



**City of Kingston  
Information Report to Council  
Report Number 21-137**

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**To:** Mayor and Members of Council  
**From:** Sheila Kidd, Commissioner, Transportation & Public Works  
**Resource Staff:** Ian Semple, Director, Transportation Services  
**Date of Meeting:** May 18, 2021  
**Subject:** Bayridge Drive Cycling Facilities

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**Council Strategic Plan Alignment:**

Theme: 3. Improve walkability, roads and transportation

Goal: 3.1 Repair roads and enhance the usability of sidewalks, walkways and paths to increase connections across the city through supporting our active transportation master plan.

**Executive Summary:**

This report is to update Council on the opportunities that exist to enhance the planned active transportation (AT) infrastructure along Bayridge Drive, which is part of a city-wide AT route that was prioritized through the Active Transportation Implementation Plan (ATIP), as a result of funding awarded under the Investing in Canada Infrastructure Program (ICIP).

The existing cycling facilities along Bayridge Drive are largely comprised of on-road cycling lanes with minimal infrastructure at intersections which contributes to the many AT barriers along this vehicle-centric arterial roadway. The ATIP identified the construction of additional on-road cycling lanes along the segments of the corridor from Cataraqui Woods Drive to Acadia Drive, and buffering of a segment of the existing on-road facilities from Hudson Drive to Acadia Drive. This approach represented an initial phase to address gaps in the current network but did not commit to upgraded, separated cycling facilities.

In August 2020, the City was awarded funding under the ICIP program to enhance pedestrian and cycling connections to increase access to transit. Based on the new funding, the City has completed an updated inventory of the existing pedestrian and cycling infrastructure along

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Bayridge Drive and identified opportunities for higher order off-road cycling facilities, intersection upgrades, and connectivity improvements. Staff has determined it is feasible to develop off-road cycling facilities for the full length of the project limits from Henderson Boulevard to Cataraqui Woods Drive.

Staff will further develop the project scope through the detailed design phase and will engage with the public on the proposed improvements in Q3 2021. This work will consider:

- Opportunities to infill gaps in the pedestrian infrastructure along the corridor
- Upgrading the intersections along Bayridge Drive to “All Ages and Abilities” (AAA) configurations to provide enhanced pedestrian and cycling connectivity
- New concrete pads and improvements to the transit stops along the corridor as part of the integration of the improvements to pedestrian and cycling facilities
- Opportunities to address asphalt condition and repair where possible

Staff will be issuing a Request for Proposals (RFP) to proceed with the detailed design for these enhancements along Bayridge Drive, from Henderson Boulevard to Cataraqui Woods Drive.

Final design for the improvements is planned for Q1 2022 and construction is tentatively planned to take place in 2022 and 2023. The project schedule will be further defined following confirmation of the requirements for the project under the Municipal Class Environmental Assessment (MCEA) process.

**Recommendation:**

This report is for information only.



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**Options/Discussion:**

As part of the City's Active Transportation Implementation Plan (ATIP), approved by Council in [Report Number 19-218](#), four city-wide routes from the 17 originally outlined in the Active Transportation Master Plan (ATMP) were identified as short-term priorities for upgrades to increase safety, improve connectivity, and address access issues. A map of the four prioritized city-wide routes, Route 3, 6, 8, and 14, is included as Exhibit A in this report and a detailed description of each route and the committed upgrades planned is included in Section 4 of the [Active Transportation Implementation Plan](#).

Each city-wide route is broken down into specific segments and projects with a proposed type of infrastructure (e.g. on-road cycling lanes, off-road multi-use pathways, and cycle tracks) for each segment included in the ATIP. Each segment is further reviewed and confirmed through the design processes as these projects move through detailed design and construction.

This report is to update Council on the opportunities that exist to enhance the active transportation (AT) infrastructure along Bayridge Drive, which is part of AT Route 6, beyond the scope contemplated in ATIP as a result of funding awarded under the Investing in Canada Infrastructure Program (ICIP).

**Background**

AT Route 6, which extends from Bayridge Drive at Creekford Road, south to Reddendale, and east to St. Lawrence College and the main campus of Queen's University, has a number of segments committed for construction as part of the ATIP through 2023. It is a key active transportation route that provides connectivity between major institutions, employers, and residential areas with access to Express transit at multiple points. A map of AT Route 6 and associated segments is included as Exhibit B.

The committed segments of AT Route 6 in the ATIP includes Henderson Boulevard, sections of Front Road and King Street, and sections of Bayridge Drive. Henderson Boulevard is on schedule for construction in 2021 and the Front Road/King Street segments will be completed as part of a broader Utilities Kingston project slated to begin in 2021. Design work for the Bayridge Drive sections is planned to start in 2021 with construction in 2022 and 2023.

The existing cycling facilities along Bayridge Drive are largely comprised of on-road cycling lanes, approximately 1.5 metres in width, although there are segments along the corridor where the pavement width does not allow for the on-road cycling lanes to extend and connect. There is minimal infrastructure at intersections which contributes to the many AT barriers along this vehicle-centric arterial roadway.

The ATIP identified the construction of on-road cycling lanes along the segments of the corridor from Cataraqui Woods Drive to Acadia Drive where they do not currently exist and buffering of a segment of the existing on-road facilities from Hudson Drive to Acadia Drive. This approach represented an initial phase to address gaps in the current network but did not commit to upgraded, separated cycling facilities.

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## ICIP Funding and Expanded Project Scope

In March 2019, the Province of Ontario launched the public transit stream of the Investing in Canada Infrastructure Program (ICIP) for transit projects in Ontario. ICIP is a bilateral infrastructure program that will invest up to \$30 billion in combined federal, provincial, and other partner funding for critical local and regional infrastructure needs. The City of Kingston's ICIP allocation for public transit projects is \$42,885,998 in federal funding and \$35,734,758 in provincial funding.

The first intake for ICIP funding closed on May 28, 2019 and, in August 2020, the City was awarded funding that allows for the development of enhanced cycling and pedestrian infrastructure along the Bayridge Drive corridor to facilitate access to transit. The initial scope of the ICIP project award included cycling upgrades along Bayridge Drive from Henderson Boulevard to Taylor Kidd Boulevard, however staff are also proceeding with the design and planning for the construction of new cycling facilities northerly to Cataraqui Woods Drive to complete the connectivity into new residential areas.

Based on the new funding, the City has completed an updated inventory of the existing pedestrian and cycling infrastructure along Bayridge Drive and identified opportunities for higher order off-road cycling facilities, intersection upgrades, and connectivity improvements. Preliminary concepts were developed to consider the feasibility of multi-use pathways and/or dedicated cycle tracks along segments of the corridor. Staff has determined it feasible to develop off-road cycling facilities for the full length of the project limits from Henderson Boulevard to Cataraqui Woods Drive.

A traffic impact study is underway to assess the vehicle capacity along the corridor and specific changes required at the intersections of Lincoln Drive and Coverdale Drive to incorporate pedestrian and cycling infrastructure across the overpass of Bath Road. Staff will further develop the project scope through the detailed design phase and will engage with the public on the proposed improvements later this summer.

This work will consider opportunities to infill gaps in the pedestrian infrastructure along the corridor. This work will also include upgrading the intersections along Bayridge Drive to "All Ages and Abilities" (AAA) configurations to provide enhanced pedestrian and cycling connectivity. Additionally, this work will include new concrete pads and improvements to the transit stops along the corridor as part of the integration of the improvements to pedestrian and cycling facilities. Opportunities to address asphalt condition and repair will also be considered in the scope of work where possible.

The ATIP identified future improvements along Bayridge Drive, from Henderson Boulevard south to Front Road, to connect with future cycling improvements along Front Road in this area and from Front Road to Days Road. The ATIP also identified future improvements along Bayridge Drive from Cataraqui Woods Drive north to Creekford Road to connect with future cycling improvements along Creekford Road and provide a connection to the K&P Trail at

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Centennial Drive east of Gardiners Road. These projects will be considered in future phases of the ATMP implementation.

**Next Steps**

Staff will be issuing a Request for Proposals (RFP) to proceed with the detailed design for cycling enhancements along Bayridge Drive from Henderson Boulevard to Cataraqui Woods Drive. Public engagement will be planned for Q3 2021 on the proposed improvements.

Final design for the improvements is planned for Q1 2022 and construction is tentatively planned to take place in 2022 and 2023. The project schedule will be further defined following confirmation of the requirements for the project under the Municipal Class Environmental Assessment (MCEA) process.

**Existing Policy/By-law:**

None

**Notice Provisions:**

None

**Accessibility Considerations:**

The proposed improvements will enhance accessibility across the Bayridge Drive corridor and complete accessible connections to other upgraded infrastructure on Henderson Boulevard and Bath Road. A Municipal Accessibility Advisory Committee project team will be consulted as part of the design process in addition to the public engagement planned.

**Financial Considerations:**

Funds for this project were included in the multi-year capital plans for Transportation Services and approved in the 2020-2022 municipal capital budget. The funding awarded through the ICIP grant allows the expanded scope envisioned as part of this work to be completed without additional municipal capital funding.

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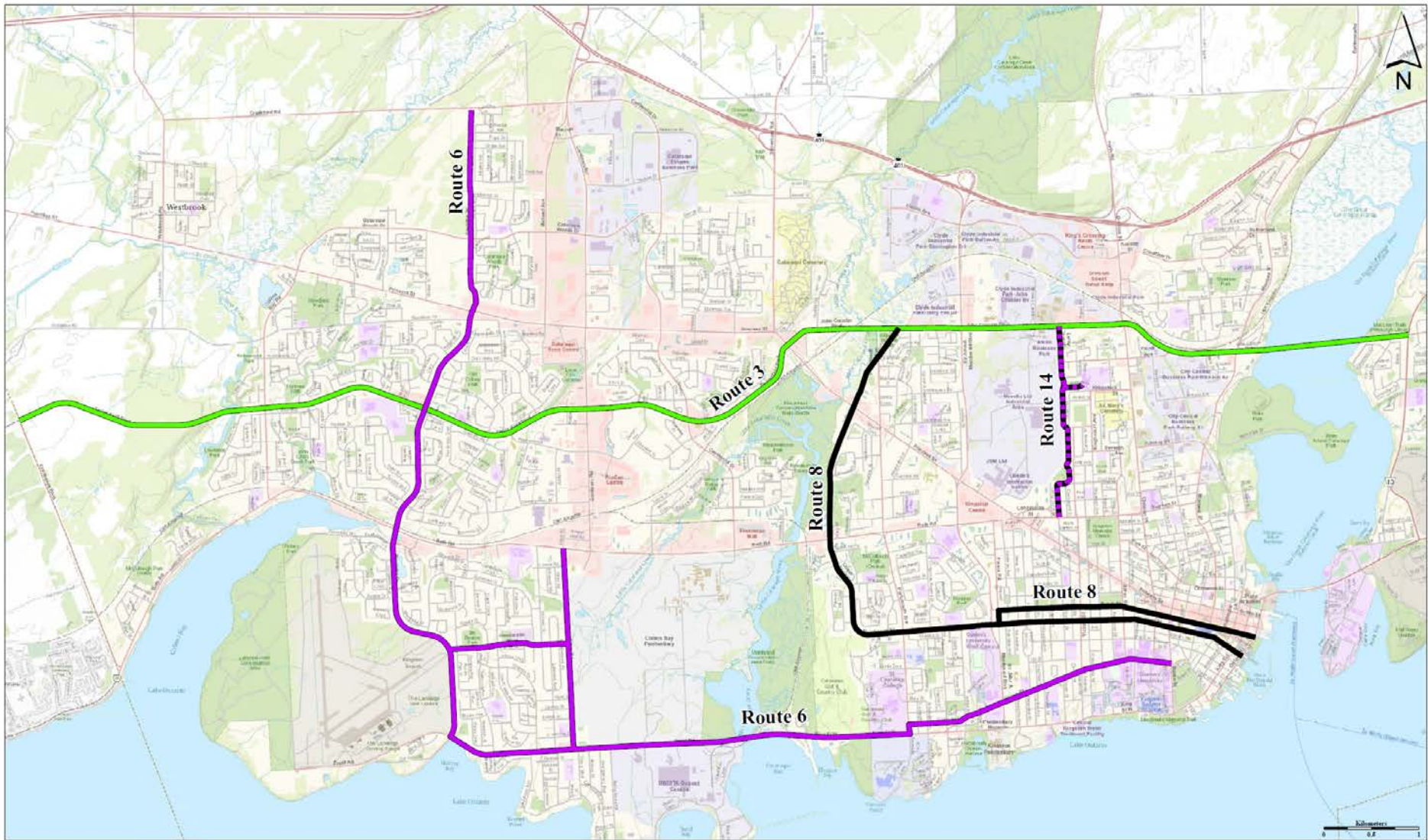
Luke Follwell, Director, Engineering Services

**Exhibits Attached:**

Exhibit A – ATIP City-wide Priority Cycling Routes

Exhibit B – Map of AT Route 6



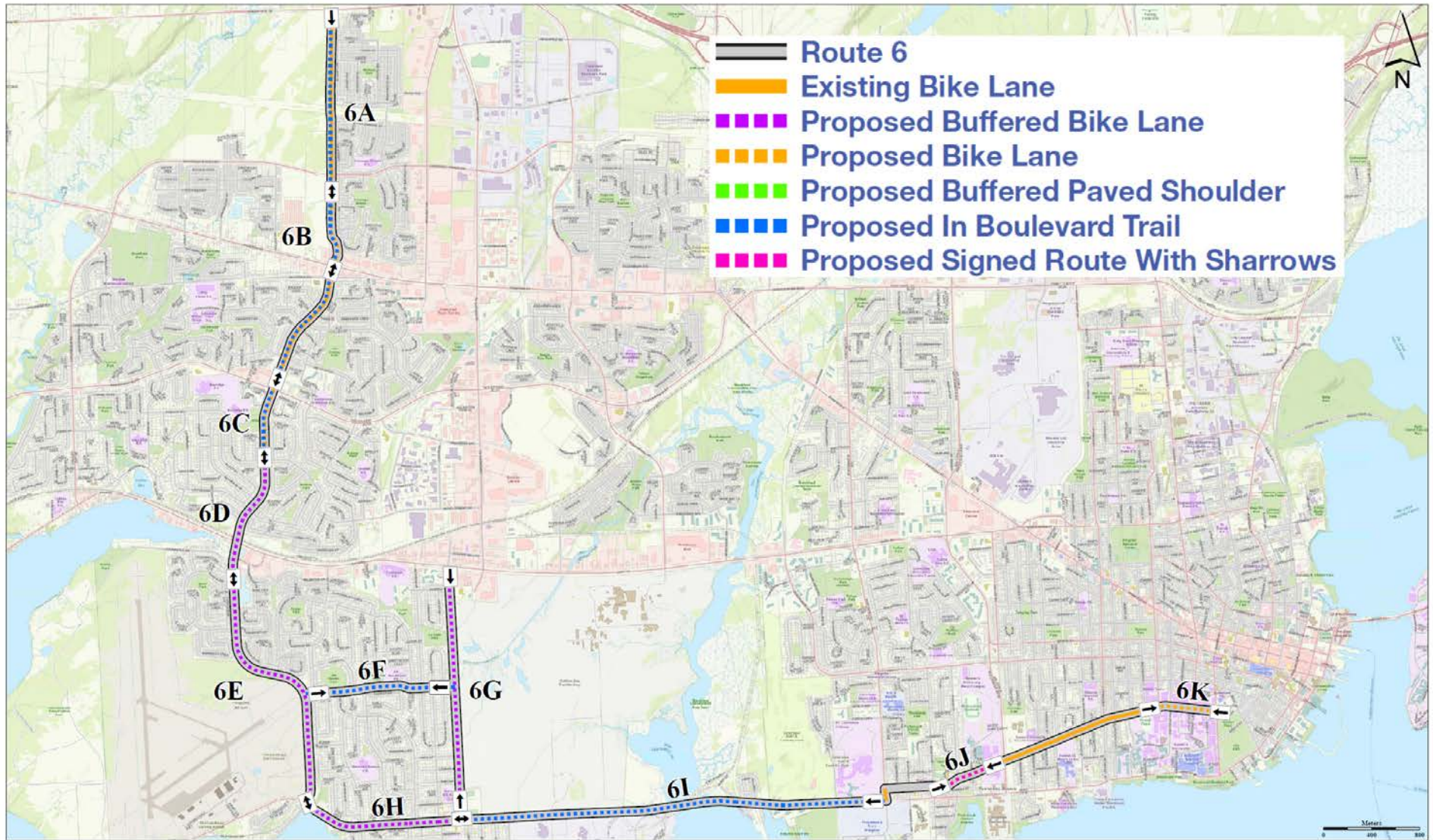


# CITY OF KINGSTON ACTIVE TRANSPORTATION MASTER PLAN PRIORITY CYCLING ROUTES

Route 3    Route 6    Route 8    Route 14







**CITY OF KINGSTON ACTIVE TRANSPORTATION MASTER PLAN  
ACTIVE TRANSPORTATION CYCLING ROUTE 6**

Route 6 Existing Bike Lane Proposed Buffered Bike Lane Proposed Bike Lane Proposed Buffered Paved Shoulder Proposed In Boulevard Trail Proposed Signed Route With Sharrows

