



Cycling, Sidewalks and Accessibility

2023 Highlights and 2024 Goals

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Transportation Services, Cycling and Pedestrian Projects

- Strategic Objectives
- Unit Overview
- 2023 Accomplishments
- Accessibility Site Visits
- 2024 Goals
- Questions and Feedback from TAAC

Strategic Objectives & Unit Overview

Transportation Services Strategic Objectives



Safe, Healthy
Communities



Access for
Everyone



Quality
Service



Resilient
Solutions



Unit Objectives

- Focus on expanding sideway networks and building new bikeways
- Enhance uniformity in the construction of sidewalks and cycling infrastructure throughout the city.
- Plan, design and deliver infrastructure to improve accessibility for seniors, people with disabilities and other vulnerable road users, aiming to decrease conflicts, lower barriers, boost safety, and enhance comfort.

2023 Accomplishments

2023 Accomplishments | Standards of Practise Webpage



Adopted a number of new standards this year. Located under Construction Standards & Permits.

[Standards for Designing and Constructing City Infrastructure – City of Toronto](#)

Standards for Designing and Constructing City Infrastructure

We develop and maintain standards for use by staff, engineering consultants and contractors when designing and constructing Toronto's public and private infrastructure projects.

Expand All +	Collapse All -
Bridges, Structures and Expressways	+
CADD Graphic Specifications	+
Engineering Survey Standards	+
Green Infrastructure Standards	+
Landscape Design Guidelines for Stormwater Management Ponds	+
Pavement Design Guidelines	+
Road Engineering Design Guidelines	+
Road Work Standards	+
Sewer and Watermain Design Criteria	+
Sewer and Watermain Standards	+
Traffic Signal Standards	+
Utility Cut Permit Applications and Municipal Consent Requirements (MCR)	+
Water Servicing and Metering Manual	+
Wet Weather Flow Management Guidelines	+
Water Servicing Standards for Parks	+

In This Section

Construction Standards & Permits -

Non-Utility Cut Permit Application

Right of Way Construction Permits +

Utility Cut Permit Application

Standards for Designing and Constructing City Infrastructure -

Archived Construction Specifications

Archived Drawings

Archived Revision Information Sheets

Capital Construction Signage

Construction Specifications and Drawings for Green Infrastructure

Construction Specifications and Drawings for Road Works

Construction Specifications and Drawings for Sewers and Watermains

Construction Specifications and Drawings for Traffic Signal Devices

Development Infrastructure Policy & Standards (DIIPS)

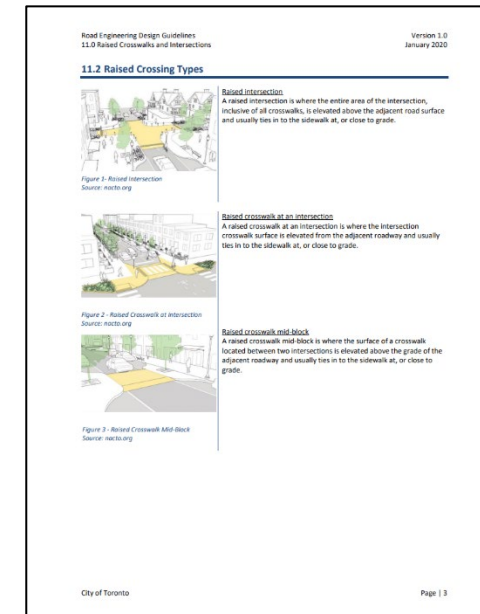
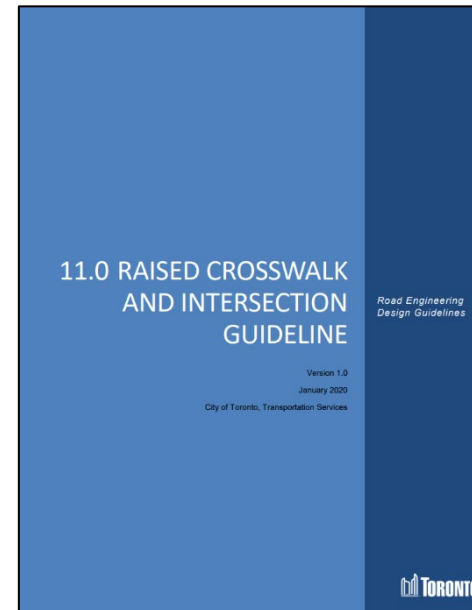
Contact Information

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Related Information

[Capital Construction Signage](#)

[Streetscape Manual](#)



- **15** missing sidewalk projects built;
- **3.7 km** sidewalks built
 - **2.3 km** of local road sidewalks built;
 - **1.4 km** of minor arterial sidewalks built;



Missing sidewalk built in 2023 on Falaise Road in Scarborough-Guildwood Neighbourhood in Ward 24.



- 3.1 km Multi-use Trails;
- 7.4 km of Cycle Tracks (are **physically separate** lanes for bicycles);
- 5.0 km of Bicycle Lanes (dedicated part of the roadway with road markings for the exclusive use of cyclists);
- 4.2 km of Wayfinding Sharrows.

Total: 19.7 km



Cycle Track built in 2023 on Douro Street and Wellington Street West in Spadina Fort-York Neighbourhood in Ward 10.

Accessibility Site Visits

Accessibility | Site Visits Purpose



- Purpose: Improving street safety and accessibility for all users.
- June 2022: First site visit by Cycling and Pedestrian Projects unit near York University.
- Participants: People with disabilities.
- Objective: Gather feedback on new accessibility features.
- Goal: Utilize feedback to refine future design standards and enhance consistency in accessibility.



Accessibility Site Visit in 2022 on Evelyn Wiggins & Murray Ross intersection in Humber River-Black Creek Neighbourhood in Ward 7.

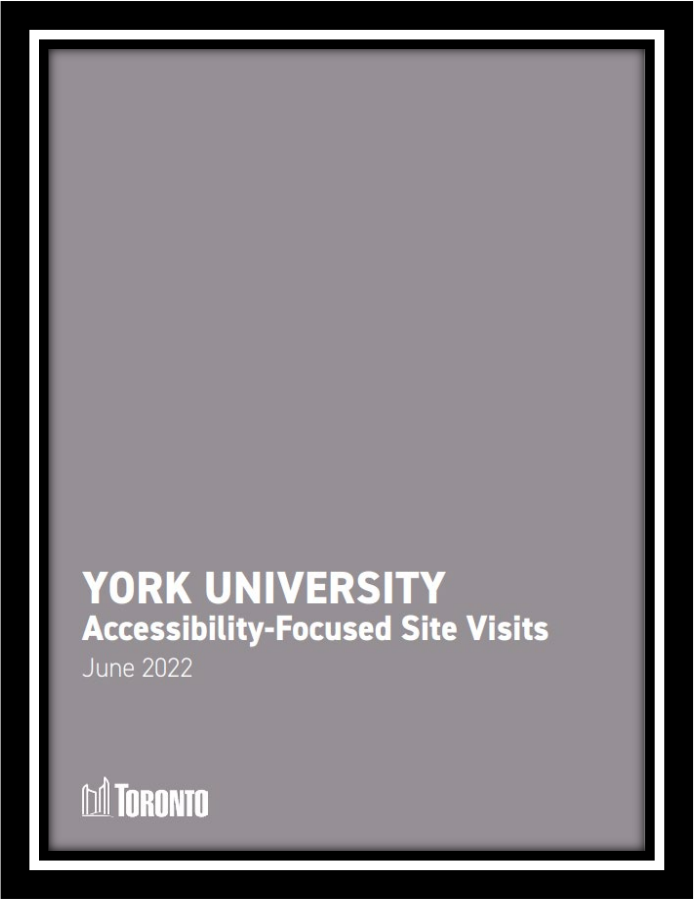
Accessibility | 2023 Highlights



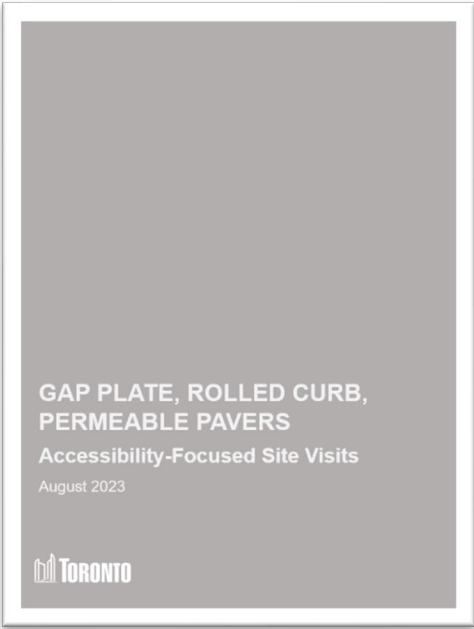
- **3** accessibility site visits;
- **24** people with disabilities consulted;
- **30** staff from Transportation Services engaged;
- Ongoing refinement of site visit practices.



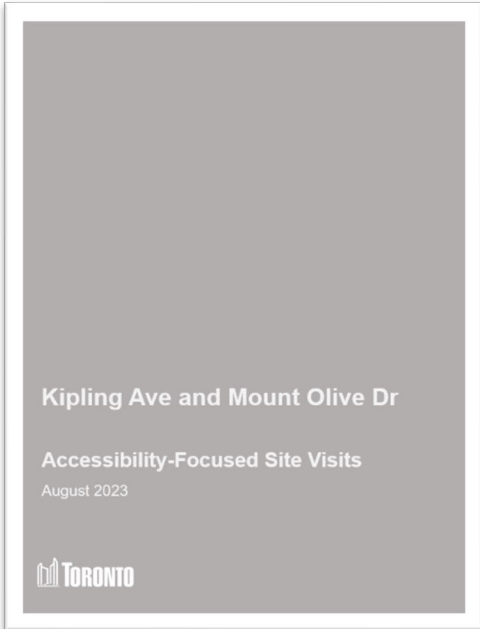
Accessibility Site Visit in 2023 on Cherry Street and Commissioner Street in Toronto-Danforth Neighbourhood in Ward 14.



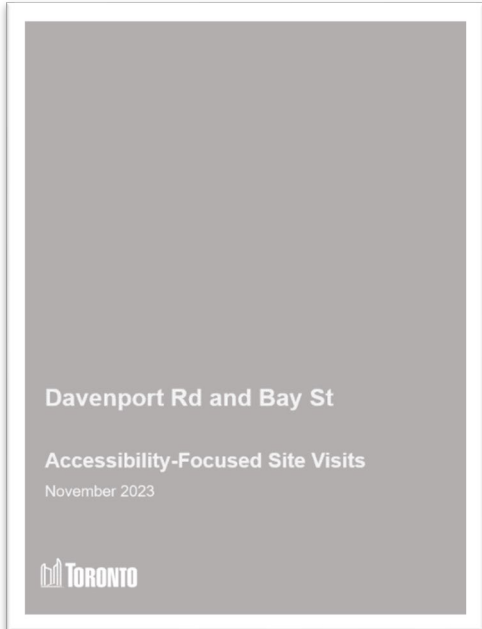
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Q1 - 2024

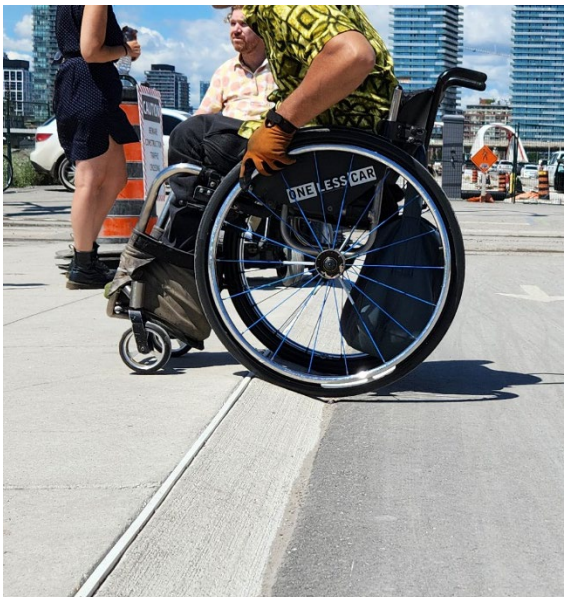


Q1 - 2024

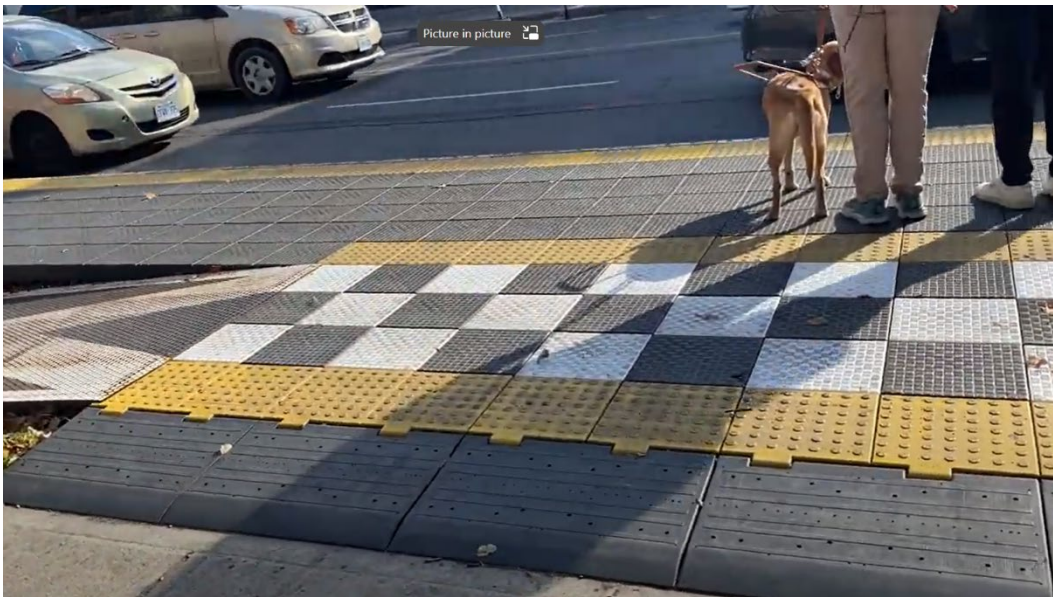


Q1 - 2024

Accessibility | What we heard



Rolled Curb - Accessibility Site Visit in 2023 on Cherry Street and Commissioner Street.



ZICLA Bus Stop Boarding Platform - Accessibility Site Visit in 2023 on Davenport Road and Bay Street.



Accessible Pedestrian Signal - Accessibility Site Visit in 2023 on Kipling Avenue and Mount Olive Drive

2024 Goals

2024 Goal | New Missing Sidewalk Approach



Objective: to **accelerate sidewalk delivery** and **accessibility** particularly on local roads.

Approach: to enhance sidewalk delivery by

- Identifying neighbourhoods based on **large sidewalk network gaps** and;
- Consulting community feedback to prioritize **specific sidewalk connections**.



Missing sidewalk built in 2018 on Tedder Street in York South-Weston Neighbourhood in Ward 5.

2024 Goal | Sidewalk Clearway Width Policy

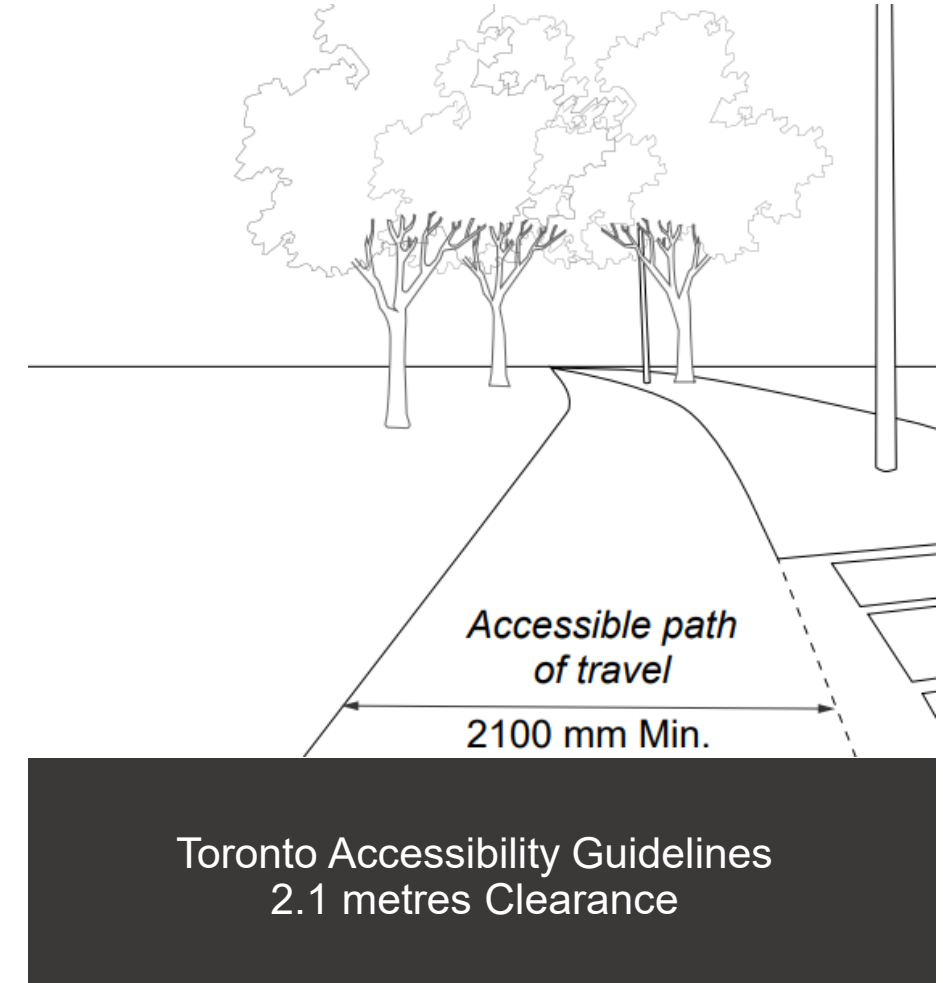


Objective: to create a more **walkable, accessible, and safe** sidewalk clearway width and construction standard.

Approach: Sidewalk clearway widths will be considered based on **pedestrian volumes** in addition to roadway classification.

- Consideration given to other variables like land use, street furniture, needs of children, **seniors and people with disabilities**.

Approach: Review sidewalk construction standards to improve implementation outcomes.



2024 Goal | Accessibility



Objective: enhance **inclusivity and engagement** with the disability community, and re-evaluate **current practices**.

Approach: to enhance site visit consultations by:

- including a broader range of individuals with disabilities in project site visits;
- strengthening relationships with advocacy and support organizations;
- reviewing current practices and proposing new standards and ;
- encouraging other units to directly interact with and receive feedback from people with disabilities.

Continue to improve site visit format and logistics

- Night site visits
- Different demographics
- Locations



Accessibility Site Visit in 2023 on Davenport Road and Bay Street in University-Rosedale Neighbourhood in Ward 11.

Questions and Feedback from TAAC



- Are there any street accessibility features that need reviewing or new standards that require development?
- Are there any specific location within the City that you would like us to lead an accessibility site visit to and why?

Thank You



CONTACT US

If you have any questions or concerns feel free to contact:

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Appendix



Bloor Street West, Callaghan Lane and Commissioners Street

- **Gap Plate** - hinged gap plates were effective but raised concerns for partially sighted individuals due to misleading yellow tactile indicators. A distinctively colored plate was suggested as an alternative.
- **Rolled Curb** - rolled curbs with a 33% slope were identified as safer and more functional than barrier curbs, particularly for wheelchair users and those using canes.
- **Permeable Pavers** - In evaluating permeable unit pavers (Eco-Optiloc), participants found them challenging to navigate, causing physical and emotional strain. Asphalt was the preferred material for larger areas, and wide concrete bays were favored overall for accessibility.



Kipling Avenue and Mount Olive Drive

- **Floating Bus Stop** - Orientation Challenges: The spacious area posed orientation challenges, particularly for those disembarking from buses and heading toward the sidewalk, with no clear demarcation of the multi-use path.
- **Intersection Design** - Misalignment between the APS and tactile pavers was noted, highlighting the need for better alignment to assist in wayfinding at intersections.
- **Mid-block Crossing** - The crossing presented challenges for people who use wheelchairs, with several noting its steep slope made sidewalk access unsafe. Compounding this, difficulties in accessing the pushbutton and the inadequacy of the guardrail length.



Davenport Road and Bay Street

- **Bus Stop Accessibility** - narrow sidewalks at bus stops hindering the movement of wheelchairs highlights a critical issue. It suggests the need for wider areas and shelters. Feedback highlighted issues with the design of platforms and ramps, particularly the severity of bumps and the slope angles.
- **Accessible Pedestrian Signals** - traffic noise overpowers the button locator sounds, causing disorientation for pedestrians who are blind. Increasing volume would aid their ability to safely navigate crossings.
- **Pedestrian and Cyclist Safety** - instances of confusion in shared lanes between cyclists and bus lane entrance were noted, calling for clearer lane demarcations.