

# PIC #1 – What We Heard

**Subject:** Rockport Strategic Plan Update and Community Transportation Strategy  
PIC #1 Summary

**Event Date:** October 24, 2019

The first public information centre (PIC) took place at the Rockport Recreation Centre on Thursday, October 24<sup>th</sup>, 2019 from 6 p.m. to 8 p.m. The purpose of the PIC was to gather input from the public on opportunities and issues in the village, and to get an understanding of their vision for the future of Rockport.

A total of 45 individuals registered at the welcome desk. The PIC started with a brief presentation to introduce the project and to outline the evening's objectives and activities. Following the presentation, there was a brief question period, and then attendees were invited to participate in two activity stations designed to facilitate input. A summary of the input provided is presented below.



Figure 1 Public Information Centre

## What are the Issues and Opportunities in Rockport?

Participants were invited to identify issues and opportunities in Rockport on two maps. A summary of input received is provided below:

**Issues:**

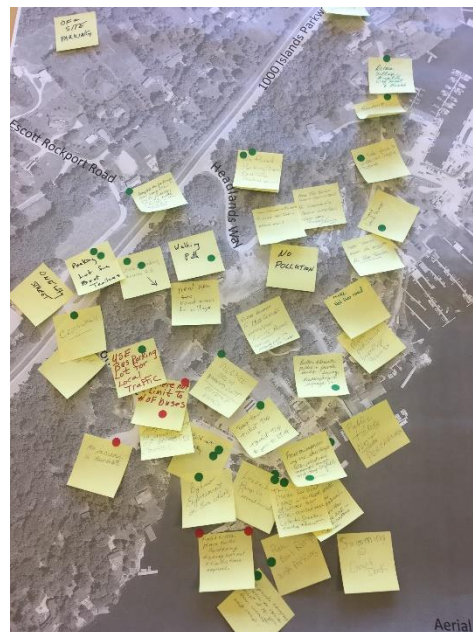
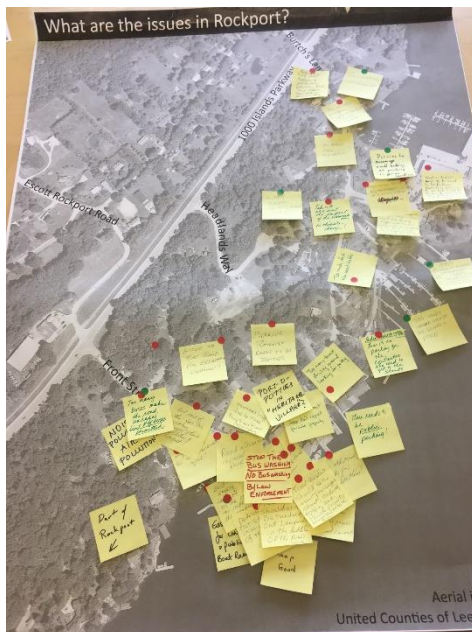
- Buses:
  - Bus washing in parking lot
  - Too many buses makes the road unsafe - limit the number of buses permitted
  - Pollution and congestion
  - Buses entering east entrance
  - Lack of bylaw enforcement for idling and Front Street parking

- **Parking:**
  - Lack of public parking - tourists have to drive around looking
  - Paved parking area
  - Lack of parking for contractors who need to get to the islands
  - Policies to encourage small buildings with parking in prime locations
  - Boats on trailers need to be moved to the Parkway - hydro lines have to be high enough for trailers to pass both ways between marina and parkway
- **Boat Ramp:**
  - Access to boat ramp for emergency vehicles
  - Lack of lines to indicate the roadway
  - People need to drive onto boat lines property to access the boat launch
  - Big pleasure crafts cause conflict with people, especially kids, near the boat ramp
- **Roadways:**
  - Too much traffic that is fast and non-local on Front Street
  - Traffic congestion due to buses, cars, and pedestrians
  - Too many boats, trailers and contractors
  - Road allowance is a paved parking lot
  - Boat and trailer traffic to and from Huck Warehouse
  - Pedestrians in the middle of the street
  - No more lane demarcations
  - Increased traffic due to boat line
  - Too much development in Heritage Village between Huck's developments at one end of village and bus traffic front other end
- **Other:**
  - Over tourism
  - Demolition of residences
  - Port-o-potties in "Heritage village"
  - Increase in tour boats
  - Noise pollution and air pollution
  - Major issue with tourists not respecting private property
  - Right of way to St. Brendan's Lane
  - Take into account the impact of the recommendations on climate change

**Opportunities:**

- **Boat Ramp Location:**
  - Move the boat ramp to a better location - consider the customs dock, other locations
  - Leave ramp in current location - this is the best place for boat ramp due to depth of water/late to freeze early thaw (e.g. for emergency services)
  - Public boat ramp with parking
- **Boats Generally:**
  - Explore opportunities for a tourism tax
  - Consider shaded areas for lineups for boat tourists

- Need easy access for contractors or public to boat ramp
- Buses and Parking:
  - Require boat line to direct people between parking lot/other properties
  - Parking lot for boat trailers at Escott Rockport Road / Front Street)
  - Off-site parking for buses and the public
  - Use bus parking lot for local traffic (south access)
  - Replace parking lot with village square
  - By-law enforcement on bus idling
- Roadways and Pedestrian Walkways:
  - Improve guidance of pedestrian foot traffic
  - Improve pedestrian crossings and remove boat ramp conflicts
  - Improving the streetscape
  - Crosswalk across parkway (1000 Island Parkway and Burtch's Lane)
  - Improve pedestrian safety along Front Street
  - Install speed bumps along Front Street
  - Walking Path at Headlands Way to Front Street
  - New road access to village
  - Improve delineation of public and private lands – fencing, streetscaping, and signage
  - Change current access points to parking lot to channel for traffic
  - Crosswalk at Escott Rockport Road and Front Street
- Other:
  - Provide public toilets (not portable) at docks
  - Golf cart friendly
  - Acoustic walls at south access
  - Retain village quality of Front and Burtch



Figures 2 & 3 Issues and Opportunities Maps

Additional points that the consulting team noted during discussion, or were received following the PIC event, are summarized below:

- Issue of privacy loss
- Confusion over property lines, right-of-way, and parking rights
- There has always been commercial in Rockport but the balance has shifted over the past decade
- Unsure of who benefits from the current 2-hour parking spaces
- Sidewalks would ruin the charm and heritage village character
- Do not want to add fences, walls, etc.
- Do not want to expand roadway
- Boat ramp is a primary source of conflict – must cross onto private land to line up, due to the awkward angle
- A noise and pollution study should be completed
- Condominiums are not desirable for the village setting
- There is concern that if Front Street became one-way it would require significant changes to overhead wiring

## A Vision for Rockport

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Participants were invited to share their vision for the future of Rockport using a set of “Story Cubes” designed to encourage conversation. A number of key themes emerged, and a summary of feedback received is provided according to these key themes:

- **Theme 1 – Shared Roadways:**
  - Safe space for walking through Rockport and connecting to any future parking areas
  - No sidewalks
  - Areas that prioritize pedestrian movement
  - Shared roadway (all modes)
  - Cycling connection to parkway
  - Defined roadways / centreline to improve safety
  - Consideration for other ways to move vehicle traffic through the area and reduce idling (e.g. one-way, alternate access to parking lots)
- **Theme 2 – Water Access:**
  - An enhanced relationship to the water for residents and visitors
  - Improved access for swimming, fishing, boating, and interacting with nature
  - Boat ramp and dock for small vessels (e.g. up to 25 feet)
  - Highlight views to the water
- **Theme 3 – Built Environment:**
  - More residential options
  - More local commercial opportunities (e.g. winter)
  - Maintain and enhance existing heritage character of buildings and landscape
  - Modernized infrastructure
  - Aesthetically pleasing and use of high quality materials

- Use of permeable materials
- Parking for residents
- Day-use parking for the public, including boat trailers
- **Theme 4 – A People Place:**
  - Peaceful village environment
  - Clean air and land
  - Clear delineation of public and private lands
  - Landscaping and shade
  - Flexible park space for the public and visitors (e.g. space for markets)
  - Public park

# PIC #2 – What We Heard

**Subject:** Rockport Strategic Plan Update and Community Transportation Strategy  
PIC #2 Summary

**Event Date:** December 12, 2019

The second public information centre (PIC) took place at the Rockport Recreation Centre on Thursday, December 12<sup>th</sup>, 2019 from 6 p.m. to 8 p.m. The purpose of the second PIC was to review two concepts for the Rockport Strategic Plan/Community Transportation Strategy and receive feedback that will inform the preparation of a preferred concept.

A total of 26 individuals registered at the welcome desk, although it is expected that many people in attendance did not register their names. The PIC began with a presentation to provide a summary of the information gathered as part of the transportation assessment and the two concepts for Rockport. There was a brief question and answer period part way through the presentation to clarify elements of the transportation analysis, and a longer question and answer period following the presentation. Members of the public and stakeholders were also invited to provide additional written feedback on the concepts printed on large boards, on comment forms, and through email until mid-January. The summary presented below includes the distilled comments received during the session and in the commenting period that followed.



Figure 1 Public Information Centre

## Comments

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### The Boat Ramp:

#### General Comments

- The boat ramp must be retained, it is critical for boaters, islanders, local businesses, contractors, and emergency services
- The current location is the only feasible area because of natural water depth and ability to remain open during high water
- Some support for the long term relocation of the boat launch, but it would need to be functional during flood stage river levels
- Private property is accessed when people back into the boat launch
- Islanders expect to have to wait and cooperate - a ferry used to run to the boat ramp and cars lined up past Escott

#### Suggested Improvements

- Renovate and upgrade existing boat ramp; make it more physically accessible
- Add a waiting lane for the boat ramp
- Add somewhere to tie a boat after launching it;
  - Township should reclaim land adjacent to boat ramp where a floating barrier was placed
  - Township should purchase small strip of property west of the boat ramp and attach a floating dock for launched boats to tie up while parking
- Restrict the size of boats/trailers using the ramp as it was made for smaller boats (prescribe a size/weight limit) and direct contractors with heavy equipment/loads to go west of Ivy Lea, or Williams Marine
- Schedule and limit access to the boat ramp
- Township should consider swapping properties with Rockport Boat Lines (RBL) to move the boat ramp to the west side of the new customs park, giving RBL a contiguous property
- Survey the boat ramp to clarify property ownership and delineate the boat ramp with flexible bike path markers and disallow pedestrians within the markers
- Coordinate with the Boat Lines for them to purchase the existing boat launch as a means of contributing to the cost of purchasing an alternate boat launch property
- Add signage at the boat ramp to yield to emergency vehicles

### Streets, Traffic, and Congestion:

#### General Comments

- Cause of traffic:
  - Buses and pedestrians getting in the way of the traffic
  - Tourists wander through Rockport, line up across the road, stop traffic
  - The small village has a lot of amenities that attract vehicles
  - The expansion of the Boat Lines caused the congestion issue

- Boat launching and trailers are not the issue, the boats are launched and then the owners take the trailers and park them on the north lane or make other arrangements
- Huck's Storage Warehouse contributes to a lot of traffic in the east end of Rockport
- Concern about how emergency vehicles would get through the area if the east end and west end of the Street are congested
- Nothing has been mentioned about the traffic on Burtch's Lane on the east side of the village
- Concern that the condos at Huck's Marine & Resort and the new Boat Lines dock will add more traffic
- There is concern over buses using the other side of Rockport
- Diverting traffic away from the identified pedestrian priority areas provides safer pedestrian spaces
- Support for Pedestrian Priority Area in Concept B, with grass, shrubs, trees and seating added
- Traffic increases on the Parkway when there is an accident on the 401 and there is little police presence – has this been factored into the traffic studies
- Where is the pedestrian traffic coming from? The counted values seem high, perhaps the number reflects people making several trips across the Parkway

#### Suggested Improvements

- Front Street:
  - Do not widen road - do not want to make traffic flow more efficient; there is no space to expand the right of way; do not want any additional paving materials; could increase traffic speeds in the village
  - Ban traffic, or put a limit to the number of tour busses
  - Prioritize pedestrian use of the street
  - Close Front Street to through traffic at the Customs House – Front Street used to not be a through-street
  - Consider closing the entirety of Front Street to non-local traffic
  - Make the waterfront accessible to local traffic and pedestrians only
  - Buses shouldn't be allowed to unload on the roadway
  - Buses should enter/exit the parking lot north of 12 Front Street
  - Paint foot prints on both sides of Front Street and a bicycle sharrow to convey a message that the road is shared
  - Delineate roadway width and add markings for foot traffic
  - Support for road widening, curbing, and protected pedestrian space, but consider extending the addition of sidewalks along the entire length of Front Street
  - Consider installation of segregate bike lanes
  - Consider traffic calming infrastructure if widening Front Street (e.g. speed bumps, curb extensions, etc.)
  - Add speed feedback indicators, signs, photo radars, shoulder markings, speed limit markings on the pavement



- Reroute Front Street around the back of the RBL parking lot
- Realign the road next to the Recreation Centre and align it to a new entrance to the RBL property and use the current Front Street entrance for cars only
- Delineate the right of way using 2-3 inch raised paving rather than standard curbing
- Providing a clear delineation of public and private land using a combination of fencing and signage to safely direct both pedestrian traffic and vehicles launching boats
- Direct pedestrian traffic across Front Street using a combination of signage, signalized pedestrian crossings, textured and/or raised pavement areas to slow traffic and identify pedestrian priority areas
- Parkway:
  - Support for the reduction of the speed limit on the Parkway at the east and west entrances to Rockport
  - Develop a new road connecting the Parkway to the Boat Line parking lot; buses entering east of the Anglican Church and exiting by the ticket office and back up the hill
  - Move the Parkway north to allow bus parking on the south side with a trail to the parking lot and tunnel a trail under the Parkway to the top of the parking lot
  - Support for adding a signalized pedestrian cross on Parkway to improve safety for pedestrians, cyclists and drivers
- Bus & Pedestrian Movement:
  - Load the buses east of the Island View Restaurant rather than beside the boat ramp, disembark at west end
  - Add personnel to keep pedestrians under control
  - Add a barrier on the south side of the bus parking lot to prevent busses from exiting on the south side
  - Require the buses to load/unload near the boat line and then park on the other side of the Parkway
  - Create a passage on RBL property to connect the Parkway to the bus parking lot
  - Locating bus parking outside of the main village area will not decrease the impact of buses, it will increase bus traffic as a shuttle bus will have to make twice as many trips to drop off and then return to pick up passengers
  - Remove the buses from the village and use vans to shuttle tourists with disabilities into the village
  - Add crossing guards and roped off areas or a private entrance for the tour boats

#### Public, Boatline, and Bus Parking:

##### General Comments

- Increasing parking areas through partnerships will exacerbate issues
- Remote bus parking will not be successful as it's not in the Boat Lines interest<sup>1</sup>

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<sup>1</sup> Comment originated from a member of the public

- The Recreation Hall is not interested in entering into a partnership with the Township to provide public parking<sup>2</sup>
- Do not allow people to park at the Recreation Centre, if it becomes known as an option there will be no way to restrict access to boat line customers<sup>3</sup>
- Township should increase enforcement of the idling by-law
- A parking lot is needed for trailers and passenger vehicles; can be paid parking
- Should a new lot require a shuttle service the Boat Line should provide said service to and from the venue

### Suggested Improvements

- Public Parking:
  - Do not add public parking
  - Short term public parking is needed
  - Provide free public parking in non-residential areas
  - Use public parking spaces for market stalls on specific dates
  - Use the Township owned property on the north side of Front Street for temporary vehicle and trailer parking during boat launches
  - Township should buy property west of Rockport for parking; could connect to existing recreation trail
  - The proposed parking lot north of the Parkway is essential; however it should not be paved
  - Parking near the cemetery is a good idea and will also benefit the cemetery and events at the Recreation Hall; it should have heritage character and charm.
  - Add public car and trailer parking north of the Parkway
  - Additional parking facilities should be developed away from the congested area of Front Street
  - Consider an accessible footpath connecting to parking outside the village
  - New parking lots should not be located in residential areas
- Bus Parking:
  - Off-site parking should be a short term solution, not long term
  - Relocation of bus parking should be the top priority for the short term
  - Develop a Boat Line staging area off-site
  - Require buses park across the Parkway with a small staging area and some car parking; bus tours rarely have onsite parking for tour buses
  - Locate bus parking north of the Parkway
  - Off-site bus parking would be a big step toward making Rockport better
  - Acquire a parking lot outside the village but close to Rockport for bus parking
  - Add signage for no parking or idling in RBL lot between 9am-4pm daily

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<sup>2</sup> Comment originated from a representative of the Recreation Hall

<sup>3</sup> Comment originated from a member of the public

- Build an overpass over the Parkway to connect to bus parking on the North side of the Parkway
- RBL is prepared to work with the Township to determine if there is a better way to park vehicles and buses on their property to reduce impacts<sup>4</sup>
- Other Boatline Parking:
  - Do not add more boat line parking north of the Parkway
  - The Boat Line should create more parking for their customers and staff<sup>5</sup>
  - Restrict the number of cars in Boat Line parking lot<sup>6</sup>
  - Support for tiered parking on RBL property
  - Public parking should be designated on RBL property as most traffic is accessing their businesses
  - Tiered parking is beneficial for traffic calming and maintaining some tree cover
  - Retain the trees and lawn in existing the RBL parking lot
  - Eliminate RBL streetside parking
  - Boat Lines should develop a parking lot north of the parkway, which would provide extra parking for the cemetery and for events at the Recreation Hall<sup>7</sup>

#### Other:

- Wayfinding, material, and delineation of space is important
  - Support for wayfinding signage to direct both drivers and pedestrians
  - Signage should be kept to a minimum, be attractive, clear, and easy to read. Should incorporate heritage character
- Add rain gardens and bioswales instead of sidewalks
- Township should acquire property and hold long term leases
- Consider adding accessibility factors to sidewalks
- Bus lines have committed to not increasing their capacity<sup>8</sup>
- Could use signage or fencing to clarify the public/private space delineation
- Noise and air pollution remain a concern
- The Rockport Boat Line indicated that they would look into instructing people not to enter private property<sup>9</sup>
- In developing the customs dock there is a need to address the lack of facilities, parking and washrooms
- Portable toilets should be moved away from the boat ramp
- Create a better buffer around 12 Front Street

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<sup>4</sup> Comment originated from the Rockport Boat Line

<sup>5</sup> Comment originated from a member of the public

<sup>6</sup> Comment originated from a member of the public

<sup>7</sup> Comment originated from a member of the public

<sup>8</sup> Comment originated from the Rockport Boat Line

<sup>9</sup> Comment originated from the Rockport Boat Line

- Future development
  - Ensure adequate washroom facilities and parking are provided for tourist commercial developments
  - Include policy to prohibit businesses from expansion without adequate washroom facilities, parking, and walking paths
  - Provide monetary incentives for green tourism
  - Do not allow any more large docks in Rockport, only public docking for small craft
  - Add regulation for short term accommodation
  - Have Rockport designated as a Heritage Conservation Area with controls defined by the community
- Look into international best practices
- Relocate the cenotaph to a new location in consultation with the community
- Township should consider educating coach bus operators and local business owners about the idling by-law
- Include seating, shade structures, public bathrooms, a free source of potable water, playground equipment, bike parking and an inviting streetscape to maximize the age-friendliness of the waterfront parkette
- The Township should consider a tourism tax/levy
- Protect the limited public areas of the village – boat launch, public parking, the park on the east side of Burtch’s Lane
- The parkette, short term docking, and parking areas would be beneficial
- Support for adding addition green areas
- Move the hot dog stand and queue to the east side of the Boat Line loading area

## Next Steps

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The feedback received during the PIC, and in the commenting period following the event, will be used to develop a revised Concept Plan, which will be presented to the public for further review prior to drafting the Strategic Plan and Community Transportation Strategy.

The next PIC is scheduled for March 12, 2020.

# PIC #3 – What We Heard



**Subject:** Rockport Strategic Plan Update and Community Transportation Strategy  
PIC #3 Summary

**Event Date:** March 12<sup>th</sup>, 2020

The third public information centre (PIC) took place at the Rockport Recreation Centre on Thursday, March 12<sup>th</sup>, 2020 from 6 p.m. to 8 p.m. The purpose of the third PIC was to present and review a revised concept plan for the Rockport Strategic Plan/Community Transportation Strategy and receive feedback that will inform the preparation of the final preferred concept.

Around 60 people, including stakeholders and members of the public, attended the PIC to hear about the revised concept plan for Rockport and provide their comments. The revised concept plan was derived based on in-person and online feedback received during the second PIC (December 12<sup>th</sup>, 2019) until the end of the commenting period on January 15<sup>th</sup>, 2020.

The third PIC began with a presentation that detailed the elements of the revised concept plan and how they incorporated feedback from the two previous draft concept options (A and B). Following the presentation, a question-and-comment period was held to give attendees the opportunity to directly address the concept and give their thoughts.

Members of the public and stakeholders were also invited to provide additional written feedback on the revised concept printed on large boards, on comment forms, and through email until March 26<sup>th</sup>, 2020. The summary presented below includes the distilled comments received during the session and in the commenting periods that followed. Pictures of these boards are included in Appendix A at the end of this document.

## Comments

The comments listed in this section reflect those which suggested refinements that could be made to the concept plan. Additional comments were received that are not highlighted below, as they have been included in previous “What We Heard” summaries.

### Pedestrian Priority Areas and Crossings at the Parkway, Front Street, and at the Customs Dock Parkette

- Pedestrian priority areas need to be visually and/or physically delineated from adjacent uses.
- A reduced speed limit on the Parkway is supported by most people, if not all, with it extending from Escott Rockport Road to Burtch’s Lane, at minimum.
- A signalized pedestrian crossing on the Parkway at Escott Rockport Road is supported by many, although a few people feel it is not necessary (e.g., a reduced speed limit alone is sufficient for many people to cross in Mallorytown) and/or do not think it is feasible (i.e., the St. Lawrence Parks Commission would not permit it).
- Some residents expressed interest for a signalized crossing on the Parkway at Burtch’s Lane.

- Regarding the Pedestrian Priority Area on Front Street (Seasonal Road Closure):
  - Would not be necessary, if traffic volume was better controlled and/or reduced.
  - Worry about creating additional conflict with managing/controlling pedestrian flow.
- Regarding the Customs Dock Parkette:
  - Great addition to the village of Rockport.
  - Concern over inadequate parking, washrooms, waste disposal, and other services, which may continue to burden Rockport Boat Line (RBL) facilities<sup>1</sup>.
- Enhance the visibility of crossings to slow vehicular traffic (e.g., signage, signalization, textured pavers).
- Delineate public versus private property (e.g., fencing, signage).
- Do not add road paving, where possible.
- Thousand Islands Parkway:
  - Reduce the speed for the entire stretch of Rockport.
  - Derive an alternative to the signalized crossing, if implementation is denied by the St. Lawrence Parks Commission.
- Front Street:
  - Keep Front Street open, for the benefit of the local economy—to maintain direct access to local businesses, and to preserve the existing barrier-free parking spaces
  - Do not eliminate the 12 public parking spaces to create the Pedestrian Priority Area.
  - In addition to the proposed crossing on Front Street, add two other crossings:
    - From the central parking lot to the entrance to Island View Restaurant (east side of boat launch); and,
    - From the RBL exit gate east of Island View Restaurant across to the General Store<sup>2</sup>.

### The Boat Launch (Public Boat Ramp, Turn-Around Area, and Queueing Area)

- Support for implementing the boat trailer queueing area.
- Concern regarding the sizing of the boat trailer turn-around area and queueing line spacing (boat trailers vary in length).
- Support for retaining and restoring the existing boat ramp, for the benefit of the public.
- Support for adding or restoring the existing public dock for the boat launch.
- Lack of support for the current location of the boat launch and queueing area:
  - Dangerous mix of pedestrians, vehicles, boats, and trailers<sup>3</sup>;
  - The public encroaches on private dock and land<sup>4</sup>;
  - Reversing of vehicles and trailers will continue to create traffic congestion and interfere with business operations on Front Street<sup>5</sup>; and

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<sup>1</sup> Comment originated from the Rockport Boat Line

<sup>2</sup> Comment originated from the Rockport Boat Line

<sup>3</sup> Comment originated from both the Rockport Boat Line and some members of the public

<sup>4</sup> Comment originated from the Rockport Boat Line

<sup>5</sup> Comment originated from the Rockport Boat Line

- Proposed queueing area would be insufficient for the volume of commercial vehicles used by contractors<sup>6</sup>.
- Issues concerning the locations of the queueing area and amenities (e.g., hot dog stand, porta-potties) for the local tourism operators, with regards to obstructing pedestrian flow<sup>7</sup>.
- A longer-term strategy, which should be incorporated into the Strategic Plan, is needed to relocate the public boat launch to an accessible area within the broader community. Should the Township find an alternate property for the boat launch, RBL would consider, if appropriate, purchasing the land associated with the existing boat launch to contribute to the cost of purchasing the new boat launch property<sup>8</sup>.
- Use flexible physical markers on both sides of the public boat ramp at the boundary lines, to clearly delineate the ramp from RBL property<sup>9</sup>.
- Move the RBL-related pedestrian traffic to the east side of Island View Restaurant<sup>10</sup>.
- Move the porto-potties away from areas with high pedestrian activity.
- Do not remove the sidewalk for the turn-around area.
- Additional study should be done to properly size the queueing area (determine the actual range of boat trailer sizes).
- If the queueing area is implemented, the Township must consider how to control the number of vehicles and trailers queueing to launch.
- Limit the use of the public boat ramp by size and weight, to reduce the risks of long-term damage, and source a location for a second public boat ramp for larger boats.

#### Roads, Traffic, and Congestion

- The major concern is traffic volume, not traffic flow.
- Local tourism operations and business activities are responsible for the majority of traffic volume and congestion<sup>11</sup>.
- There are disagreements with the seasonal road closure of the south end of Front Street:
  - One-way traffic is not feasible and will not work.
  - Concerns regarding servicing and delivery to businesses.
  - Concerns regarding additional traffic congestion (vehicles will arrive at the closure and be required to turn around).
  - Traffic still needs to flow through Rockport, especially along Front Street, since residents, businesses, and tourists need to be able to drive through Rockport and enjoy the beautiful view.
- Enforcement of bus idling by-laws is necessary.
- Buses unload their passengers too close to the public boat launch.

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<sup>6</sup> Comment originated from the Rockport Boat Line

<sup>7</sup> Comment originated from a member of the public

<sup>8</sup> Comment originated from the Rockport Boat Line

<sup>9</sup> Comment originated from a member of the public

<sup>10</sup> Comment originated from a member of the public

<sup>11</sup> Comment originated from some members of the public

- The reduced speed limit along Front Street has no effect, and therefore traffic-calming measures are needed.
- Front Street:
  - Should be a one-way street, and Burtch’s Lane should be a two-way street, with the transition determined by transportation engineers.
  - Do not close Front Street at all.
  - Add traffic-calming measures (e.g., speed bumps) to supplement the reduced speed.
  - Consider piloting the narrowing of Front Street with visual pavement markers instead of a physical, more permanent, treatment like bump-outs.
- Buses should find another place to unload their passengers other than near the boat launch, such as at the proposed crosswalk on Front Street.
- Aside from local residents, do not allow vehicular traffic to travel through established residential communities to get to the village core.
- Rather than allowing private vehicles to exit the in-village parking lot from an exit point north of 12 Front Street to access the Parkway, have these vehicles (a) exit the RBL parking lot near the General Store and exit the village core via Burtch’s Lane, or (b) enter and exit opposite Riverside Drive/St. Brendan’s Church.

#### Public, Boat Line, and Bus Parking

- Public Parking:
  - Support for the proposed public parking lot north of the Parkway.
  - The parking lot in the village core does not need two access points, especially if these access points eliminate public parking spaces<sup>12</sup>.
  - Proposed lot north of the Parkway should be dedicated to private vehicles and boat trailers.
  - With the exception of delivery trucks and emergency vehicles, no buses or private vehicles should be allowed to park in the village core.
  - Do not add or remove any public parking in the village core.
  - Consider enforcing a ban on overnight parking.
  - Change off-site bus parking implementation from medium- to short-term phasing.
  - Add signage at the boat launch to direct vehicles and trailers to the parking lot north of the parkway and add signage that clearly indicates “Public and Boat Trailer Parking Only”, “No Rockport Boat Line Parking”, and “No Coach Bus Parking”.
- Boat Line Parking:
  - Additional parking requirements for RBL should be sourced and purchased by RBL<sup>13</sup>.
  - Do not allow coach buses to park in the proposed lot north of the Parkway.
  - Reserve access to the central paved parking lot primarily for buses<sup>14</sup>.

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<sup>12</sup> Comment originated from the Rockport Boat Line

<sup>13</sup> Comment originated from a member of the public

<sup>14</sup> Comment originated from the Rockport Boat Line



- Buses exiting the parking lot in the village core should exit as close as possible to the ticket booth.

#### Village Beautification (Planters and Benches)

- Support for Rockport beautification, but:
  - Within moderation.
  - It is not an immediate concern or high priority.
  - It is not a justification for closing Front Street.
  - Parking spaces shouldn't be removed and replaced with planters and benches.
  - Beautification of RBL areas should be supported by RBL instead of the Township<sup>15</sup>.
- The municipal department of tourism for the Township, specifically the Rockport Development Group, already contributes to the beautification of Rockport<sup>16</sup>.
- Prioritize the reduction of traffic volume and flow issues over village beautification.

#### Next Steps

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The feedback will be used to revise and finalize the Concept Plan. We will then work on the draft Strategic Plan Update and Community Transportation Strategy report.

The final concept and draft report will be provided to the public for review and comment.

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<sup>15</sup> Comment originated from a member of the public

<sup>16</sup> Comment originated from some members of the public

**Appendix A: PIC #03 Feedback Boards**

**Please provide your feedback on the individual elements of the Revised Concept Plan**  
Place a **sticky dot** to indicate your agreement or disagreement and use **Post-its** to add additional feedback

Boat Launch			Village Beautification		
Retained & Improved	Boat Trailer Turn-Around Area	Boat Trailer Queue	Planters	Benches	
Comments	Comments	Comments	Comments	Comments	
<p>Rebuild the dock for the launch</p> <p>Need a small dock for boat this up which parking</p>					

**Please provide your feedback on the individual elements of the Revised Concept Plan**  
Place a **sticky dot** to indicate your agreement or disagreement and use **Post-its** to add additional feedback

Parking		Pedestrian Priority Areas		
Public & Boat Trailers	Parkway Crosswalk	Front St Pedestrianization	Front St Crosswalk	Customs Dock Parkette
Comments	Comments	Comments	Comments	Comments
<p>ROAD CLOSURE</p>		<p>- don't get rid of sidewalk by the flower bed &amp; have only few parking spaces in rockport</p> <p>Speed bumps needed</p>	<p>boatline to provide a pedestrian guide when buses arrive.</p>	