



CITY OF KINGSTON

**REPORT TO ENVIRONMENT, INFRASTRUCTURE &
TRANSPORTATION POLICIES COMMITTEE**

Report No.: EITP-09-002

TO: Chair - Environment, Infrastructure & Transportation Policies Committee
FROM: Denis Leger, Commissioner, Corporate Services
RESOURCE STAFF: Malcolm Morris, Director, Transportation
DATE OF MEETING: March 12, 2009
SUBJECT: On-Road Bikeway Implementation Plan

EXECUTIVE SUMMARY:

Staff have prepared a plan to begin building the cycling network in a meaningful and visible way. A two year implementation plan, supported by a complementary motorist/cyclist educational program and a maintenance and signage protocol, is being recommended. The overarching goal compelling this plan is to increase recreational and utilitarian trips made by bicycle in the City of Kingston.

RECOMMENDATION:

THAT the Environment Infrastructure and Transportation Policies Committee approve the 2 year on-road bikeway implementation plan in principle.

And further;

THAT the Environment Infrastructure and Transportation Policies Committee approve the draft protocol for signage and maintenance of on-road bikeways.

And further;

THAT the Environment Infrastructure and Transportation Policies Committee recommend to Council that staff incorporate funding for implementation of the 2 year on-road bikeway implementation plan as part of the 2009 and 2010 capital budget submissions.

AUTHORIZING SIGNATURES:

_____ Denis Leger, Commissioner, Corporate Services
_____ Gerard Hunt, Chief Administrative Officer

CONSULTATION WITH THE FOLLOWING COMMISSIONERS:

Commissioner Beach, <i>Sustainability & Growth</i>	N/R
Commissioner Thurston, <i>Community Development Services</i>	
Commissioner Leger, <i>Corporate Services</i>	
Jim Keech, President, <i>Utilities Kingston</i>	N/R

(N/R indicates consultation not required)

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OPTIONS/DISCUSSION:

At the July 15, 2008 City Council meeting, the following resolution was passed:

“THAT Council adopt an On-Road Cycling Facility Policy to encourage utilitarian and recreational cycling by providing cycling facilities that are complementary to the roadway classification within which they will be built as follows:

- a) provide dedicated marked and signed on-road cycling lanes and shared use lanes (wide curb lanes) on select arterial and collector roads where possible;*
- b) provide shared use lanes (wide curb lanes) on select local roads where possible;*
- c) provide paved shoulders on select rural roads where possible;*

-and further-

THAT the 2003 Cycling and Pathways Study be considered as the reference for identifying roads for installation of cycling facilities;

-and further-

THAT an effective cycling/motorized vehicle education program be devised in time for the 2009 budget;

-and further-

THAT staff bring to the Environment Infrastructure and Transportation Policies Committee a list of roads where it is intended to have dedicated marked lanes or wide curbed lanes;

-and further-

THAT no action be taken on the Council motion directing staff to conduct a cycling lane pilot project from the west end to the centre of the City (Cataraqui Woods Drive to Midland Avenue to Centennial Drive south to Bath Road and then east to Queen Mary Road and Queen Mary Road to Johnson Street).”

Staff have subsequently taken action on the third and fourth clauses and are presenting the results of this work to Committee for consideration.

Additionally, at its June 12, 2008 meeting, the Environment, Infrastructure and Transportation Policies Committee directed staff to develop a protocol for signage and maintenance of dedicated marked cycling lanes.

Signage

The cycling network is to be marked and signed in accordance with the Transportation Association of Canada's (TAC) *Bikeway Traffic Control Guidelines for Canada*. These guidelines provide an outline for the installation of signs and pavement markings on bikeways. The rationale for adopting the TAC guidelines resides in the thorough research that underlies the standards, and to provide an element of consistency for cyclists across the country. Future cycling lanes in the City will be marked with signage and where appropriate, pavement markings such as bicycle lane lines and stamped bicycle symbols. Exhibit B contains sample bikeway signage, while Exhibit C illustrates lane markings for two typical intersection configurations.

Maintenance

Proposed cycling lanes, shared use lanes and/or vehicular traffic lanes will receive similar levels of both summer and winter maintenance, whenever possible. Proposed cycling and shared use lanes will be inspected for catch basin deficiencies, and identified catch basin needs will be listed for action.

Building the Network

A team of staff from the Transportation, Engineering and Public Works Departments have crafted a plan to develop the cycling network beginning in 2009. One of the guiding principles in preparing the plan was to take advantage of synergies associated with rehabilitation of existing roadways already identified in the capital works road plan approved by Council in 2008. An opportunity exists to leverage resources that will be dedicated to roads projects and expand the scope to include cycling facilities in accordance with the 2003 Cycling and Pathways Study. Cost to build bikeways then becomes incremental and consequently more affordable.

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Another strategy to accelerate building of the cycling network is to retrofit roads with sufficient pavement width to accommodate bikeways. In many instances, this will only require application of line painting and installation of signage in accordance with Transportation Association of Canada guidelines. A good example is the recently constructed overpass and connection on Centennial Drive between Taylor-Kidd Boulevard and Bath Road.

With these two principles in mind, staff are recommending to move forward in building the cycling network by focusing on the "green" sections shown in Exhibit A. Committee members may recall the Centennial Drive/Bath Road corridor was discussed in 2008 when the Committee asked staff to explore a pilot project to compare dedicated lanes to shared use lanes. Although the pilot project concept was later abandoned in favour of proceeding with full implementation, the green route remains as the preferred starting point in building the network since most of the route can be transformed into a bikeway with relative ease. Moreover, stakeholder groups believe this route will appeal to a variety of cyclists in the community. This corridor is approximately 10 kilometres in length and was chosen since it offers a convenient connection from the west end of the City to the downtown area. It also offers a strategic north/south route along Centennial Drive with ample connections to other on-road and off-road cycling opportunities. Essentially, the bikeway would originate in the west end at the intersection of Bayridge Drive and Cataraqi Woods, proceed easterly to Centennial, southerly along Centennial to Bath, easterly to Queen Mary Road and then oriented towards the downtown along Queen Mary Road and Johnson Street. Staff believe this route can be fully constructed by the end of the 2010 construction season using a combination of dedicated cycling lanes, wide curb lanes and paved shoulders as appropriate. The Taylor-Kidd section was chosen since it represents the first phase of the Taylor-Kidd/John Counter route identified in the 2003 Cycling and Pathways Study, and it is scheduled for rehabilitation this year.

The cost projection is being driven by six sections of the proposed route that will require civil works to institute cycling facilities. The proposed bikeways consist of the following sections:

<i>Road</i>	<i>Section</i>	<i>Type of Bikeway</i>	<i>Scope of Work</i>
Cataraqi Woods Drive	Bayridge to Midland	Shared Use Lanes	Bikeway Signage
	Midland to Centennial	Dedicated Lanes – 1.5 m	Pavement Widening, Line Painting & Signage
Centennial Drive	Cataraqi Woods to Princess	Dedicated Lanes – 1.2 m	Line Painting, Signage, Pavement Widening through Princess intersection
	Princess to Taylor-Kidd	Paved Shoulder s	Ditching, Paving & Signage
	Taylor-Kidd to Bath	Dedicated Lanes – 1.5 m	Signage
Bath Road	Centennial to Queen Mary	Dedicated Lanes – 1.2 m	Pavement Widening, Signage & Line Painting
Queen Mary Road	Bath to Johnson	Dedicated Lanes – 1.2 m	Signage
Johnson Street	Queen Mary to Sir John A. Macdonald	Dedicated Lanes – 1.5 m	Pavement Widening, Signage & Line Painting (<i>Note</i> : Slated for rehabilitation in 2009)
Taylor-Kidd Blvd.	Gardiners to Princess	Paved Shoulders	Ditching, Paving and Signage (<i>Note</i> : Slated for resurfacing in 2009)

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The intersection of Princess Street and Centennial Drive will require alteration of lane widths and construction of additional pavement to accommodate cycling lanes and to improve traffic operations. The cost of this work represents an estimated \$250,000 of the total projected cost of the "green" route.

Staff also believe there is tremendous potential to accelerate the development of the cycling network by investigating sections along the "blue" routes shown in Exhibit A. It is anticipated that significant sections within each "blue" route can be implemented through the installation of signage and pavement markings, as it is believed that sufficient pavement width already exists. This may, in some cases, require altering the existing travel lane widths within acceptable industry standards to meet the City's new standards for cycling facilities. With this in mind, staff are recommending 3 key sections of the network be the focal points in this plan. All 3 were identified as "potential initial projects" in the Cycling and Pathways Study, owing largely to their immediate public benefit and cost effectiveness.

<i>Road</i>	<i>Section</i>	<i>Type of Bikeway</i>	<i>Scope of Work</i>
Union Street	Barrie to Sir John A. Macdonald	Dedicated Lanes – 1.2 m to 1.5m	Bikeway Signage & Line Painting
Ontario Street	William to LaSalle Causeway	Shared Use Lanes	Bikeway Signage
Division Street	John Counter to Fraser	Dedicated Lanes – 1.5m to 1.8m	Bikeway Signage & Line Painting
Railway Street	Division to Montreal	Dedicated Lanes – 1.5m	Bikeway Signage & Line Painting

Staff have consulted with a variety of cycling user groups including Cycle Kingston and the Kingston Coalition for Active Transportation and believe there is broad support for the approach being recommended.

Education Plan

The recommended two-year implementation plan is being supported by a complementary motorist/cyclist educational and communications program. The goal of the communications and public education plan is to

- raise local awareness for motorists and cyclists of the rules for sharing the roadway;
- encourage safe cycling as a healthy transportation choice.
- identify newsworthy material associated with cycling and the two-year implementation plan for building the cycling network and bring it to the attention of local media.
- raise internal awareness and encourage participation of staff of the Corporation of the City of Kingston.

For 2009, the one-year budget for the communications plan, including printing and advertising is \$15,000.

For the public education program, the Communications division plans to link with local group Cycle Kingston, a grassroots, registered Canadian charity whose mandate is to promote and encourage cycling in Kingston through education and public outreach.

EXISTING POLICY/BY LAW:

- Kingston Transportation Master Plan, 2004
- City of Kingston On-Road Cycling Facility Policy, 2008
- City of Kingston Cycling and Pathways Study, 2003

NOTICE PROVISIONS:

N/A

ACCESSIBILITY CONSIDERATIONS:

N/A

FINANCIAL CONSIDERATIONS:

The estimated cost to fully implement the bikeways identified in this plan is \$1.5M. Staff are suggesting appropriate financial resources be considered in the 2009 and 2010 capital budgets to fund this work.

CONTACTS:

Malcolm Morris, Director of Transportation	613-546-4291, Ext. 2260
Mark VanBuren, Director of Engineering	613-546-4291, Ext.3218
Damon Wells, Director of Public Works	613-546-4291, Ext. 2313

OTHER CITY OF KINGSTON STAFF CONSULTED:

Paul MacLatchy, Director, Strategy, Environment & Communications	613-546-4291 Ext.1226
Deanna Green, Manager, Traffic Division	613-546-4291, Ext.3170
Lanie Hurdle, Director, Recreation & Leisure Services	613-546-4291 Ext. 1231
Kristine Hebert, Parks & Open Space Planning Coordinator	613-546-4291 Ext. 1256
Mary Robertson, Kingston Police	613-549-4660 Ext. 6127

EXHIBITS ATTACHED:

Exhibit A – Cycling Routes Map
Exhibit B – Sample Bikeway Signage
Exhibit C – Sample Pavement Markings