



Walk Toronto Comments on Toronto On-Street Bikeway Design presentation to TAAC

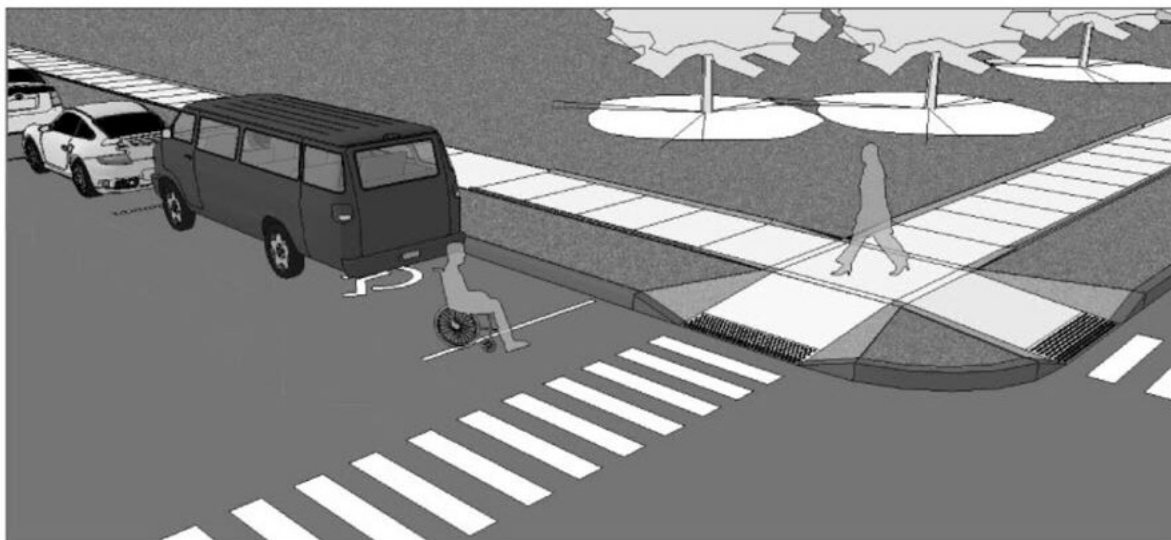
From: Walk Toronto Steering Committee
To: Members of the Toronto Accessibility Advisory Committee
Re: DI1.5 Accessibility Review, On-street Bikeway Design Guide presentation (Accessible parking)
Date: April 10, 2019

Walk Toronto is a grassroots pedestrian advocacy group that works with various levels of government, community groups and citizens to improve walking conditions and safety in Toronto

We approve of the design on page 17 of the “Toronto On-street Bikeway Design Guide” presentation to TAAC ¹, which illustrates an accessible lay-by being used by a WheelTrans vehicle. This type of lay-by can be effectively installed on streets with cycling facilities near mid-block destinations that people with disabilities travel to frequently. We would suggest that the posting of a sign instructing cyclists to yield to pedestrians crossing the cycle track should be made mandatory, rather than remaining optional.

In the last two years, members of Walk Toronto have heard loud and clear from the accessibility community that there are not enough accessible drop-off locations on busy arterials such as Bloor St. We would therefore recommend that, in addition to mid-block locations, accessible drop-off and parking spots also be regularly located on local side streets close to where they intersect with arterials that have cycling facilities. This practice is common in Vancouver, and we include an illustration.

¹ Section 3.1.6 <https://www.toronto.ca/legdocs/mmis/2019/di/bgrd/backgroundfile-131406.pdf>



There are six advantages to the Vancouver corner design:

- a) people using accessible corner parking spaces do not have to cross a cycle track or bike lane to reach the sidewalk;
- b) they can use existing corner curb cuts (which are quite close to the accessible parking space);
- c) it enables the City to significantly increase the number of accessible loading locations per block;
- d) in many cases, this will reduce the walking distance between accessible loading locations and destinations;
- e) it does not create a gap in the cycle track or bike lane (— gaps endanger cyclists with disabilities who are riding on the bike lane);
- f) local side street accessible parking spaces can be provided for longer-term durations of several hours, as opposed to prime mid-block locations, which tend to be restricted to quick loading and unloading of passengers.

There are two main disadvantages:

- a) the number of permit parking spaces on the local side street is reduced;
- b) drivers using an accessible corner parking space must turn onto the local side street and then return to the arterial.

We are of the opinion that the benefits which the Vancouver design confers on people with disabilities far outweigh the inconveniences placed on motorists. **Walk Toronto therefore recommends that TAAC request that the accessible corner lay-by design be added to the Toronto Bikeway Design Guide as a complement to the mid-block design.**