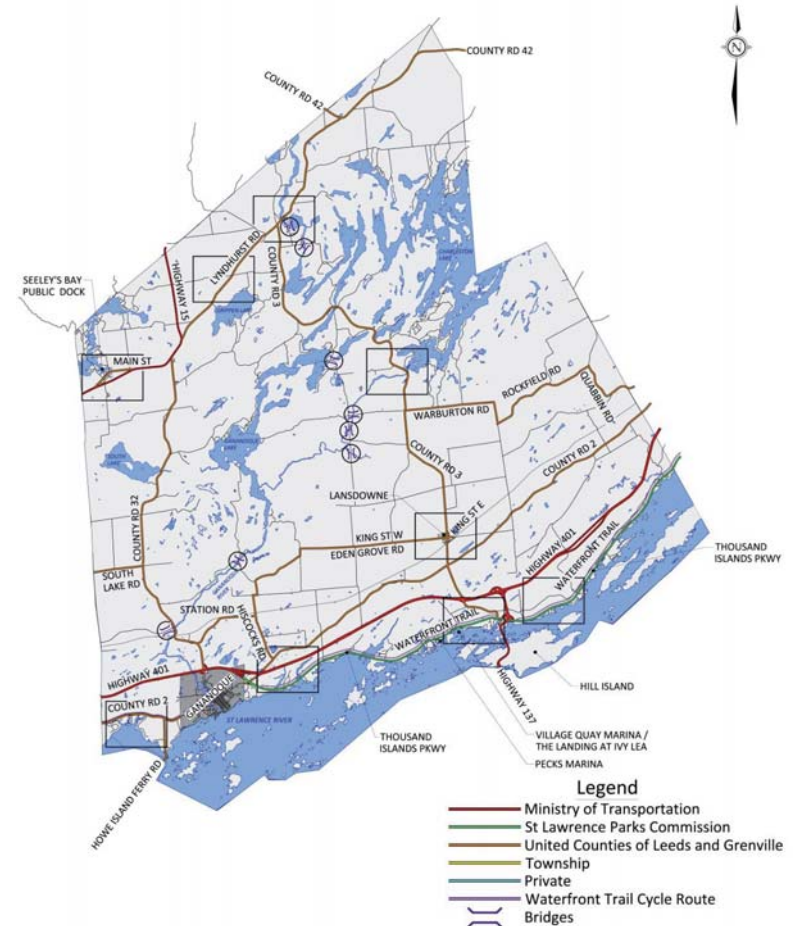
to



Multi-Use Pathway



## Key Attractions / Destinations to be Serviced by Potential Active Transportation Linkages



## Comment Sheets

The public is being asked to provide input on what elements should be included in the Township's future Transportation Master Plan / Active Transportation Plan (TMP/ATP). Your input into this study is valuable and appreciated. Please provide your comments on the project using the comment sheet (provided on the resource table).

**Projects:** A project would be a site specific physical change to a road, bridge, path, sidewalk, dock, etc.

**Programs:** A program would be a future initiative such as public education.

**Policies:** A policy would be an approach that Council could consider for standards such as sidewalk width, accessibility, road surface, etc.

TMP/ ATP Elements \	Facilities	Roads	Bridges	Active Transportation (Walking, Cycling and Canoeing)	Marine (Docks)
Projects			What projects could be here?		
Programs			What programs could be here?		
Policies			What policies could be here?		

## Next Steps

### Following this meeting we will:

Review all comments – May 2018

Complete technical investigations and inventories – Spring/Summer 2018

Hold Public Information Centre No. 1 – June 2018

Review Projects, Programs and Policies – Summer 2018

Hold Public Information Centre No. 2 – Fall 2018

TMP/ATP Report – Fall 2018

### How can you remain involved in the Study?

Request that your name/e-mail be added to the mailing list

Provide a completed comment sheet

Contact the City's representative or the consultant at any time

Any of our representatives that are present can assist you with the above activities.

### Thank you for your participation in tonight's meeting.

Your input into this study is valuable and appreciated.

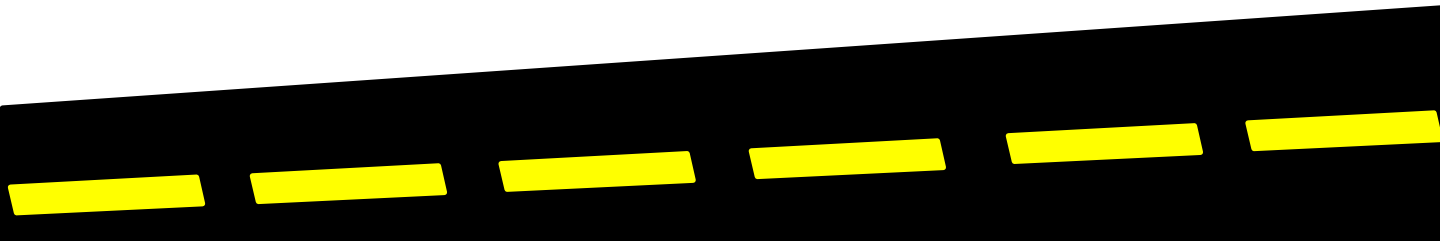
Please provide your completed comment form on or before

**Thursday, May 10, 2018.**

Personal Information contained on the comment form is collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used for the purpose of responding to your request. Questions about this collection should be directed to the Township Project Manager.

# **Appendix C**

## Post-meeting Correspondence





**Township of Leeds and the Thousand Islands Community Café**

Thursday, April 26, 2018

**Transportation Master Plan / Active Transportation Plan**

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented, including page 2 of this comment sheet to illustrate your thoughts on potential projects, programs and/or policies for the TMP/ATP.

**(Please turn over if additional space is required.)**

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **Thursday, May 10, 2018** to:

Steve Taylor, P.Eng.  
BT Engineering Inc.  
100 Craig Henry Drive, Suite 201  
Ottawa, Ontario K2G 5W3  
Tel: (613) 228-4813 Fax: 1 (613) 280-1305  
[steven.taylor@bteng.ca](mailto:steven.taylor@bteng.ca)

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Name / Organization:

Address

City / Town

Postal Code

Email address

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA.

mailing address ☐

email ☒



**Community Cafe**  
**Thursday, April 26, 2018**

**Transportation Master Plan / Active Transportation Plan**

Please mark in the table below what you think should be a project, program and/or policy.

There can be more than one check for each facility (column).

Facilities TMP/ ATP Elements	Roads	Bridges	Active Transportation (Walking, Cycling and Canoeing)	Marine (Docks)
Projects				
Programs				
Policies				

**Projects:** A project would be a site specific physical change to a road, bridge, path, sidewalk, dock, etc.

**Programs:** A program would be a future initiative such as public education.

**Policies:** A policy would be an approach that Council could consider for standards such as sidewalk width, accessibility, road surface, etc.

POLICY — COLLABORATE WITH ALL GOVERNMENTAL  
 LEVELS OF GOVERNMENT WITHIN THE REGION

TO REALIZE A MUCH BROADER RESULT.



## Township of Leeds and the Thousand Islands Community Café

Thursday, April 26, 2018

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Thursday, April 26, 2018

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**Township of Leeds and the Thousand Islands Community Café**

Thursday, April 26, 2018

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Education programs for/about active transportation  
↳ Also how to limit use of vehicles (use 1 instead of 2)

(Please turn over if additional space is required.)

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Name / Organization: [Redacted]

Address [Redacted]

City / Town [Redacted]

Postal Code [Redacted]

Email address [Redacted]

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mailing address ☒

email ☒

**Sent:** April 23, 2018 9:48 PM

**To:** [REDACTED]

**Subject:** Transportation Master Plan - Community Cafe

I read the draft Transportation Master Plan Study Design Report on your website but, unfortunately, am unable to attend the Community Café schedule for this Thu 26<sup>th</sup> April. I have signed up to be provided updates as the study progresses.

My wife and I are cottage owners [REDACTED] and are very interested in the expected issue of “Canoe routes/boating facilities (an example would be Township boat ramps to access island properties being added or upgraded to include dockage)” on page 4. This hit home as it is something we have desired for the years we have owned the cottage. Easier kayak access to the TIP paved path would be a huge benefit to the island cottagers. Personally, I am a runner and making it more accessible would get me out there more often that I presently do.

As important to islanders are dock facilities - especially for pontoon boats – the work horses of most islanders. This is the lifeline for getting people and supplies to the islands. Having abundant access to dockage where one could leave their boat while running errands, or while away for the week, would serve the tax-paying islanders well. The township definitely needs more dockage in the areas down river from Rockport.

Please consider this in your study.

[REDACTED]



# Transportation Master Plan / Active Transportation Plan

The Township of Leeds and the Thousand Islands has initiated a Study for a Transportation Master Plan/Active Transportation Plan (TMP/ATP). This study will provide recommendations to the Township to prioritize the implementation of transportation related infrastructure.

After you've had a chance to review the [Draft Study Design Report](#), please tell us what you think.

## Guiding Definitions

**Projects:** A project would be a site specific physical change to a road, bridge, path, sidewalk, dock, etc.

**Programs:** A program would be a future initiative such as public education.

**Policies:** A policy would be an approach that Council could consider for standards such as sidewalk width, accessibility, road surface, etc.

**Roads - please describe any projects, programs or policies you would like to see implemented.**

Transportation is not available for youth or seniors to go to main towns or cities. Our seniors are moving out of rural area and villages. Our youth with no transportation can not go to after school activities or go to a job after school, weekends or for the summer.

There needs to be a bus even if it is just 2 or 3 times a day

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

There are not cycle lane/area paved on all our main roads. Just the Parkway  
We need it if we want to consider it safe to use bikes. Especially for youth

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**

there are no public ramp along the St Lawrence river with a dock. Need one to go park your trailer and car/truck. There are no public parking available





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**Roads - please describe any projects, programs or policies you would like to see implemented.**

This concerns both 'roads' and 'active transportation' - If a road has access to, or, is adjacent to, a 'bike path' pedestrians should be required to use this or be fined. Many times I've had to swerve for bicyclist that are traveling on the 'Thousand Island Parkway' rather than the newly paved bike path. I've heard that people walking in groups block the path, that is why they chose the roadway. Directional arrows painted on the path to indicate two way traffic that would allow bicyclist to pass, over take, walkers. Also signs on the roadway to impose fines for not using the bike path.

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

A wider , maybe even paved, shoulder at both ends of the bridges along the 'Thousand Island Parkway' to accommodate tourists photographing and families with kids fishing. Stairs at either end to the lower abutment that has been extended out a little for fishing and viewing, photographing, on the St. Lawrence side. This would help keep the touring public away from delicate ecosystem areas.

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

This concerns both 'roads' and 'active transportation' - If a road has access to, or, is adjacent to, a 'bike path' pedestrians should be required to use this or be fined. Many times I've had to swerve for bicyclist that are traveling on the 'Thousand Island Parkway' rather than the newly paved bike path. I've heard that people walking in groups block the path, that is why they chose the roadway. Directional arrows painted on the path to indicate two way traffic that would allow bicyclist to pass, over take, walkers. Also signs on the roadway to impose fines for not using the bike path.

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**



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**Roads - please describe any projects, programs or policies you would like to see implemented.**

The top of King St at the stop sign needs to be shaved down along the stone wall so we can see around the corner.

PAVE the shoulders! We keep hearing about towns that have completed this and trails through their towns for bikes and pedestrians. Why are we not important enough?

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

Bicycling ways such as paved shoulders need to be extended to catch up with the needs of our people and tourism and events. We need a bike shop.

With the lose of the bank. a lot of people on minimal incomes who cannot afford to drive or pay taxis all the time will need an easy use commuter system to the other towns.

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**

The problem of giant docks {that pay taxes} go directly against the warm and fuzzy needs of the people who value the land with some natural character left intact.



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**Roads - please describe any projects, programs or policies you would like to see implemented.**

subject: reduce speed limit from 80 km to 60 km

location: to include this span from before the bend at 948 County Road 2 East, Lansdowne straight through to the other side of Rapid Valley

reason: this is a EDR and when traffic is rerouted the intersection where County Rd 2 meets up with County Rd 3 at Rapid Valley, becomes congested.

By reducing the speed limit sooner will help the flow of the traffic at this intersection, give drivers more reactive time when congestion is building up, as well as, there are a number of residents on this straight who have children taking the school buses. When the traffic is rerouted it becomes even more dangerous for children waiting outside for the buses to be pick up for school and/or dropped off.

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

YES! Safety improvements for intersections (improved visibility or operation) such as the Lansdowne County Road intersection (Prince Street/ King Street West/ King Street East)

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**



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**Roads - please describe any projects, programs or policies you would like to see implemented.**

Absolutely NO bicycles allowed at any time on the 1000 islands parkway. They have a bicycle path to use. It is too dangerous to be riding a bike on a highway where 80km is the limit. This is just common sense.



**Bridges - please describe any projects, programs or policies you would like to see implemented.**

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

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**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**



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**Roads - please describe any projects, programs or policies you would like to see implemented.**

Now that the bike path on the parkway has been rejuvenated and is safe/ in good condition I think there should be a no bikes on the parkway rule - since they have a great and safe bike path to use. I often see vehicles whizzing past bikes at high speed and Worry that something is going to happen one day..

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

There are very few / no locations to put a canoe in or kayak in the water. We live on such a beautiful river with very little access to it as residents. I would love to see canoe and kayak docks/ launch's along the parkway at Landon's bay, greys beach, mallorytown etc....

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**



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**Roads - please describe any projects, programs or policies you would like to see implemented.**

I would like to see a policy in effect that deals with large trucks being parked on roads in the settlement area. We have an issue in Lyndhurst that occurs every weekend when a large (53 ft) truck is parked on one of our residential streets. It is unsightly, creates traffic flow problems and considerable noise when it arrives and leaves.

I have heard this is a problem in Seeleys Bay as well as Lansdowne and was surprised to learn there was not currently any bylaw or policy in place to deal with this.

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

The Lyndhurst Bridge is a lovely historic part of the community but since it doesn't have a safe walking or cycling area, it becomes a dangerous connection between one side of the village and the other.

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

I would love to see safer walking and cycling paths along all of our roadways.

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**



# Transportation Master Plan / Active Transportation Plan

The Township of Leeds and the Thousand Islands has initiated a Study for a Transportation Master Plan/Active Transportation Plan (TMP/ATP). This study will provide recommendations to the Township to prioritize the implementation of transportation related infrastructure.

After you've had a chance to review the [Draft Study Design Report](#), please tell us what you think.

## Guiding Definitions

**Projects:** A project would be a site specific physical change to a road, bridge, path, sidewalk, dock, etc.

**Programs:** A program would be a future initiative such as public education.

**Policies:** A policy would be an approach that Council could consider for standards such as sidewalk width, accessibility, road surface, etc.

**Roads - please describe any projects, programs or policies you would like to see implemented.**

Safe cycling through the addition of a narrow paved strip on the right side of the white line.

**Bridges - please describe any projects, programs or policies you would like to see implemented.**

I would like to see consideration for the transportation of wildlife in this Master Plan; not necessarily as a main point of focus, but rather when a construction project presents an opportunity. The Township of Leeds and the Thousand Islands is a highly bio-diverse area in eastern Ontario and it would be logical to incorporate improvements for safe wildlife road crossings when bridge work is done to increase safety for human transportation.

**Active Transportation (walking, cycling, canoeing) - please describe any projects, programs or policies you would like to see implemented.**

Identification of streams that are suitable for canoeing / kayaking and safe access points.

Messaging to ensure people know how to reduce the risk of transferring invasive species when entering waterways.

**Marine (docks) - please describe any projects, programs or policies you would like to see implemented.**

A dock and improved access along a 1000 Islands Parkway rest-stop near Rockport?