

Thunder Bay Transportation Master Plan

Public Open House #2 Summary



Prepared for City of Thunder Bay
by IBI Group

July 19, 2017

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1 Background

1.1 Introduction

This report summarizes the second Public Open House (POH) for the Thunder Bay Transportation Master Plan. This public meeting was held on Tuesday, June 6, 2017 from 4 pm to 7 pm at the Victoria Inn Hotel and Convention Centre at 555 W Arthur St.

The purpose of the POH was to update residents on the progress of the study, solicit feedback on that progress, and to inform the future direction of the study.

One final open house is planned for the fall.

1.2 Notification of Public Open House

The POH was promoted through a variety of media, beginning on May 10, 2017 with first announcement on the TMP's official website. The first print notice followed on May 15, 2017 in Wawatay News. The POH and subsequent online survey were promoted in the following ways:

- Print advertisements
 - Wawatay News – May 15
 - The Source – May 25
 - Chronicle Journal – May 27
 - The Walleye – June 1
- Online advertisements
 - TBNewsWatch – May 29 to June 5
 - Paid Facebook posts – June 5, June 6 to 18
 - Print ads from The Walleye, Chronicle Journal, and Wawatay News also appeared in the respective digital versions.
- Social media
 - Multiple posts made to the City of Thunder Bay Facebook and Twitter pages, and shared by Active Transportation Thunder Bay and Walkability Thunder Bay through their own social media pages
- Websites
 - Dedicated page on the City of Thunder Bay website
 - Dedicated Thunder Bay TMP website

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- Newsletters / Emails
 - City of Thunder Bay internal employee E-News – June 8 and June 15
 - Email to list of residents who attended first Thunder Bay Public Open House and signed up for mailing list – May 24
- Events Calendars
 - The Walleye Events Calendar
 - City of Thunder Bay Online Community Events Calendar
 - TBNewsWatch Community Calendar
- Other media
 - Media Advisory and Media Release – June 1

See Appendix A for examples of advertising materials used.

1.3 Proceedings

The public event was held in the Embassy Ballroom at the Victoria Inn Hotel and Convention Centre at 555 West Arthur Street. Thirteen display boards on easels were set up along the west wall of the room, with three stations set up in across from the display boards, where residents could provide feedback directly on the maps provided, complete a paper copy of the survey or comment form, or complete a digital copy of the survey on an iPad.

City and consultant team members were available to engage with residents and interested parties.

The display boards were arranged as follows:

1. Welcome and Study Process
2. What We've Heard – Summary of Open House #1
3. Problems and Opportunities – Map highlighting items defined from the first Open House and from preliminary work on the study
4. Alternative Solutions – Four alternative planning solutions identified for review
5. Transportation Vision – Draft vision, objectives, and principles for the TMP
6. Safety for All Road Users – Safety by design, complete streets, and traffic calming
7. Cycling Network – Plan development and impact analysis
8. Cycling Impact Analysis – Preliminary cycling impact scores of potential corridors
9. Transit Network – How the TMP will impact transit in Thunder Bay

10. Roads Network – Summary of the tasks being undertaken to improve the road network
11. Transportation Budget – The City’s 2017 transportation budget, capital vs. operation, and life-cycle approach
12. Budget Priorities – Recent and ongoing capital projects, and typical capital and operating costs
13. Next Steps and Contact Information

A copy of the display boards are included in Appendix B.

Feedback was solicited from attendees through an interactive survey available to be taken on iPads provided or on paper, by marking up maps provided, filling in comment forms, or by talking directly to project staff.

The survey was designed to gather feedback on the content of the display boards. Participants were asked to rank the alternative solutions, provide their feedback on the draft vision, rank the criteria used for the cycling impact analysis, and comment on the City’s transportation budget and spending allocation making trade-offs between pairs of potential improvements. The survey was available online through the study website until Saturday, June 24, 2017. The survey details and results can be found in Section 3.

Tables were set up where large-scale maps were provided for attendees to mark up with their feedback. There were two map stations. The first showed the Problems and Opportunities map, as shown on display board #3, and attendees were asked to point to anything that was missing. The second map station had maps of the existing cycling infrastructure and asked attendees to draw their favourite local routes, point out gaps that should be filled or identify trouble areas that need to be addressed.

Finally, comment sheets were available for attendees to submit their thoughts, and members of project team were available to discuss any issues and answer any questions related to the study.



1.4 Attendance and Participation

Attendees were asked to sign in, but it was not mandatory. Forty-five people signed in to the event.

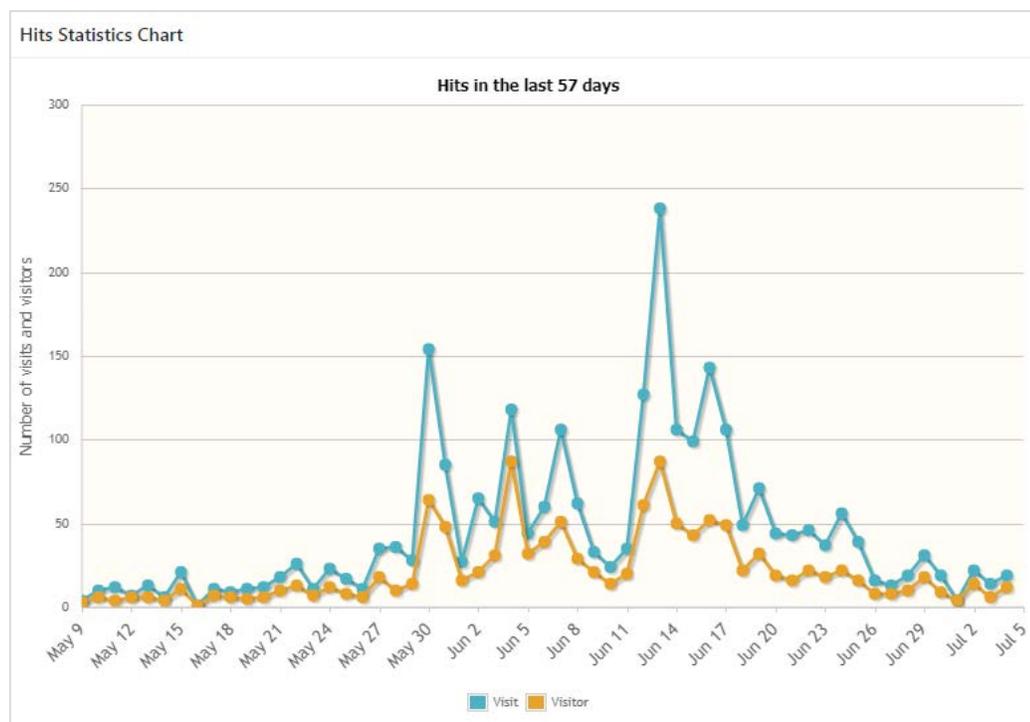
During the Open House, 37 surveys were completed including 21 digital versions using the available iPads and 16 hard copy submissions.

1.5 Online Impressions

122 additional surveys have been collected through the project website, and through July 7, 2017, 15 residents made provided feedback via the contact@ThunderBayTMP.ca email address.

Between May 10, 2017 (the day the first advertisement was posted online) and July 6, 2017, the project website had 1,239 unique visitors (2,556 visits).

Exhibit 1: Visits and visitors to www.ThunderBayTMP.ca



2 Open House Feedback

2.1 Comments on Maps

Five large-scale maps were available for attendees to draw and write on. These maps depicted the following:

1. Problems and Opportunities – based on the feedback received at the first Open House
2. Four cycling maps
 - South Core existing cycling network
 - Intercity existing cycling network
 - North Core existing cycling network
 - City-wide Cycling Impact Score

2.1.1 Problems and Opportunities

This map was available to show problems and opportunities identified through background research and the initial round of public consultation, as well as to provide an opportunity for attendees to point out areas that may have been missed.

Attendees identified the following on this map:

- A series of one-way routes along major streets, intended to speed up traffic and use leftover lanes for transit-exclusive lanes as well as cycling infrastructure
- Ford St is identified as a potential cycling and transit connection with a new bridge and re-alignment in certain sections
- The existing rail corridor that bisects the City is identified as a future LRT corridor
- Memorial Ave is identified as a potential cycling link
- Potential Northwest Arterial is noted as being “insane.”

2.1.2 Cycling Maps

Similar to the Bike Summit (see Section 4.1), attendees were invited to draw their favourite local routes between major corridors onto the maps provided. A series of three maps showed the existing cycling infrastructure by area of the City: South Core, Intercity, North Core areas. A fourth map showed the draft Cycling Impact Scores for all potential corridors using the methodology explained on display board 7.

Cycling Network Maps

While residents drew many different local connections on these maps, highlighting routes that would connect them to existing major corridors, they also took the opportunity to highlight gaps, new major connections, and other needs and desires for the active transportation network. These items included:

- Trail along the Kaministiquia River
- A cycling bridge from Parkdale to Confederation Drive
- Crossings of Arthur St and Victoria Ave along Ford St
- Missing connections along James St and Ford St
- Crossing of Central Ave at Riverside Dr
- Missing connection between Balmoral St trail and Victoria Ave bike lanes
- A cycling bridge from Vickers St to Carrick St
- Missing connection along Cameron St between Vickers St and Balmoral St
- Paving the existing Carrick St trail between 8th Ave and Winnipeg Rd
- Opening the Court St right-of-way to active transportation, connecting to Court St cycling facilities
- Better connection between Golf Links Rd trail and Confederation College, William St, and Ford St trails
- Need for a safe route to the waterfront and Marina Park
- Connection from the Golf Links Rd trail to the Hospital
- New safe cycling route along Dawson Rd
- May-Memorial Algoma major cycling corridor
- Improving sidewalk connectivity on Algoma St
- Adding curb cuts where trails cross streets
- Adding safer crossings for cyclists at the Thunder Bay Expressway
- Closing Bay St and St Paul St to vehicles full time or during spring and summer
- Improving sidewalk networks near schools

Cycling Impact Score Map

Attendees took the opportunity to make several notes regarding the City's potential cycling network on the Cycling Impact Score map. These comments included:

- No cars at Boulevard Lake
- Oliver Rd sharrows should not be considered cycling infrastructure
- Better lighting is desired along trails and sidewalks, including Balmoral St
- Court St was identified as having many pot holes

All comments can be viewed on the marked up maps included in Appendix C.



2.2 Comment Sheets and Emails

2.2.1 Comment Sheets

A total of 14 comment sheets were submitted at the second Public Open House. Topics discussed included:

- Excellent winter maintenance at Boulevard Lake
- Sensors that do not detect cyclists
- Sidewalks on Oliver Rd feeling unsafe due to being so close to a high-speed road
- Large number of gaps in the sidewalk and cycling networks
- A desire to curb urban sprawl
- Street lighting that does not illuminate the sidewalks (Algoma is cited as an example)

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- Improving overall walkability between key destinations
- Confusion about merge lanes and channelized turn lanes
- Encouraging buildings that are built to the sidewalk rather than behind parking lots
- Desire for a more straightforward way to access Lift+
- Protected bike lanes on Carrick St and Memorial Ave
- Maintain existing roads instead of building new roads
- Improve and expand bike paths separate from the roadways
- Need for a north-south active transportation link separated from traffic
- Improving cycling crossings of major streets
- Strategically reducing the kilometres of paved lanes while still increasing traffic flow
- Adopting a complete street model
- The lack of bicycle parking at the open house
- Making Boulevard Lake car-free
- Converting certain streets to one-way operation and utilized extra space for cycling routes

All comment sheets are attached in Appendix D.

2.2.2 Emails

The study mailbox (contact@thunderbaytmp.ca) has received emails from 15 residents as of July 7, 2017. Comments were provided on the following topics:

- Implementing late night transit service
- Adding Wi-Fi to transit terminals
- Reducing the size of the road network and lane widths where there is excess capacity
- Implementing bus/bike or carpool lanes
- The pressing need for the Northwest Arterial
- Paving back alleys to be used as pedestrian and cyclist pathways
- Reducing the speed limit City-wide
- Eliminating curbs where multi-use trails meet or cross roads
- Implementing a safe cycling route along Simpson St/Fort William Rd/Water St/Cumberland St

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- Introducing more trails that function as sidewalks and bike paths, as is often done in Europe
- Implementing bicycle friendly drainage
- Synchronizing traffic signals
- Constructing interchanges along the Thunder Bay Expressway
- Centralizing the bus depot to one location instead of the current two terminals
- Ideas on how to improve transit service
- Consideration for overnight flashing traffic signals
- Phone applications tracking transit vehicles
- Improving maintenance of roads

All emails are attached in Appendix D.

3 Survey

A two-page survey was made available at the Open House for attendees to fill out. An online version of the survey was made available on the study website. The online survey was available on the study website from Thursday, June 8 through Friday, June 23, 2017.

The survey focused on questions regarding the information presented on the display boards, including questions regarding alternative solutions, the draft vision statement, the cycling impact analysis, the City’s transportation budget, and the trade-offs between various potential transportation projects.

The survey results are summarized below and the original questionnaire is attached in Appendix E.

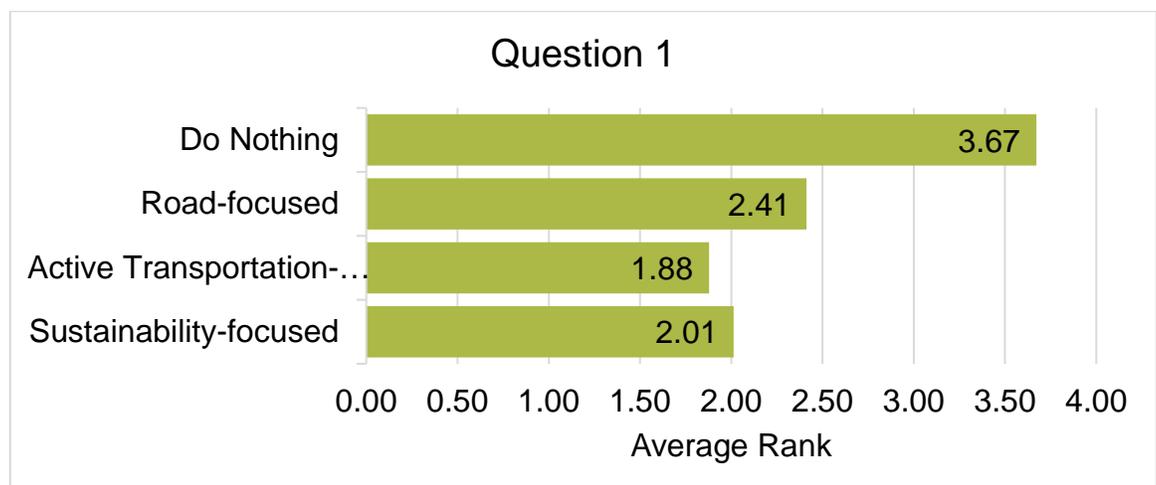
3.1 Questionnaire Results

A total of 159 surveys were completed, of which 16 were collected in hard copy at the Public Open House.

1. Four alternative solutions have been proposed to address the needs, problems, and opportunities of the transportation system. Please order the alternative solutions from your most preferred (#1) to your least preferred (#4).

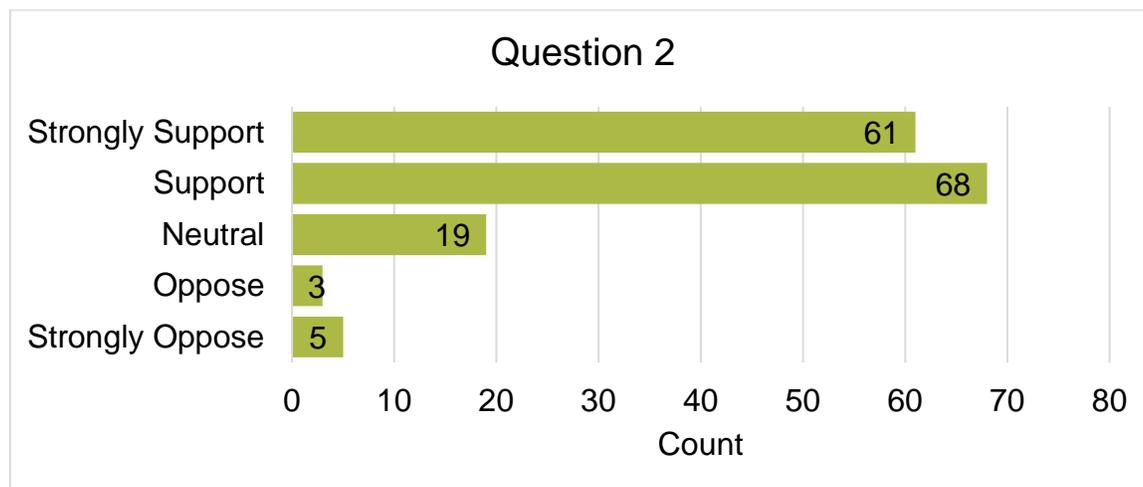
RESPONSE	AVERAGE RANK	RANK COUNT			
		1st	2nd	3rd	4th
Do Nothing	3.7	4	8	20	114
Road-focused	2.4	38	32	65	18
Active Transportation- and Transit-focused	1.9	69	46	32	9
Sustainability-focused	2.0	47	67	35	7

Note that a lower score represents a higher average rank.



2. Do you support the TMP's draft vision statement?

Of the 156 respondents, 129 either support or strongly support the TMP's draft vision statement (81.1%). Conversely, only 8 either oppose or strongly oppose (5.1%).



3. Is there anything missing from the vision?

Fifty-two responses were received for this question including 5 responses of “no”, indicating there was nothing missing from the vision.

Those who did have suggestions for improvement varied in their feedback. Some offered specific words that should be added, while others offered their thoughts on different aspects of the City’s transportation system, or specific modes of transport, rather than commenting on the vision itself.

Of those comments that offered insight into what was missing from the vision, several ideas emerged as concepts that should be incorporated. These included safety, sustainability, cost-effectiveness, affordability, accountability, efficiency, multi-modal, accessibility, resiliency, and connectivity.

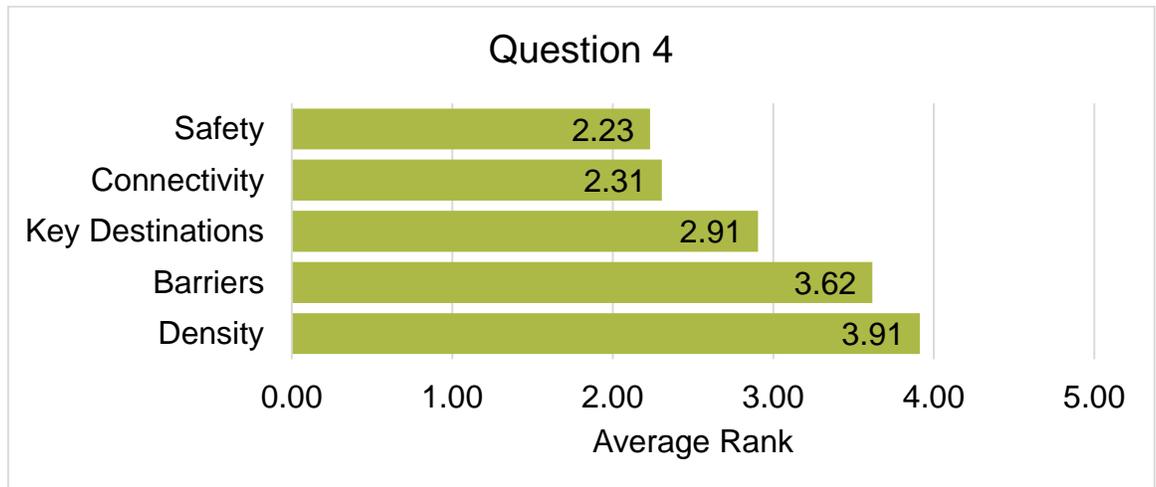
Some respondents chose to focus on which mode(s) should be prioritized, but this varied. Mentions included all four major modes of transportation – walking, cycling, transit, and driving.

Electric vehicles were also mentioned as something that should be included in the vision several times.

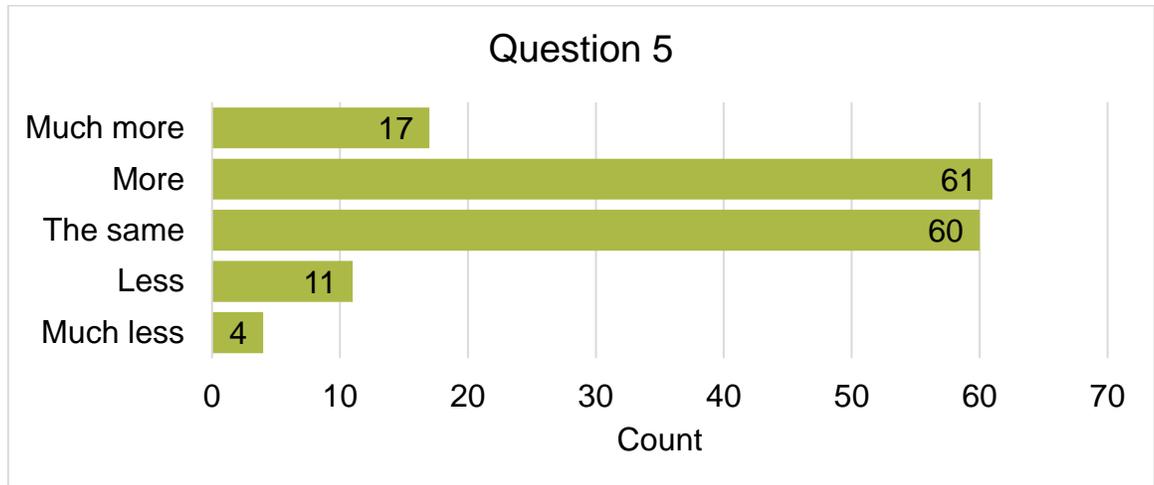
Full responses to this question can be found in Appendix E.

4. Potential cycling corridors are being evaluated based on 5 criteria. Please order the criteria from most important (#1) to least important (#5).

RESPONSE	AVG RANK	RANK COUNT				
		1st	2nd	3rd	4th	5th
Connectivity - how well the corridor connects to other cycling network pieces	2.31	55	35	32	15	13
Density - the concentration of population and employment in the neighbourhoods surrounding the corridor	3.91	7	12	23	53	55
Key Destinations - how well the corridor serves key destinations	2.91	16	44	44	26	18
Safety - collisions involving cyclists have occurred in the corridor	2.23	59	37	24	23	8
Barriers - corridor crosses a barrier such as a major road, railway, or waterway	3.62	14	22	26	32	55



5. The 2017 City Budget allocates \$43 million to transportation capital projects and operating expenses as described on Panel #11. Should the City be investing more or less in the transportation budget?

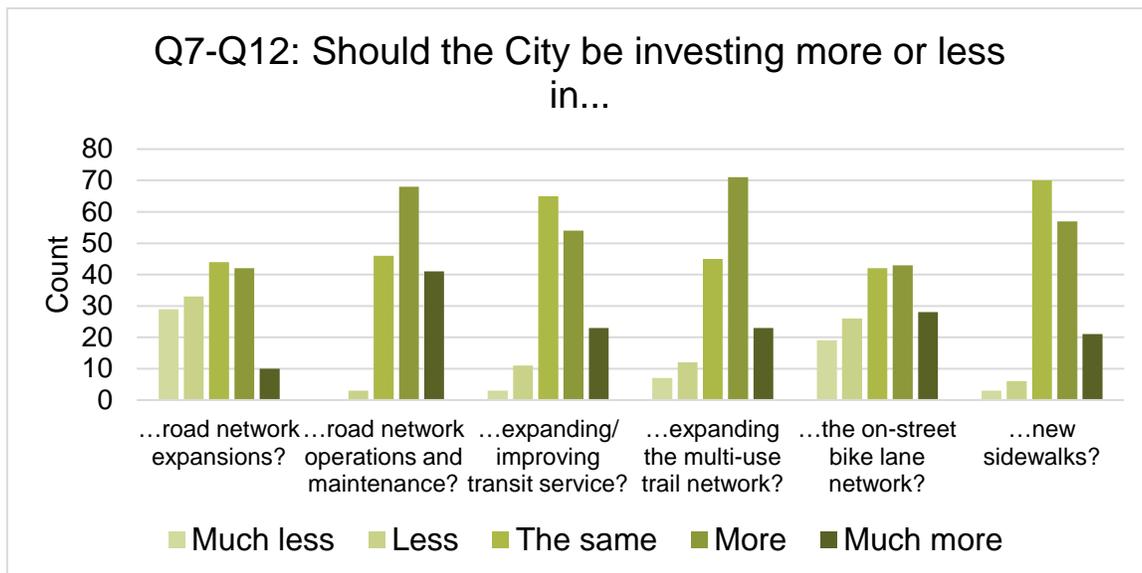


6. If you indicated more or much more, do you support a tax increase to fund this?

RESPONSE	COUNT
Yes	66
No	12

Questions 7 through 12:

RESPONSE	MUCH LESS	LESS	THE SAME	MORE	MUCH MORE
7. Should the City be investing more or less in road network expansion (e.g. new roads or widen existing roads)?	29	33	44	42	10
8. Should the City be investing more or less in road network operations and maintenance (e.g. repairing pot holes, street cleaning, snow plowing, maintaining culverts and ditches, etc)?	0	3	46	68	41
9. Should the City be investing more or less in expanding/improving transit service?	3	11	65	54	23
10. Should the City be investing more or less in expanding the multi-use trail network?	7	12	45	71	23
11. Should the City be investing more or less in the on-street bike lane network?	19	26	42	43	28
12. Should the City be investing more or less in new sidewalks?	3	6	70	57	21



Views on road network expansion varied considerably, with a relatively even spread of responses between much less, less, the same, and more. A small number of respondents (9, 6%) indicated much more spending should be undertaken.

The biggest point of agreement is that the City should be spending more or much more on road network operations and maintenance, with 69% in favor of some degree of increased spending. Only 3 respondents (2%) indicated the City should be spending less.

Decreasing transit funding was not a popular idea with only 14 respondents (9%) indicating the City should spend less or much less on transit service. Maintaining existing spending was the single most popular response at 42%, however the combined responses to increase spending to some degree totaled nearly half at 49%.

Multi-use trails are more popular than on-street bike lanes with 60% of respondents indicating the City should increase spending on expanding the trail network, compared to 45% for the on-street bike lane network. More people were also opposed to on-street bike lane spending, with 29% indicating it should be decreased to some degree, as opposed to just 12% for multi-use trails.

Only 9 respondents (6%) indicated that less money should be allocated towards expanding the sidewalk network, while 45% indicated funding should remain unchanged, while 50% indicated funding should increase by some degree.

13. Which would you prioritize?

RESPONSE	COUNT	%
<i>Expand the road network (e.g. new roads, adding lanes, etc.)</i>	55	35.3%
<i>Expand the cycling network (e.g. widen roads for bike lanes, separated facilities, new trails, etc.)</i>	101	64.7%

14. Which would you prioritize?

RESPONSE	COUNT	%
<i>Improving traffic signal coordination along the corridor</i>	46	29.5%
<i>Improve maintenance standards (e.g. repairing pot holes, snow plowing, etc.)</i>	110	70.5%

15. Which would you prioritize?

RESPONSE	COUNT	%
<i>Modifying intersection configurations (e.g. additional turn lanes, roundabouts, etc.)</i>	62	44.0%
<i>Modifying downtown core streets to improve walkability (e.g. pedestrian precincts, one way streets with expanded sidewalk, etc.)</i>	79	56.0%

The 16 responses from the paper survey have been excluded in the above tally. An error in the paper survey resulted in a mismatch between the question and response options.

16. Which would you prioritize?

RESPONSE	COUNT	%
<i>Smaller network of protected cycling facilities (e.g. cycle tracks, multi-use trails, etc.)</i>	77	49.7%
<i>More extensive network of various facility types (e.g. painted bike lanes, quiet street routes, etc.)</i>	78	50.3%

17. Which would you prioritize?

RESPONSE	COUNT	%
<i>Building multi-use trails through natural areas</i>	69	44.5%
<i>Building protected bike lanes in urban areas</i>	86	55.5%

18. Which would you prioritize?

RESPONSE	COUNT	%
<i>Improving frequency of buses</i>	101	67.3%
<i>Extending transit service hours</i>	49	32.7%

19. Do you have any other comments?

Note that this question was not included on the paper survey as participants at the Open House had the option to submit comment forms separately, and were directed to do so if they had any additional comments. Those comment forms are summarized in Section 2.2.

Of the 143 surveys received electronically, 68 respondents provided a response to this question. Responses covered wide variety of themes from all over the transportation spectrum and across all modes.

Pedestrian issues were raised by a number of respondents, pointing out certain gaps in the sidewalk network that should be addressed, as well as commenting on the long wait times for pedestrians at certain intersections or the fact that one must press the button to activate the walk signal instead of simply being able to cross on the green with through traffic. Additionally, it was pointed out that the open house and survey did not focus enough on walkability in general.

Comments regarding cycling were both favourable and otherwise. Many respondents made comments urging the construction of more cycling infrastructure, particularly separated lanes and trails for safety reasons. Several respondents shared their hope that the City would become truly bike-friendly and multi-modal.

On the other hand, a number of respondents commented that cycling on the streets should be limited or not allowed entirely, including one respondent asking that cycling be banned during winter months. Others commented that bike lanes are underused and that we should not be funding them.

Many submissions also discussed the public transit system. Several people commented that the system hours should be expanded – earlier, later, and on weekends. Others commented that the system as it currently exists is inefficient and wished routes could be more direct, including the provision of express routes. Major destinations not being served, like Old Fort William, was another topic that was commented upon.

The topic of roads also received comments from differing viewpoints. Some respondents suggested the TMP should be analyzing areas where reducing the size of the road network may be appropriate while others focused on maintaining or expanding the network. Some respondents are happy with the existing conditions about being able to drive relatively quickly across town and to major destinations and do not want that to change going forward. One area of

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general agreement, however, is the condition of some roads. Both cyclists and drivers made mention of the number of potholes they encounter on a daily basis.

Full responses to this question can be attached in Appendix E.

4 Other Consultation Efforts

In the days leading up to the formal Public Open House, the study team participated in other events around the City in an attempt to solicit feedback from as wide a range of residents as possible.

The study had booths set up at the Thunder Bay Bike Summit and the Kite Festival, and held an additional consultation event with local youth.

4.1 Thunder Bay Bike Summit

The second Thunder Bay Bike Summit was held on Saturday, June 3, 2017. It was held at Confederation College from 9 am to 3 pm with a range of activities and events aimed towards local cyclists.

The TMP project team had a booth set up with the cycling-related display boards and a general display board explaining the TMP process.

Feedback was solicited by asking attendees to draw their favourite cycling routes on large-scale maps, and to point out any problem areas or corridors they wished they could cycle on more safely.

Additionally, a cycling-specific survey was available to be taken on the iPads provided or on paper. Comment sheets were also provided, as well as a sign-up sheet for the project mailing list. TMP project staff were available to discuss the ongoing Active Transportation Plan, TMP and other transportation issues.

4.1.1 Maps

Three maps were provided, one for each of the South Core, North Core, and Intercity areas, showing the existing cycling network. Bike Summit attendees were asked to mark up their favourite local routes between major corridors.

While many people did draw local routes onto the maps, there was also a lot of emphasis on missing major corridors and gaps in the existing network.

Local Routes

Attendees drew their favourite local routes on the map for virtually every neighbourhood in the City.

Major Corridors and Missing Connections

While not necessarily local connections, a number of specific locations became recurring themes amongst the attendees throughout the day as trouble spots, missing connections, or new major cycling corridors. These included:

- Crossing of Central Ave at Riverside Dr was mentioned as been difficult for cyclists – this is an important connection between the trails around Confederation College and those around Lakehead University and beyond.
- Crossing of Arthur St at several locations was noted as being difficult due to the long distance between existing traffic lights.

- Harbour Expressway and Golf Links Rd is missing a connection to the Confederation College trails – several potential connections were suggested
- Major north-south corridors suggested included both May St/Memorial Ave/Algoma St and the Simpson St/Fort William Rd/Water St corridors

A copy of the marked up maps can be found in Appendix G.

4.1.2 Survey Results

A total of 72 surveys were collected including two paper surveys, and 16 iPad surveys completed at the Bike Summit. The remaining 54 surveys were completed online in the weeks following the event.

The responses received are summarized and analyzed below. The original survey is attached in Appendix F.

1. What type of cyclist would you describe yourself as? (Check all that apply)

RESPONSE	COUNT
I ride a bike to run errands or go to work or school	46
I ride a bike for leisure primarily on trails or through natural areas	38
I ride a bike primarily for exercise	32
I don't ride a bike but I am interested in riding one	7
I don't ride a bike and I'm not interested in riding one	5

2. What types of facilities do you feel comfortable on? (Select one)

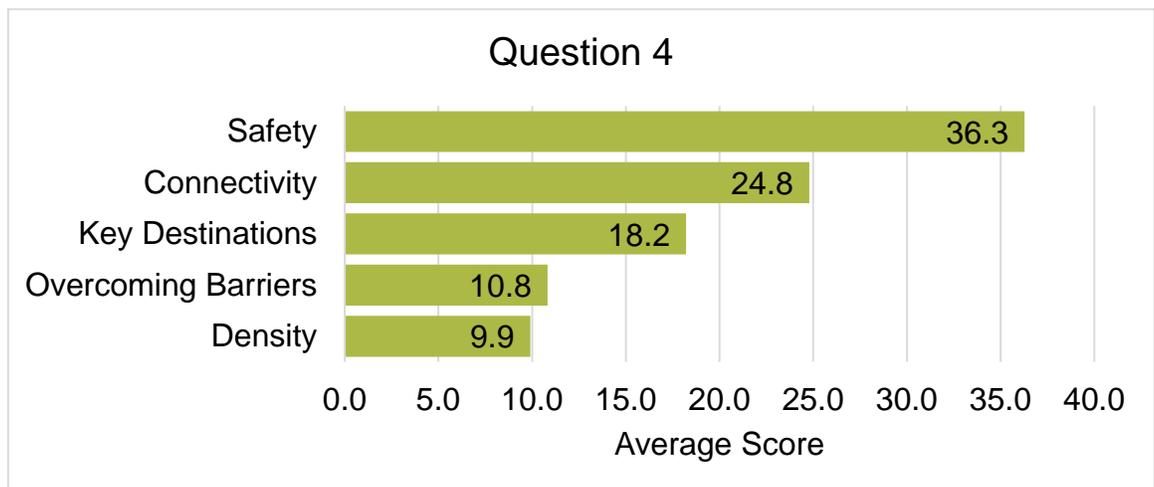
RESPONSE	COUNT
I am only comfortable cycling on quiet streets or on trails, away from traffic.	10
I will cycle on roadways if they have protected bike lanes or cycle tracks.	13
I will cycle in mixed traffic if I have to, but I prefer bike lanes or other separated facilities.	36
I am comfortable cycling in traffic on almost any road, without any cycling facilities.	12

3. We want to help make cycling irresistible. Compared to the cycling trips that you do now, which facilities would attract you to cycle more often and for more types of trips? (Check all that apply)

RESPONSE	COUNT
Shared bike routes on quiet streets	28
Wide paved shoulders	41
Wide paved shoulders with bollards	36
Bike lanes	36
Buffered bike lanes	38
Protected bike lanes	47
Cycle tracks (different elevation from the road)	33
Multi-use trails	50

4. The cycling network plan is being developed with the help of a cycling impact tool which evaluates potential links based on five criteria: connectivity, number of collisions (as a measure of the need for safety improvements), overcoming barriers (such as waterways, rail lines or highways), population & employment density, and access to key destinations (refer to display boards for more detail).

How would you divide up the weighting of these criteria? Assign each criteria a percentage of the circle to make up 100%.



5. Managing the cost of infrastructure is challenging in Thunder Bay. If you were setting priorities for investment in cycling facilities how would you divide your investments between the following (out of 10 points total)?

5a. Upgrading existing facilities or investment in expanding the network:

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Upgrade existing network	4.60	1	3	3	16	15	12	6	4	4	0	4
Expand the network	5.40	4	0	4	4	6	12	15	16	3	3	1

5b. Building a smaller network of protected bike lanes or building a more extensive network of various facility types (e.g. bike lanes, quiet street routes, etc.):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Fewer protected facilities	4.15	6	2	8	18	7	11	3	4	4	1	4
More extensive network	5.85	4	1	4	4	3	11	7	18	8	2	6

5c. Building multi-use trails through natural areas or building protected bike lanes in urban areas:

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Multi-use trails	4.81	5	4	6	11	5	14	4	3	4	4	7
Protected bike lanes	5.19	7	4	4	3	4	14	5	11	6	4	5

5d. Building new facilities or improving the maintenance of existing cycling facilities (e.g. more frequent sweeping, pothole repair, improved snow clearing):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Build new facilities	5.01	7	1	3	6	5	20	9	4	7	2	4
Enhance maintenance	4.99	4	2	7	4	9	20	5	6	3	1	7

5e. Adding facilities along corridors or upgrading existing intersections (e.g. providing signal detection for cyclists, adding bike boxes or two-stage left turn boxes, enhanced pavement markings to improve visibility):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Facilities along corridors	4.46	6	1	4	8	5	24	8	5	2	2	0
Improve intersection treatments	5.54	0	2	2	5	8	24	5	8	4	1	6

6. Do you have any additional comments?

Thirty-seven of the surveys included a response to this question and these responses varied considerably. Comments included (note that some items below were mentioned in more than one response):

- North-south cycling route, particularly Memorial Ave
- Education of cyclists and drivers
- Intersection improvements for bicycle lanes
- Safety concerns
- Aggressive drivers and aggressive cyclists
- Lack of drivers and cyclists following the rules of the road
- Better maintenance of cycling facilities
- Reducing speed limits
- Planting trees
- Bike lanes open year round
- Better wayfinding
- Fewer gaps in the cycling network
- Sensors that detect cyclists at intersections
- More bike lanes
- More protected bike lanes
- Bike share
- There are not many cyclists, so there should be no funding for cycling
- Consistent cycling treatments across the city
- Remove the bike lanes on Victoria Ave
- No bike lanes are required on quiet residential streets like Leslie and Shuniah, etc
- Disallow distractions such as headphones when riding a bike
- Focus on completing the city-wide trail system
- Cycle tracks on Memorial Ave, Arthur St, Oliver Rd
- Difficulty choosing between expansion vs improvement (question 5) as we should be focusing on both
- Connectivity and safety, especially where trails/routes cross busier streets
- Route along the water to connect the two cores

- A partnership with Fort William First Nation to open a bridge

4.2 Thunder Bay Kite Festival

The City's Kite Festival is an annual award-winning event, held this year at Chippewa Park on Sunday, June 4, 2017 from noon to 4 pm. The event was aimed towards families and featured giant kites, carnival rides, food, music, and information booths.

The TMP project team had a booth set up showing three display boards outlining what a TMP is, what we had heard from the previous Open House, and the Problems and Opportunities map. Comment cards and a sign-up sheet for the project mailing list were also available. Staff was also on hand to talk about transportation with festival attendees.

More than 25 festival-goers stopped by the booth to chat about the Transportation Master Plan, including two who submitted comment sheets.

Discussions and comments included:

- Desire to implement interchanges on the Thunder Bay Expressway
- Dislike of plan to implement interchanges on the Thunder Bay Expressway
- Implementation of a crosswalk on Arthur St near Leland Ave
- Cycling trails and separated lanes are better than painted bike lanes, and more green paint should be used
- Fix advanced greens (left turn lights) that activate when they are not needed
- Fix potholes
- Dislike the Victoria Ave road diet
- Dislike curb extensions (particularly along Algoma St)
- Crossing Central Ave as a cyclists is challenging (where the College and University trails meet)
- More bus service down Broadway Ave
- More transit on holidays
- More transit to new communities
- Plan for aging population, improving transit
- Bike lanes should be better connected
- Develop trails along the waterfront and the Kaministiquia River from Port Arthur to Westfort

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Prepared for City of Thunder Bay

- Improve Water St/Fort William Rd for drivers while improving Memorial for cyclists, transit riders, and pedestrians
- Separated bike lanes along Memorial Ave should be a priority
- Keep up the good work improving the transit schedules
- Central Ave cycling connection from Golf Links to Balmoral and Memorial (future) cycling routes
- Smaller traffic lanes
- Oliver Rd bike lanes to connect the hospital and university
- Better walking infrastructure and more benches for seniors

4.3 Youth Consultation

A separate consultation event aimed at the City's youth was held at the Kinsmen Youth Centre at 595 North James Street on Monday, June 5, 2017 from 4 pm to 6 pm. Invitations were sent to local youth groups inviting their members to come and discuss their thoughts about transportation with members of the project team. Pizza and refreshments were served.

A questionnaire was handed out to all in attendance, who were also invited to write their ideas on the large maps and comment sheet provided, and to design their own street cross-section using iPads provided. Additionally, several display boards were shown and attendees were able to interact with project staff.

Fifteen young people attended, with ages ranging from 13 to 29, including nine who were aged 21 or under.

4.3.1 Maps and Comments

Attendees were encouraged to write their ideas on a large sheet of paper.

Comments included:

- Downtown Port Arthur pedestrian-only streets (i.e. Bay St)
- Reasonable cab fares and wait times
- Uber
- Bike paths all around the city
- Better bike path between Lakehead University and the Red River area
- Cheaper taxis and buses
- Continue the recreation trails to connect through the whole city
- Vigilance in fixing potholes
- No bike lanes

- Better parking downtown (i.e. Red River Rd/Park Ave area)
- Highway without stop lights!

Additionally, the cycling network maps were available to be marked-up. Attendees pointed to three key locations where they would like to see improved cycling infrastructure:

- James St south from the Kinsmen Centre then west along Arthur St
- Better connection between Lakehead University and the North Core
- Improvements to the existing bike lanes along Valley St, Pioneer Dr, and Fassina St

4.3.2 Questionnaire

A questionnaire aimed at youth and students was developed to solicit feedback. All 15 participants completed the questionnaire. The results are summarized below.

1. Tell us a little about yourself.

1a. How old are you?

RESPONSE	COUNT
13 – 17	3
18 – 21	6
21 – 29	6
Average Age	20.3

1b. If you are 16 years or older, do you have a driver's licence?

RESPONSE	COUNT
Yes	12
No	1
Under 16	2

2. How do you currently travel to school?

RESPONSE	COUNT
Drive a car	11
Get a ride from a parent, guardian, friend, etc.	1
Ride Thunder Bay Transit or Lift+	2
Ride a school bus	3

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Walk	0
Ride a bike	3
Other	0

3. If you could travel to school using another type of transportation, would you?

RESPONSE	COUNT
Yes	5
No	10

3a. If yes, what other form would you choose?

RESPONSE	COUNT
Drive a car	1
Get a ride from a parent, guardian, friend, etc.	1
Ride Thunder Bay Transit or Lift+	1
Ride a school bus	0
Walk	2
Ride a bike	1
Motorcycle	1

3b. Why do you want to make this change?

Responses included:

- Save money on insurance and gas, but won't make the change because of public transport's inefficiency
- So I can leave at lunch

4. How do you usually travel to meet up with your friends?

RESPONSE	COUNT
Drive a car	11
Get a ride from a parent, guardian, friend, etc.	5
Ride Thunder Bay Transit or Lift+	1
Ride a school bus	0
Walk	2
Ride a bike	4

Other	0
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5. What kinds of things would you do more of if you were able to travel around more easily?

RESPONSE	COUNT
Visit friends	8
Join after-school clubs and activities	5
Play on sports teams	1
Have a part-time job	2
Other	0

6. What would make you want to walk more to get around the City?

Responses included:

- Nicer looking paths
- Safer walkways crossing the highway
- Proximity
- Online list of walking trails, more nice, well-kept paths
- Better, upgraded sidewalks, improved recreation trails
- Feeling safer, more places like Boulevard Lake (more options), more dog parks like the one on Central Ave
- More walking and hiking trails
- More paths, safer ways to cross, and flowers
- More paths, safer places to cross streets
- If events were close to me (i.e. work)
- More walkways
- More to see
- More crosswalks near the Kinsmen Youth Centre for kids coming to YouthMove

7. What would make you want to take the bus more to get around the City?

Responses included:

- Buses running later, more buses
- If I didn't hear such terrible things about it

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- Efficiency
- Easier to use system, hard to find routes, better security, plus I live in the country
- Bus transit offered at my house
- More convenient times/routes, having a bus monitor on board for safety at some times
- Easier system to use, it is hard to find where the bus is going
- Nothing, I don't take the bus because of cost, it's scary, and routes are not direct
- Safer buses (an attendant maybe)
- Nothing
- I would rather walk
- If I didn't have a ride
- More frequent buses, 40 minutes is a long time to wait if I miss the bus

8. What would make you want to ride a bike more to get around the City?

Responses included:

- Better dedicated paths, dedicated path down Oliver Rd
- Pretty paths like George Burke Park
- Safety
- Well-kept paths
- Improved recreation trails
- I love riding my bike, but having more educated drivers and better bike lanes on the roads
- Safe drivers, more trails with good lighting
- More bike paths and lights, just for bikes, make sure they are wide
- More paths, bike racks with locks
- Nice weather, easy route without traffic
- More trails and bike paths

The original questionnaire can be found in Appendix H.

5 Summary

The second round of consultation events for the Thunder Bay TMP was well-attended and generated a significant amount of feedback. Between the Bike Summit, the Kite Festival, the Youth Consultation, and the formal Public Open House, three separate surveys were completed, many insightful conversations between residents and project staff were held, and several maps were marked up with preferred routes and ideas for the transportation system.

The main open house survey received 159 responses, the Bike Summit Survey received 72, and the youth survey received 15.

Additionally, nearly a dozen maps had routes drawn and ideas written on them on the topics of the secondary cycling network and existing needs and opportunities.

A wide range of viewpoints were reached and heard.

All of the comments received have been reviewed and will be taken into consideration in the upcoming stages of the study and ultimately the development of the Transportation Master Plan.

A third and final round of consultation is planned for Fall 2017, with the exact timing yet to be determined.