

# Cycling and Accessibility 2021 Upgrades and 2022 Goals

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# 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 feedback on the guidelines and the guidance in the document were utilized for the ActiveTO Cycling Network Projects.
- 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

# On-Street Bikeway Guidelines | Chapters 1-3 Overview

- Chapter 1: How to use the guide and what informed the guide
- Chapter 2: Design principles, Who are we designing for and design domain, Facility Selection
- Chapter 3: Midblock facility design including cycle tracks, designated bicycle lanes, shared streets and cycling friendly streets.

# On-Street Bikeway Guidelines | Standardizing Designs

- Chapters 1-3 are being reviewed for adoption in Transportation Services. Alongside the guide, our team is working on standard drawings to ensure consistency.
- We are currently working on standard drawings of transit/bike integrated stops and beveled curbs for interim raised cycle tracks.

# On-Street Bikeway Guidelines | Transit/Bike Integrated Stops



# On-Street Bikeway Guidelines | Interim Height Bike Lane Curbs



# ActiveTO | Accessibility Elements

- Transportation Services was directed by City Council in 2020 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.
- 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 Midtown | Design Process

## Review Existing Conditions



Map existing conditions and constraints to inform preliminary recommendations for the side of the street and design elements

## Develop & Refine Design



Develop and refine the design based on public and stakeholder input and on-going traffic & safety analysis

WE ARE HERE

## Iterate Design Over Time



Iterate and improve the design over time, including throughout the pilot period (post-installation)



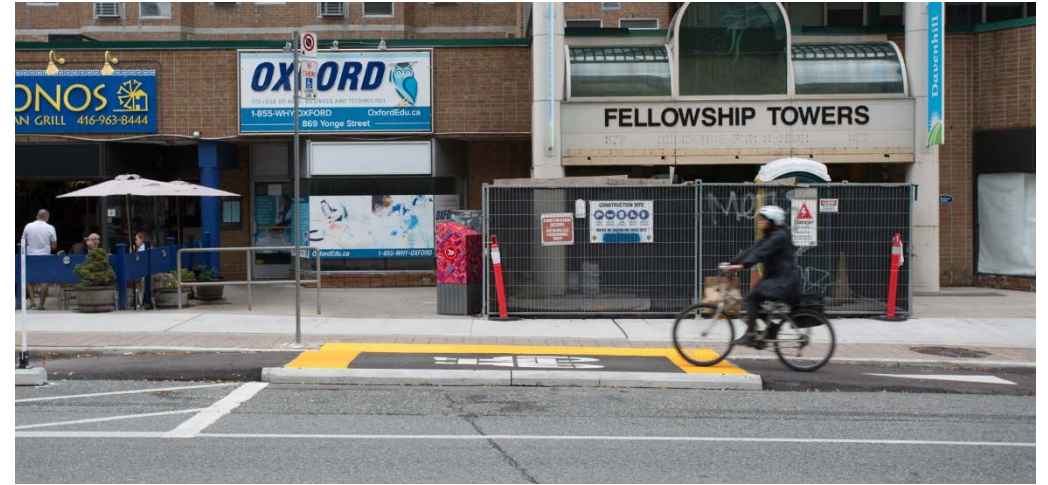
# ActiveTO Midtown | Pavement Markings

- All originally planned pavement markings have been installed



# ActiveTO | Accessible Loading Platforms

- 4 asphalt and curb stone platforms were installed (877, 1585, 1819 and 1849 Yonge St)
- Associated pavement markings installed
- Sign on bollard to be installed



# ActiveTO | Accessible Bus Stop



# ActiveTO | Accessible Bus Stop (cont'd)

A Zicla platform is being ordered for the northwest corner of Macpherson for the TTC stop (similar to the King Street platforms)



# ActiveTO | Focus Groups

- As part of the ActiveTO Yonge Street project, in partnership with The Centre for Active Transportation and Park People, focus groups with food delivery workers and with Wheel-Trans users were planned.
  - On October 19, there was a focus group with 11 food delivery workers who use various modes of transportation for deliveries
  - There were challenges of registering people for the accessibility/Wheel-Trans focus group. The focus group has been converted to a intercept survey. TCAT and Park people will conduct the surveys in the vicinity of seniors residences and community facilities with accessibility accommodations, as well as distribute the survey to Wheel-Trans drivers

This essential feedback will be used to improve the ActiveTO Yonge Street pilot.

# ActiveTO | Intercept Survey Study - Preliminary Stats

## Pre- Installation June Survey:

- June 3 and 5 (Thursday and Saturday)
- Total Responses = 599

## Post-Installation September Survey:

- September 11, 14, 16 and 18 (Saturday x 2, Tuesday, Thursday)
- Total Responses = 500

## Locations:

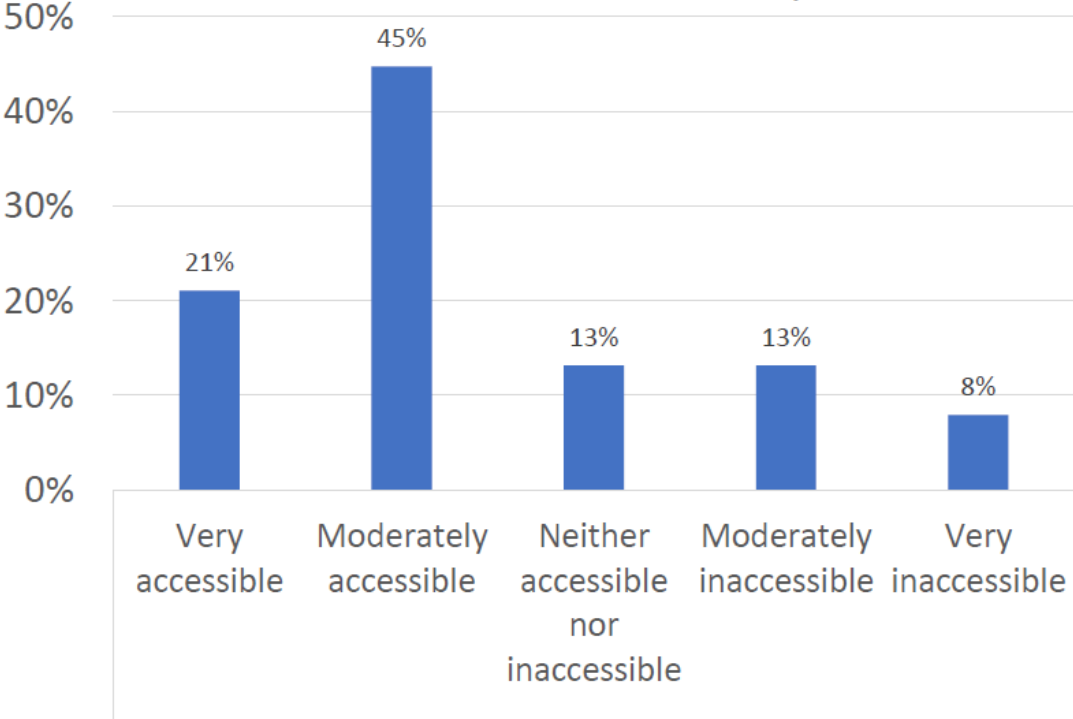
- Davisville, St.Clair, Rosedale and Bloor

# ActiveTO | Intercept Survey Accessibility

## Pre-Installation Survey

7% of Respondents Reported Accessibility Needs

### Pre-Installation Accessibility

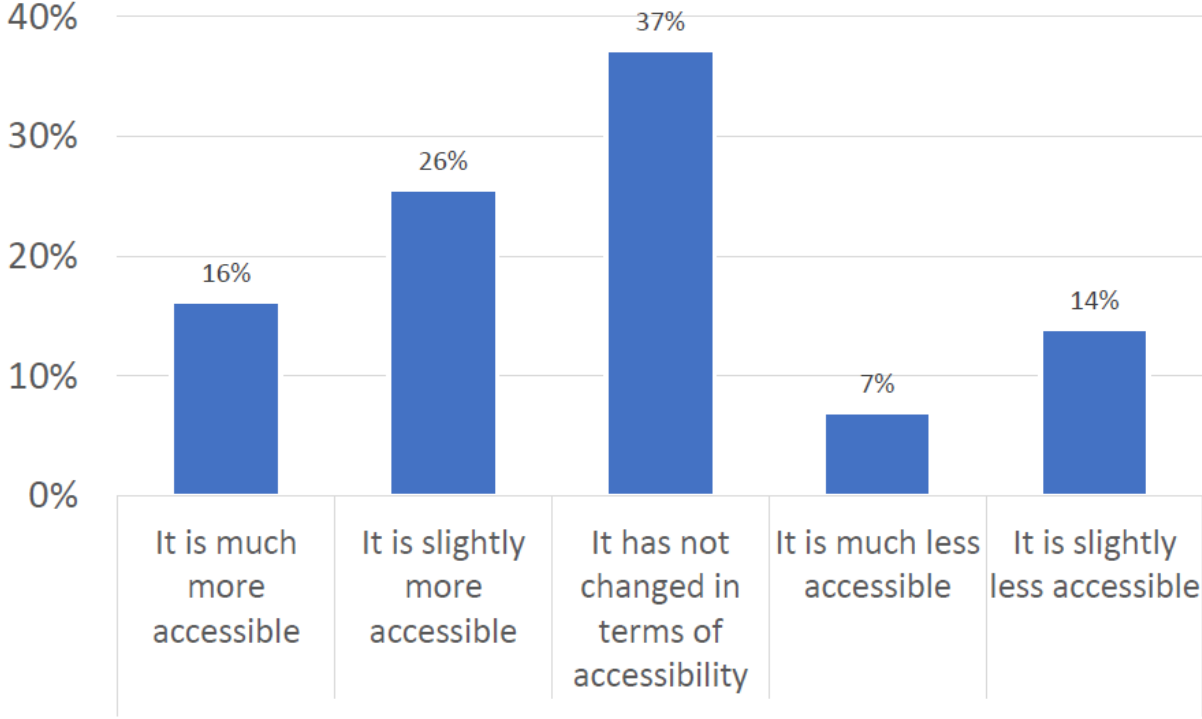


N = 38

## Post-Installation Survey

8% of Respondents Reported Accessibility Needs

### Change in Accessibility



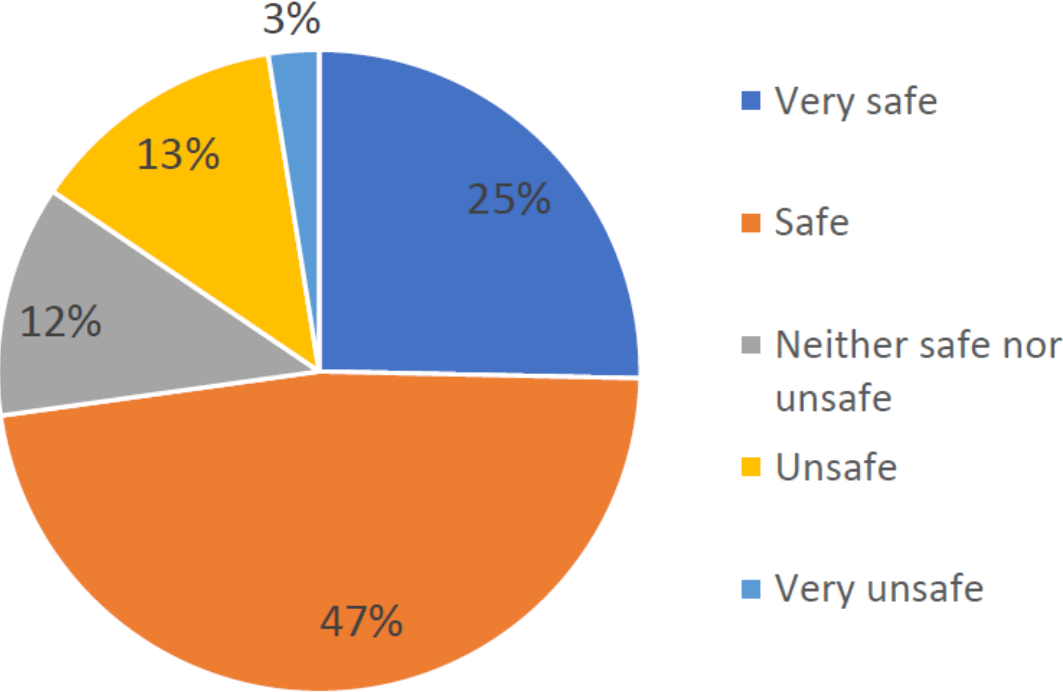
42% reported Much More or Slightly More Accessible

N=43

# ActiveTO | Intercept Survey General Safety

## Pre-Installation Survey

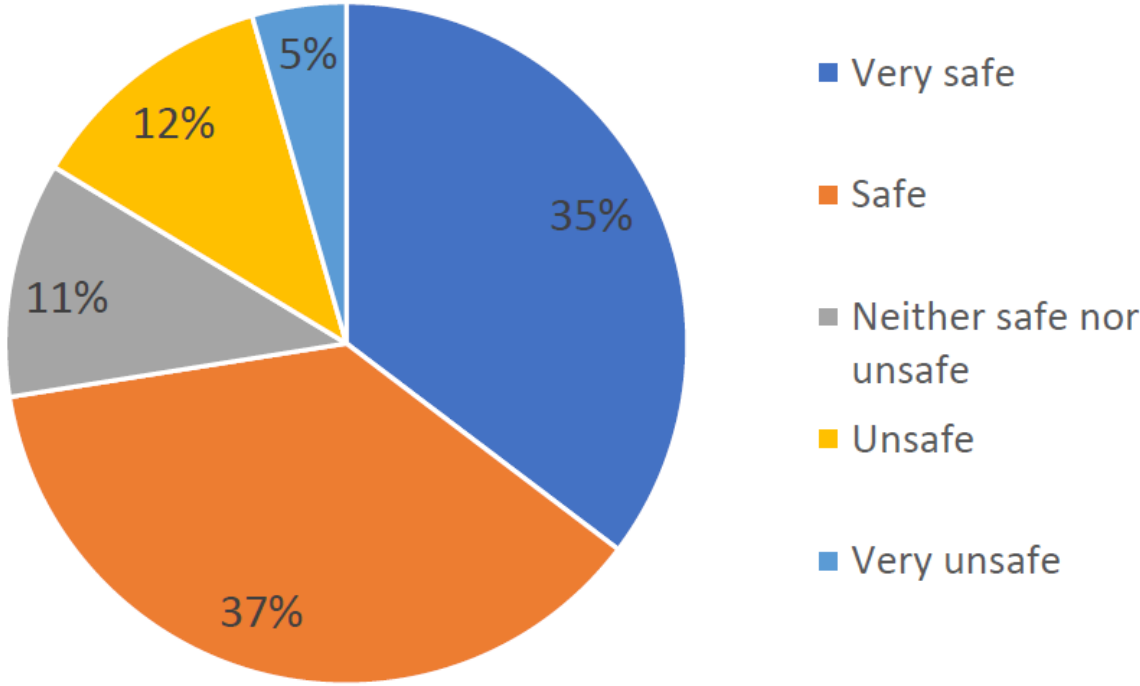
General Perception of Safety on Midtown Yonge St



N = 592

## Post-Installation Survey

General Perception of Safety on Midtown Yonge St



10% Swing from Safe to Very Safe

N = 538



# ActiveTO | Multimodal Volumes

**The number of people cycling on Yonge St. has increased substantially.**

- Two-way cyclist volumes increased significantly along the corridor, with the largest percentage increases observed between Davenport Rd/Church St and Heath St.
- Preliminary data shows a 105% increase in cyclist volumes, on average, across the corridor

**Total pedestrian volumes have also increased along the corridor within the ActiveTO Midtown Pilot study area.**

- Weekday pedestrian volumes increased by 60 to 80% in the three locations measured within the Yonge St ActiveTO Midtown Pilot corridor, and remained mostly unchanged just north of it (at Davisville Ave/ Chaplin Cres), based on 1- and 2-day counts of 16 hours each before and after the installation period.

**Travel times on Yonge St have increased by up to 90 seconds in am/pm peak periods and approx. 2-3 minutes midday**

- There have been noticeable impacts to travel times on Yonge St, which have further increased since schools reopened in September. The largest impacts have been observed in the northbound direction during the middle of the day
- Travel times in both directions along Yonge St during most times of the day are now slightly above the pre-pandemic (Fall 2019) baseline with up to 90 seconds increase in am/pm peak periods and approx. 2-3 minute increase during midday.
- Now that these results are in hand, additional work is underway to improve general traffic flow including updated signal coordination and opportunities to introduce an auxiliary turn lane Roxborough St.
- The entirety of this increase from prior to installation can't be attributed solely to the pilot, as they happened against the backdrop of increasing travel times across the city as pandemic restrictions have lifted.

\* Additional data will continue to be collected as part of ongoing monitoring program to evaluate the pilot

# Cycling and Accessibility | 2022 Goals

- Continue to develop standard drawing for accessibility elements to ensure consistent design and delivery including streetcar/bike transit stops, raised cycle tracks, accessibility loading zones next to cycle tracks, etc.
- Develop and adopt a new by-law for accessible loading zones adjacent to cycle tracks to ensure people cycling are legally required to yield to those loading.
- Conduct user experience tests and develop a standard palette of painted curb extensions that eliminate any confusion for guide dogs and people with cognitive conditions.

# Questions?

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