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# **Bicycle Lane Planning Projects**

**Approaches for managing accessible parking impacts**

**Accessibility Advisory Committee Presentation**

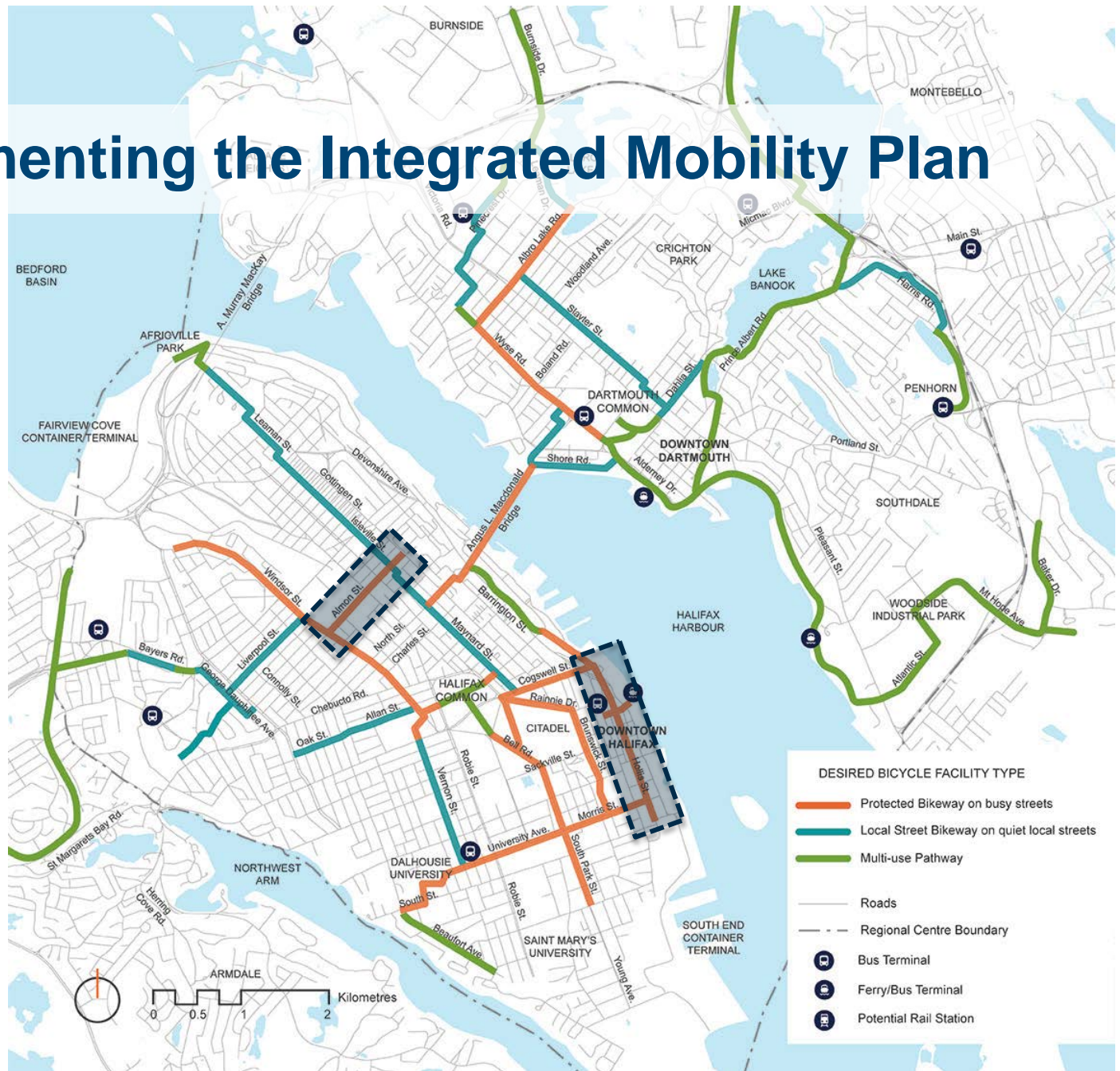
November 2018

# Presentation Overview

1. Accessibility and planning for pedestrians and bicyclists
  - examples
2. Approaches for changing on-street accessible parking when planning bicycle lanes
  - Downtown Bikeways
  - Almon Street bikeway

1. Accessibility and planning for pedestrians and bicyclists (some examples)

# Implementing the Integrated Mobility Plan



**DESIRED BICYCLE FACILITY TYPE**

- Protected Bikeway on busy streets
- Local Street Bikeway on quiet local streets
- Multi-use Pathway

— Roads

- - - Regional Centre Boundary

- Bus Terminal
- Ferry/Bus Terminal
- Potential Rail Station





# All Ages and Abilities Bike Network





# Don't assume disabled people aren't interested in cycling - or in proper bike lanes

Objectors to new bike routes in London and elsewhere often cite the needs of people with disabilities. They've missed the point



A film about Isabelle Clement of Wheels for Wellbeing.



Whenever bike infrastructure is debated, it's never very long before someone objects by saying: "But what happens to people with disabilities if you build

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# Modern bike facilities: guidelines for safety, comfort and growing ridership



Edmonton  
(Global News)



Minneapolis  
(Star Tribune)



[www.sfmta.com](http://www.sfmta.com)



# Shared Cycle Track/Bus Stop



Source: <http://www.westsideaction.com>



Source: MTO Book 18

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## More accessible walking and bicycle infrastructure



Tactile Warning Surface Indicators



Curb extensions

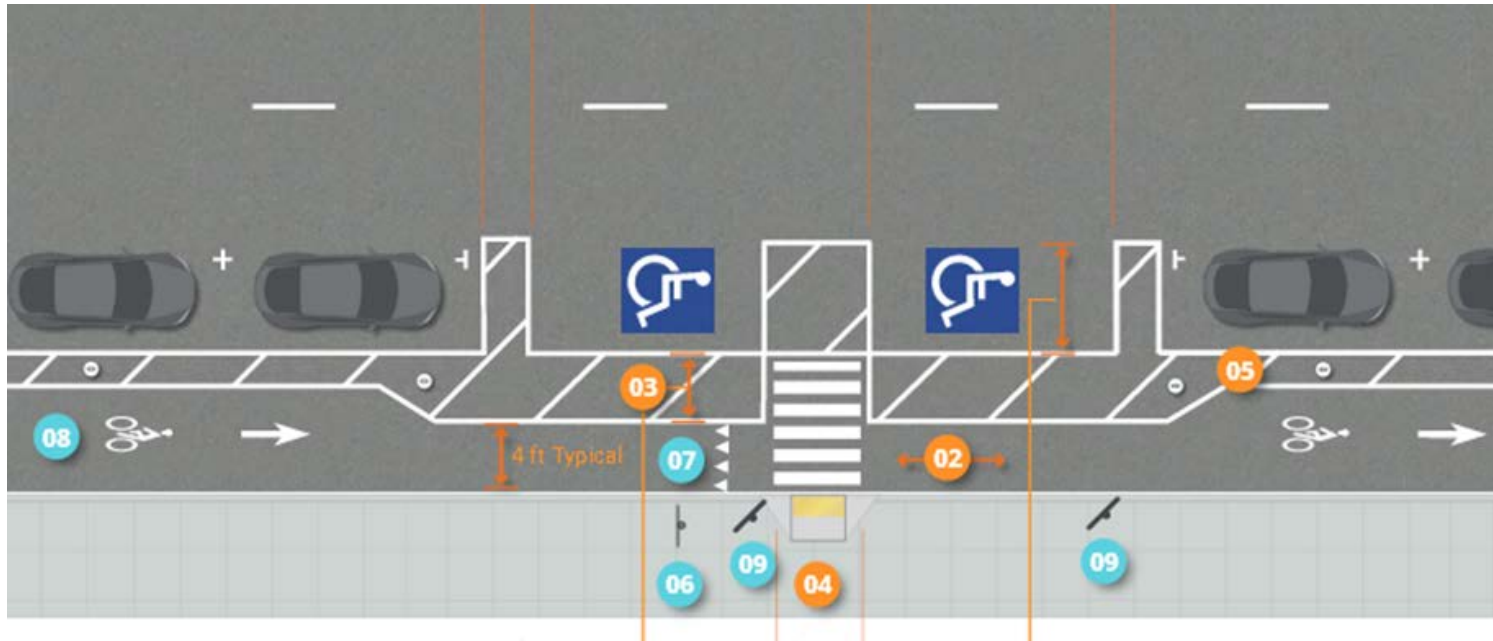


- Audible signals at crosswalks
- Leading Pedestrian Intervals (TPI)

Source: [www.thestar.com](http://www.thestar.com)

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# Accessible Parking & Protected Bike Lanes



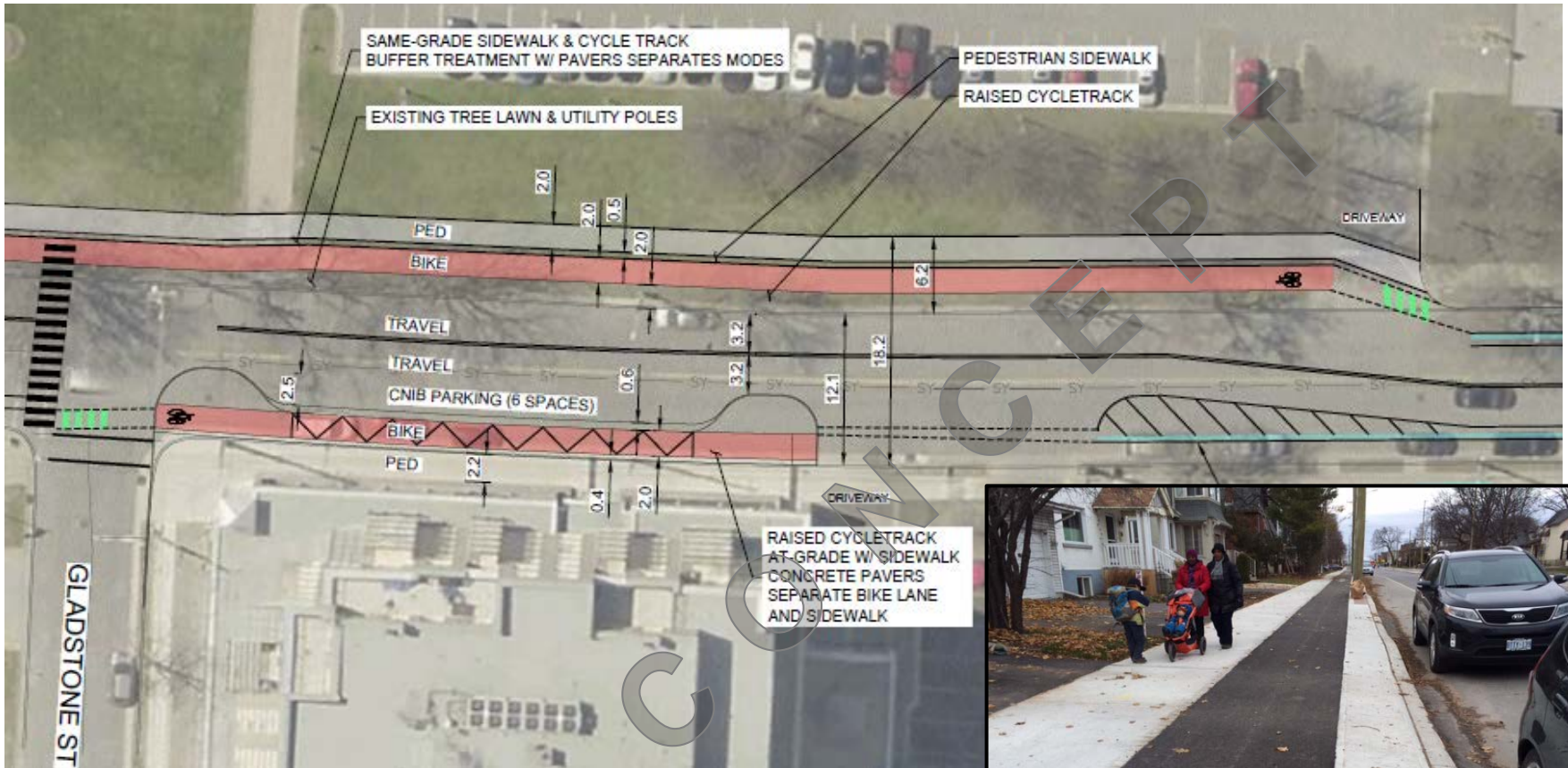
Source: *Separated Bike Lane Planning and Design Guide*, Federal Highway Administration



## 2. Bikeway Planning Projects

- Almon Street protected bike lanes
- Downtown Bikeways

# Access to curb on Almon St @ CNIB





## When considering changes to accessible parking...

1. If we need to move accessible parking, retain the same number of spaces and in the same general area
  - Appropriate grades
  - Access to curb cuts/sidewalk
2. Observe usage
3. Try to understand users and destination(s) they are serving
4. Consult with stakeholders
5. Communicate changes and monitor

# Downtown Bikeways

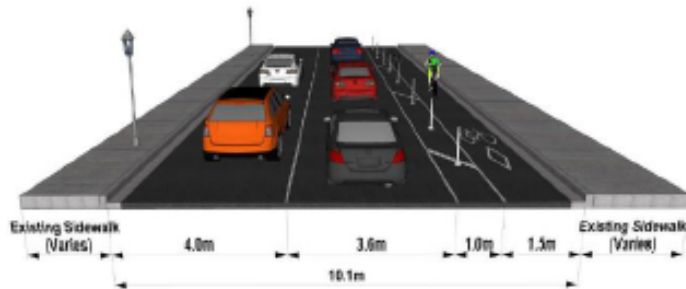
- Four options for north-south bikeway connection on Hollis and/or Lower Water Street
- East-west bikeway connections on George Street and Terminal Road





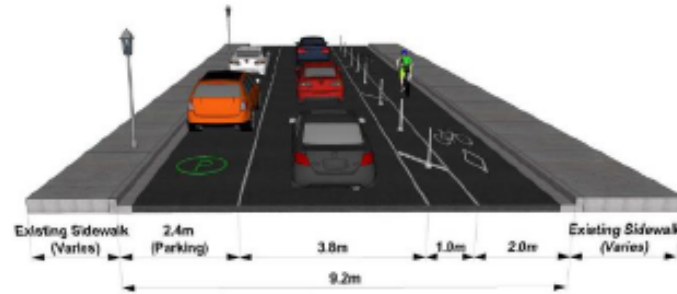
# Hollis/Lower Water Option

## OPTION D: Uni-Directional Bike Lanes on Hollis Street and Lower Water Street



Hollis Street looking southbound

*Duke Street to Sackville Street (Southbound)*



Hollis Street looking southbound

*Sackville Street to Terminal Road (Southbound)*

## Existing Accessible Parking

### Hollis Street

- 2 spaces between Prince & Sackville
- 2 spaces between Bishop & Sackville

### Lower Water

- 2 spaces north of Morris Street

## Potential Changes to Accessible Parking on Hollis Street

- Move existing accessible spaces to left-hand side
- Try to retain some on the right-hand side for vehicles with ramps on passenger side
- Alternatively, add more accessible spaces on the right-hand side of Bedford Row and Granville
- Communicate when the changes are implemented