College Avenue Protected Cycling Infrastructure

Accessibility Advisory Committee (AAC)

August 15, 2023

Presented by:

Andrew Miller, Project Engineer, City of Guelph

Agenda

1. Brief review of AAC engagement to date
2. Review the concept and 60% design for the College Avenue corridor protected intersection and transit stops
3. Gather accessibility related feedback on:
   - Potential accessibility-related barriers of the protected bus stop and the protected intersection design

College Avenue Protected Cycling Infrastructure AAC Engagement to date

- **February 2023:** Introduced the College Avenue Protected Cycling Infrastructure project to the AAC and received committee member comments.
- **We heard:**
  - support for protected bike lanes to be added on College Avenue.
  - concern about cyclists adhering to the 'yield to pedestrians' at the protected bus stops - consider ways to make the yield signs more visible.
  - important to make sure that disability aides can get through the protected intersection smoothly and safely.
  - concern that buses might just drive past if people are waiting set-back from the stop due to the bike lane space – consider ways to make bus driver aware there are people waiting at the stop.
- **Staff will be meeting with Guelph Transit and City of Ottawa to consider ways to address these comments.**

Protected bike lanes

Cycle tracks

Review of Protected Bike Lanes and Cycle Tracks

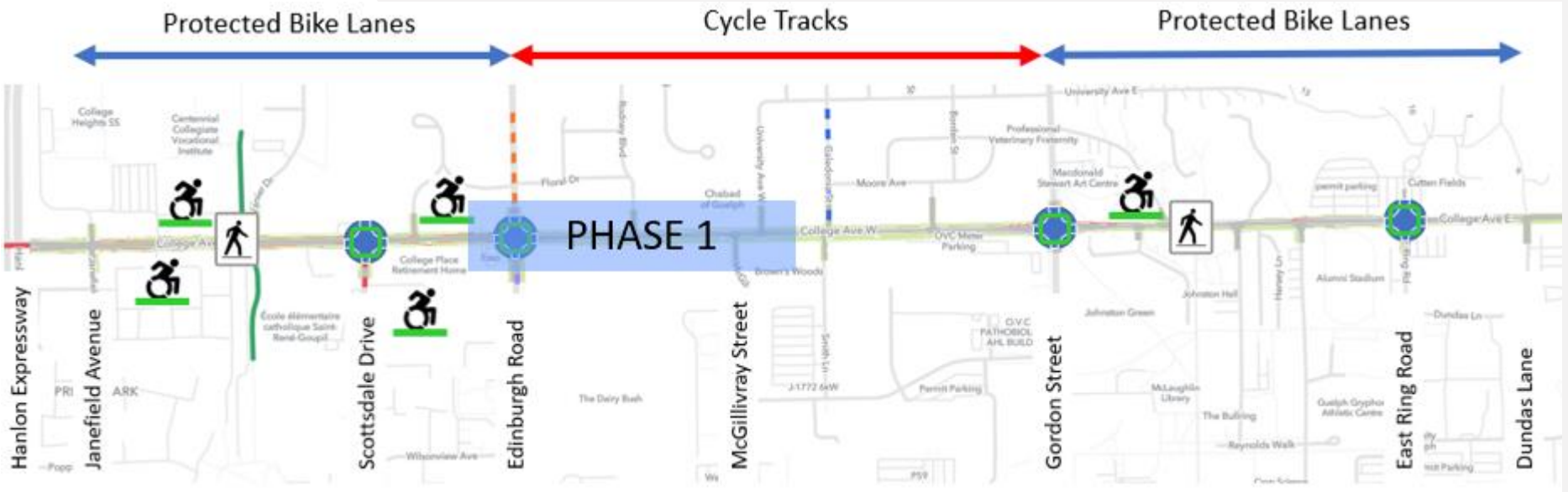
College Avenue Overview

- 2.75km from Janefield Avenue to Dundas Lane
- Protected intersections at: Scottsdale Drive, Edinburgh Road, Gordon Street and East Ring Road.
- Phase 1 Edinburgh Road to University Avenue to be constructed in 2024. Phase 1 will include:
  - Protected intersection at Edinburgh Road
  - 5 Protected bus stops
- Remainder of corridor to be constructed in 2025

Protected Intersection

Existing or new Pedestrian Crossover

Protected Bus Stop (Bike lane raised to curb height to improve accessibility)



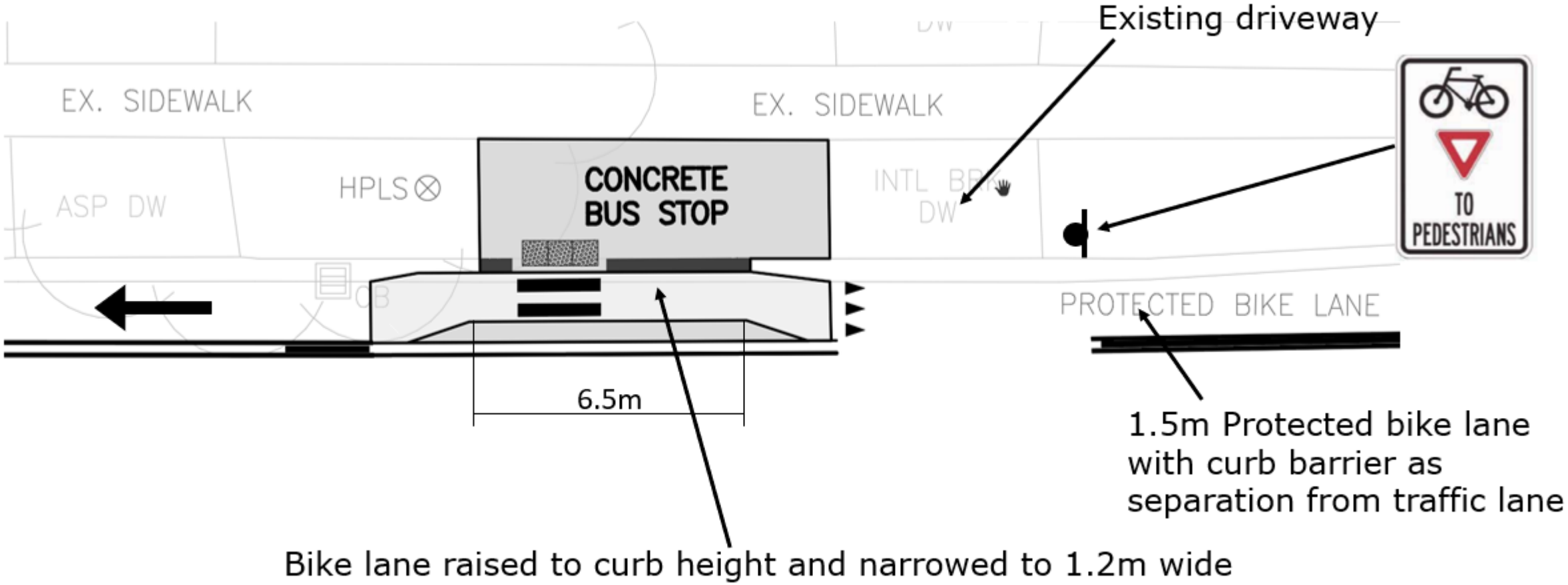
Review Protected Bus Stop Concept

- 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

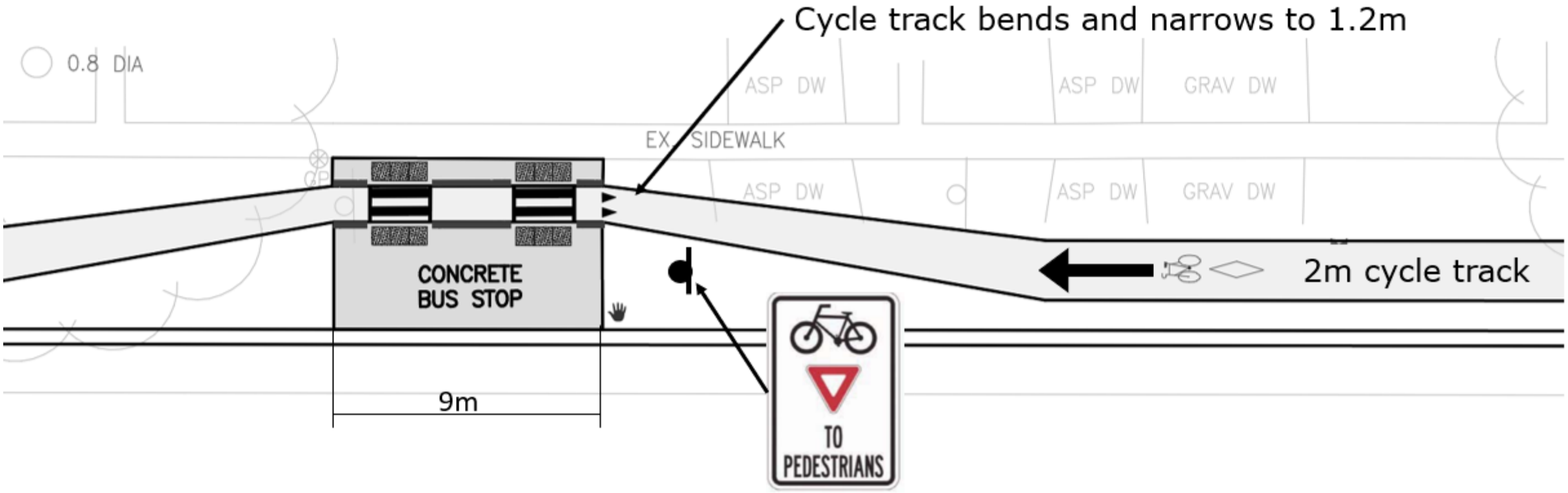
Protected Bus Stop Design (1 of 3)

Example 1: Existing bus pad is shorter than standard due to adjacent driveway. Protected Bike Lane ramps up and gets narrower at the bus stop to slow cyclists.



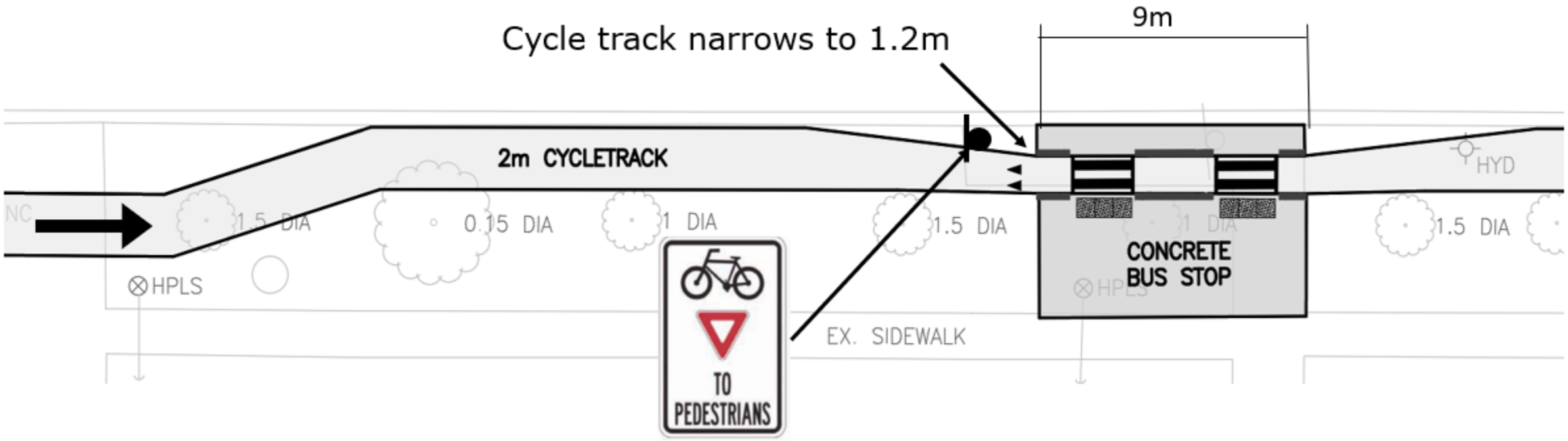
Protected Bus Stop Design (2 of 3)

Example 2: Cycle track in boulevard gets narrower and deflects toward the sidewalk to slow cyclists. Tactile plates on both sides of cycle track.



Protected Bus Stop Design (3 of 3)

Example 3: Cycle track in boulevard deflects towards curb and gets narrower. Tactile plates before crossing cycle track.

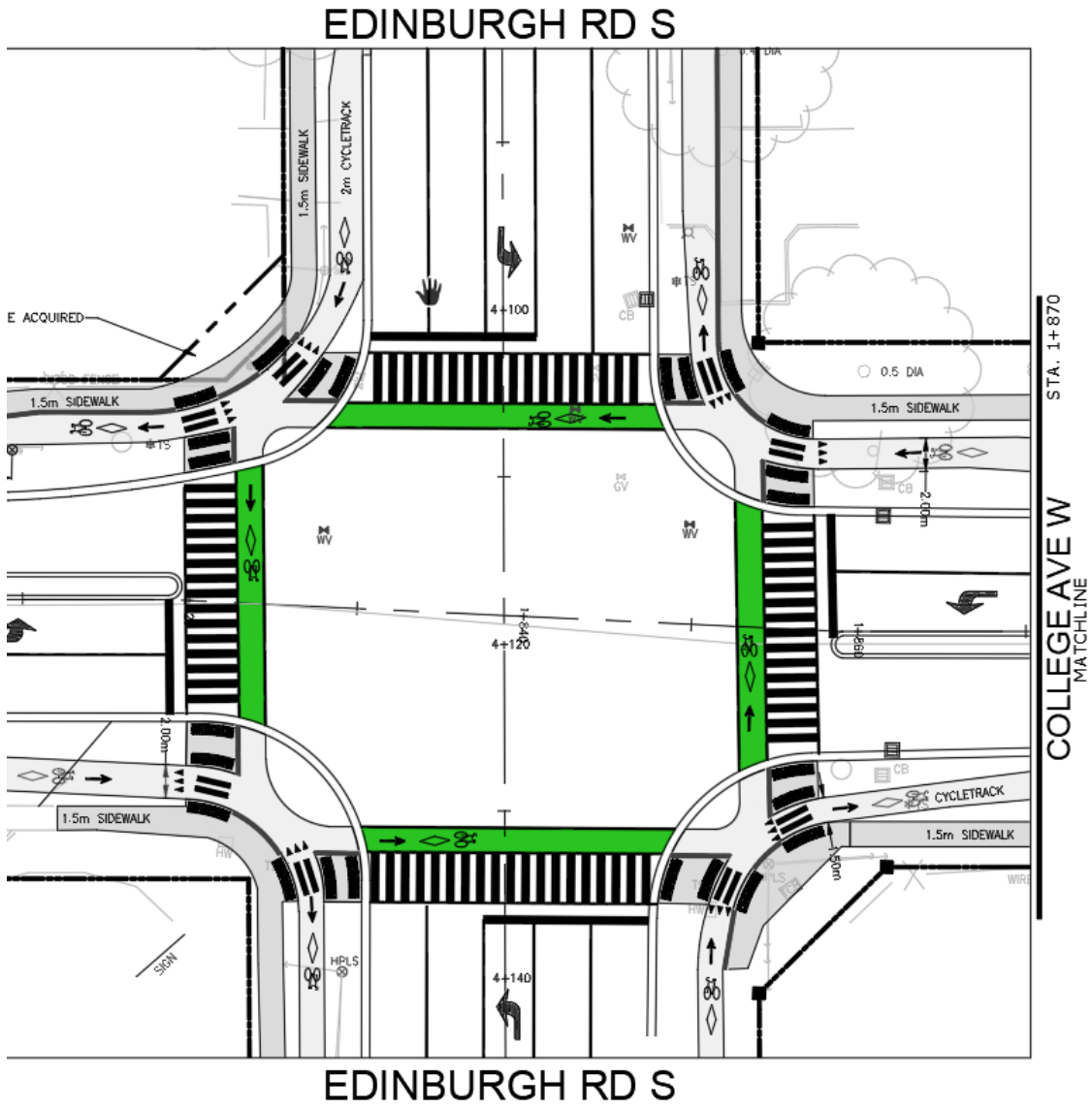


Review Protected Intersection Concept

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

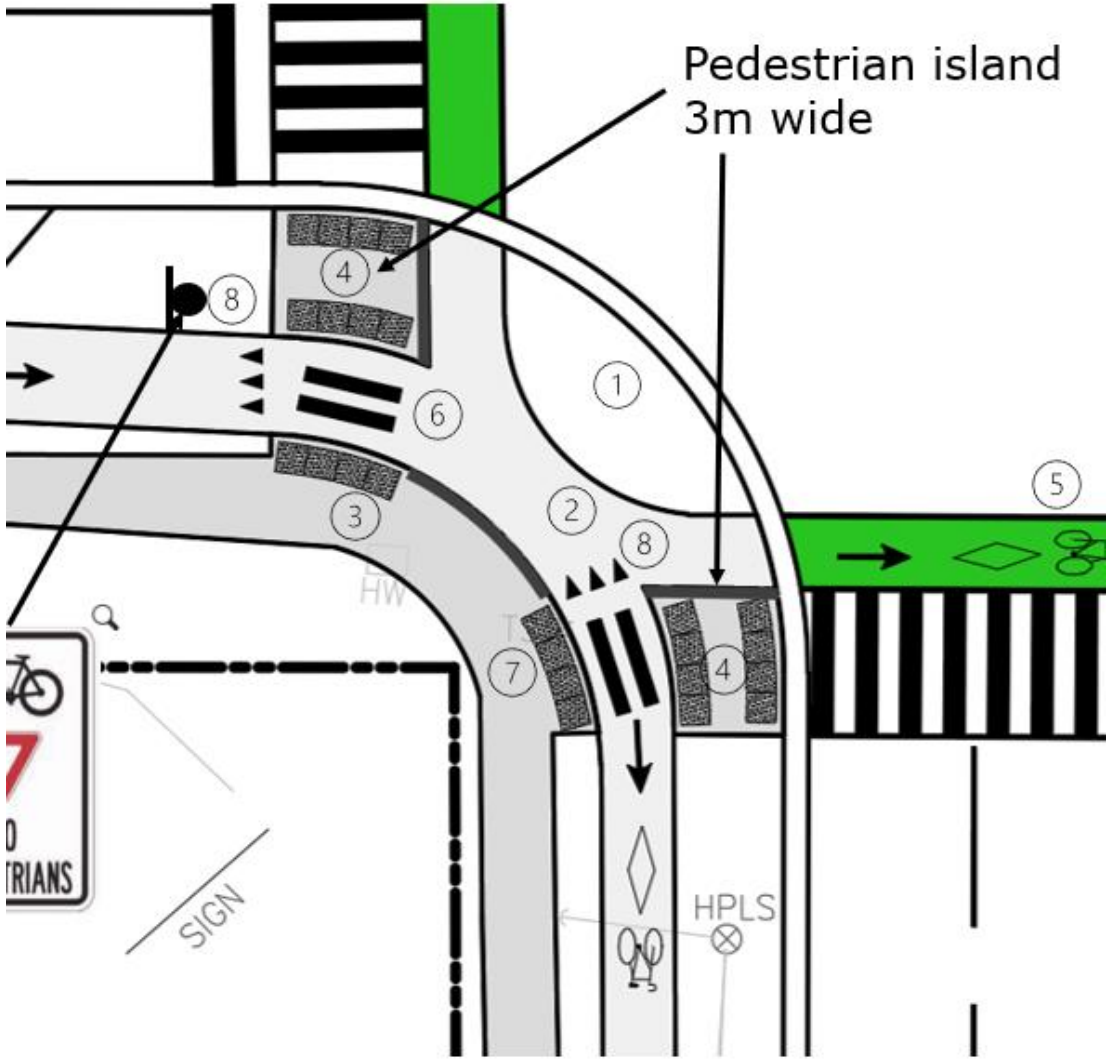
Image source: British Columbia Active Transportation Design Guide (2019)

Protected Intersection Design – Edinburgh Rd



Protected Intersection Design Details

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 + yield sign to alert cyclists to yield to pedestrians



AAC Feedback

What is your feedback on:

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

Recommended motion:

- That the AAC supports the 60% design and recommends that Staff consider the following items as part of the further design development of the protected bus stop design and protected intersection design: <insert list of items/issues/concerns>

Thank you!

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

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City plans to host on-site engagement and an online open house in September 2023. Liaison will circulate a link to the committee.