

ActiveTO and Accessibility

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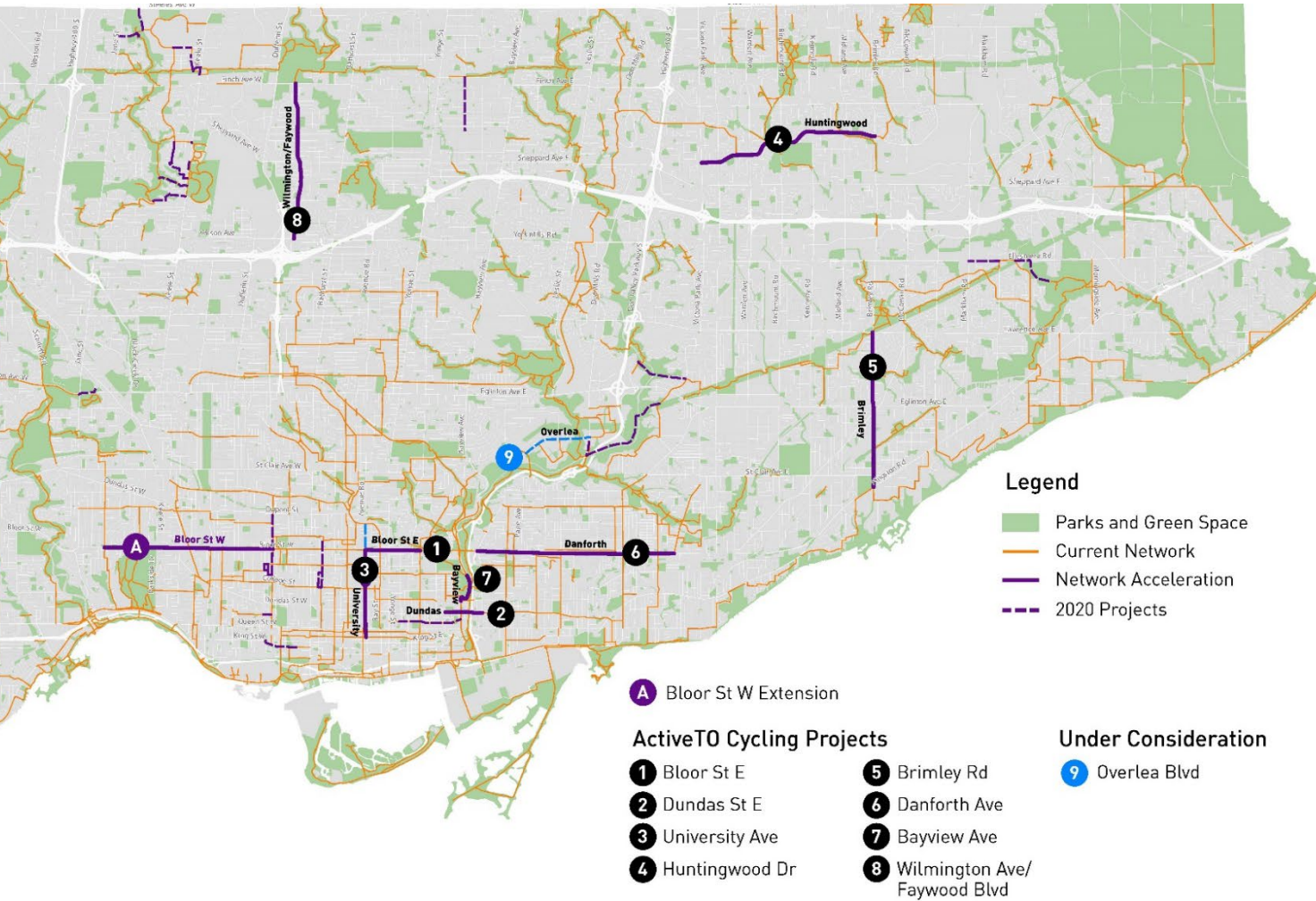
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ActiveTO is composed of three programs:

- Major Road Closures
- Quiet Streets
- Cycling Network Acceleration*

*Today's presentation will focus on the Cycling Network Acceleration

ActiveTO Cycling Network Acceleration Map



To the left is a map of the City Council Approved ActiveTO Cycling Projects. The projects included were:

1. Bloor Street East : Sherbourne Street to Avenue Road
2. Dundas Street East : Sackville Street to Broadview Avenue
3. University Avenue : Avenue Road to Adelaide Street
4. Huntingwood Drive : Victoria Park Avenue to Brimley Road
5. Brimley Road : Lawrence Avenue to Kingston Road
6. Danforth Avenue : Broadview Avenue to Dawes Road
7. Bayview Avenue : Gerrard Street to Rosedale Valley Road
8. Wilmington Avenue: Finch Street to Sheppard Avenue

On-Street Bikeway Guidelines

In April 2019, Transportation Services and WSP presented to Toronto's Accessibility Advisory Committee on the draft On-Street Bikeway Guidelines to obtain feedback.

The On-Street Bikeway Guidelines are still in draft, but the feedback on the guidelines and the guidance in the document were utilized for the ActiveTO Cycling Network Projects. The summary of the feedback at the April Accessibility Committee meeting can be found at this link:

<https://www.toronto.ca/legdocs/mmis/2019/ie/bgrd/backgroundfile-133153.pdf>

Major feedback incorporated included:

- Recommendations for educational outreach
- The need for accessible pick-up and drop-off locations on side streets and on the main street when cycle tracks are installed
- That cycling infrastructure should not inhibit pedestrians including those with low or no vision, especially near transit stops
- Reduce conflicts at crossings

ActiveTO Cycling Projects and Accessibility Elements

Transportation Services was directed by City Council to rapidly install up to 25 km of new cycle tracks and bike lanes across Toronto. City staff incorporated current best practices to meet accessibility needs. The rapid installation process does have limitations and further improvements can and should be explored.

Accessibility Elements included:

- New access on Bayview Avenue (further upgrades are needed)
- Cycle tracks separated from the sidewalk to reduce sidewalk riding
- Corner access for informal loading
- Accessibility loading zones including asphalt ramps
- Raised accessible platforms
- Removal of barriers near transit stops
- Multi-lingual education and outreach campaign

The rapid installation process does have limitations (ie. no curb realignment) and further improvements can and should be explored.

ActiveTO Cycling Projects and Accessibility Elements



Prior to the installation of a multi-use trail on Bayview Avenue (River Street to Rosedale Valley Road) did there was no access for people walking or cycling.

To reach the Rosedale Valley Road Trail or the existing Bayview Trail accessibly, people would need to take a long diversion through the Bloor-Yorkville community or take River Street to Corktown Commons.

ActiveTO Cycling Projects and Accessibility Elements



Accessibility elements were incorporated at this streetcar stop on Dundas Street at Sumach Street.

No barriers were installed and an asphalt ramp was installed. The asphalt ramp is a temporary, rapid solution. If this cycling route were to stay in place, transportation Services would consider either installing a curb cut or upgrading the streetcar stops along Dundas Street to raised boarding platforms.

ActiveTO Cycling Projects and Accessibility Elements



In the foreground one concrete curb with a bollard is visible between the bike lane and the parking lane. In the next parking space, there are no barriers. Barriers were removed at these parking spaces to make it easier for people to park or load at this location without navigating around the curbs.

ActiveTO Cycling Projects and Accessibility Elements



Transportation Services is testing out new, temporary asphalt raised platforms on University Avenue, Danforth Avenue and Bloor Street to accommodate accessible loading needs. This has been a great new addition to the City's rapid build toolbox. Staff are working on signage and marking upgrades to improve compliance.

ActiveTO Cycling Projects and Accessibility Elements



Transportation Services is testing new asphalt raised bus platforms on University Avenue, Danforth Avenue and Bloor Street to accommodate transit needs. This has been a new addition to the City's rapid build toolbox. Staff are working on signage and marking upgrades to improve the experience.

ActiveTO Cycling Projects and Accessibility Elements



Wheel-trans services can stop and load in the cycle tracks including at bus stops. This is in the City of Toronto's By-Laws.

Next Steps

- Currently, the ActiveTO cycling infrastructure is temporary. In Fall 2021, Transportation Services will report to City Council on recommendations for these corridors. We continue to make changes on all the corridors in response to feedback.
- Transportation Service's is working toward adopting the On-Street Bikeway Design Guidelines in 2021. City Staff will continue to consult with and review the design guidelines with Toronto's Accessibility Advisory Committee and Toronto's Transit Committees Accessibility Committee.

Questions?

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