ATTACHMENT 1:
Toronto On-Street Bikeway Design Guide
Summary of Stakeholder Comments Received Re: Accessibility May 2019

General

	Comment	Project Team Response
1	Accessibility considerations for cyclists of All Ages and Abilities (AAA) need to be strongly supported throughout the OSBDG, including: children, seniors, vulnerable road users, people with disabilities, recumbent cyclists, cargo bikes, and families/groups.	This is directly addressed in Chapter 2 but AAA principles permeate the OSBDG.
2	More education is needed to explain how to operate in/around bike facilities for cyclists, pedestrians, and vehicles.	Education is commonly done for new types of infrastructure, though design is meant to be intuitive. The OSBDG is a design-focused guide; so user education is not central. Post-implementation observations are part of project evaluation and may include recommendations to enhance education, which is noted in Chapter 6.
3	Acknowledge role and relationship of OSBDG to Complete Streets Guidelines (CSG).	Addressed in chapter 1. CSG is the first in a list of policies/guide that inform the OSBDG, and includes text on the relationship between the two guides.
4	Cycling facilities must not inhibit pedestrians, including those with low or no vision from safely navigating the sidewalk, transit stops, pick-up/drop-off points, and intersection crossings.	Every design consideration throughout the guide was reviewed to design safe and accessible environments for pedestrians of all ages and abilities.

Facility Design

	Comment	Project Team Response
1	Include mandatory signage for cyclists to yield to pedestrians at crossings in parking and loading zone designs, and for pedestrians to safely cross cycling facilities mid-block.	Section 3.1.6 describes how breaks in cycling facility design for loading zones and accessible parking zones should be provided. A minimum 1.5m access aisle and yield-to-pedestrian signage is recommended. The signage is also illustrated in the graphics to guide designers.
2	Vision zero safety principles should transcend cost concerns.	The guide embraces a vision zero perspective. It recognizes funding limitations but in all cases recommends safety as the top consideration.

Intersections

	Comment	Project Team Response
1	Corner mixing zones are not appropriate for high-volume environments. Pedestrians require cane detectable grade separations, curbs, ladder/zebra markings to differentiate walking zones.	Section 4.3 of the Guide indicates that where ped and cyclist volumes are moderate or high (>30 combined users per hour on the corner in peak hour) that a separated space design is more appropriate. Section 4.7 details a preference for separated space over mixing zones where ped/cyclist volumes are moderate or high. Cyclists Yield to Pedestrian Signage is included in all of these designs.
2	Like in the Complete Streets Guidelines, cyclists and pedestrians mixing zones should be avoided. Concern regarding	See above. Detailed guidance is provided in Chapters 3 and

	pedestrian/cyclist mixing zones at Queens Quay and Queens Park/Hoskin.	4. Page 107 notes that separated space is the default.
3	The Guide should include info on accessible pick-up and drop-off locations on side streets near main streets when cycle tracks are installed	Accessible pick-up/drop-off on side streets is recommended as an opportunity in Section 3.1.6, in conjunction with accessible loading zones/laybys.
4	Clear signage is needed for cyclists to yield to pedestrians in transit access zones. Safety considerations are required around bus stops. Review use of zebra stripes at raised cycle track platforms and streetcar stops.	The project team consulted with TTC and Wheel-Trans on the guide and its recommendations. "Do not pass open doors" signage and pavement markings are required. Zebra stripes are not recommended for cycle track /bus stop platforms because markings would require buses to stop in exactly the same position; operators often open doors even if they can't pull all the way up to the stop due to queued vehicles ahead of the bus; at streetcar stops (e.g. Roncesvalles, Lake Shore) this would require 4 sets of ladder markings and causing confusion.
5	Use ramps and underpasses instead of stairs with gutter channels, to accommodate all forms of bicycles and other wheeled users.	Applies primarily to off-street routes and amenities such as grade separated trails and bicycle parking or transit stations, which are not the subject of this guide.
6	Crossing design illustrations should show key pedestrian safety features such as clearly marked cyclist stop line before the crosswalk; eye-level bike signals; and sidewalk curb lines to guide white cane users.	All design illustrations show ped safety features. The Highway Traffic Act does not currently permit eye-level bike signals, however the guide notes that the City may undertake a pilot and work with MTO to study the issue. Bike signals comply with OTM Book 12a.
7	Place accessible pedestrian signals (APS) on the main sidewalk to help people with visual disabilities navigate set-back crosswalks	APS are recommended to be on the main sidewalk, noting that this may require longer ped crossing time.
8	Explore electronic means to let people with visual impairment know about the transition from sidewalk to cycling facility.	Not under consideration for the OSBDG but may in future editions or other guides.

Process

	Comment	**Project Team Response**
1	Include consultation with Toronto Public Health and Toronto Accessibility Advisory Committee at key project milestones.	Included. This is determined on a project-by-project basis.
2	Collect data on pedestrian/cyclist conflicts.	Data collection is not the focus of the OSBDG but comment will be forwarded to the data collection team.