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Protected Cycling Network Study: College Avenue Corridor

Accessibility Advisory Committee (AAC)
February 22, 2023

Presented by:
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Guelph





Agenda

1. Define: protected cycling facility
 2. Brief review of AAC engagement to date
 3. Review and present the concept design for the College Avenue corridor (two types of protected cycling facilities: protected bike lanes and cycle tracks)
 4. Review design process stakeholders
 5. Gather AAC feedback on:
 - Recommended stakeholders to engage
 - Potential accessibility-related barriers of the protected bus stop concept and the protected intersection concept
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What is a 'Protected Cycling' facility?

Protected Cycling facilities create a dedicated space within the right-of-way for people to cycle, that is physically separated from vehicle traffic.

Protected Cycling Network Study: AAC Engagement to date (1 of 2)

- [February 2022:](#) Introduced the Cycling Network Study Project, and presented 3 types of protected bike infrastructure (cycle tracks, multi-use paths and protected bike lanes) to the AAC
 - **We heard:**
 - Motion: The AAC recommend that multi-use paths in the proposed locations are a concern and not recommended because of the mix of speed with people who use mobility devices or pedestrians with disabilities. In these locations divided, protected bike lanes of 2.5 m wide that allow for adult tricycles and sidewalks are recommended.
 - As well visibility triangle for the driveways should be included in the design
 - Tactile Warning Safety Indicators (TWSIs) need to be used for intersections of cyclists and people
 - Parking near these new bike lanes

Protected Cycling Network Study: AAC Engagement to date (2 of 2)

- July 2022: Presented the findings and conceptual preliminary preferred alternatives to the AAC
 - **We heard:**
 - There is a need for preventative measures to protect pedestrians who are blind or have low vision.
 - The AAC liked the design of curbs that would separate pedestrians and cyclists and asked for curb cuts to be included periodically mid-block as travelling the road is a concern for people with disabilities.
 - Staff advised that driveways can act as periodic mid-block breaks in the curb separating pedestrians and cyclists.



Protected bike lanes



Cycle tracks

Review of Protected Bike Lanes and Cycle Tracks

College Avenue Overview

- 2.75km from Janefield Avenue to Dundas Lane
- Protected intersections at: Scottsdale Drive, Edinburgh Road, Gordon Street and East Ring Road.
- Two pedestrian crossovers at:
 - Vanier Drive near Centennial Collegiate Vocational Institute, and;
 - MacDonald Street near Johnston Hall
- Five protected bus stop locations: four locations west of Edinburgh Road and one location east of Gordon Street.
- Protected bike lanes along College Avenue
- The section between Edinburgh Road and Gordon Street will have in-boulevard cycle tracks instead



Design Process Stakeholders

As we develop the design during 2023 we will be seeking advice and input from:

- City of Ottawa – leading Ontario municipality in protected intersection design
- WSP – engineering consultant with specific expertise in cycling infrastructure, also developing Guelph's Complete Streets Design Guidelines
- CNIB Foundation – advise on how people who are blind or have low vision will navigate protected intersections and transit stop
- AAC- Staff will return to present to the AAC in Summer 2023 when the design reaches 60% stage

Protected Bus Stop Concept

- Protected Bike Lane raised through bus stop to allow level boarding of passengers
- Tactile plates indicate the edge of the bus stop at the protected bike lane
- Ladder bar pavement markings indicate approximate location where passengers will cross the bike lane
- Shark teeth and “yield to pedestrian” signage direct cyclists to yield when a bus is stopped



Image source: Speers Road Protected Bike Lane, City of Oakville

Protected Intersection Concept

1. Corner refuge island
2. Forward Bicycle queuing areas
3. Setback of bicycle and pedestrian crossings
4. Pedestrian refuge islands
5. Bicycle-friendly signal phasing
6. Cycle track crosswalk
7. Tactile walking surface indicators at cycle track crosswalk
8. Shark tooth pavement markings to alert cyclists to yield to pedestrians



Image source: British Columbia Active Transportation Design Guide (2019)

AAC Feedback: Stakeholders

Are there any additional stakeholders, community groups, etc. that you recommend that staff seek advice and input from regarding this project?

AAC Feedback

What is your feedback on:

- Potential accessibility-related barriers of the:
 - protected bus stop concept, and
 - protected intersection concept

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Thank
you!

Feel free to contact me with any additional questions or comment.

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We will come back to share the 60% designs with you in the summer of 2023.

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