

Considered at the July 20, 2022 Transportation Committee Meeting



Walkability and accessibility are different

Walkability:

- Ease and friendliness of walking/rolling
- Factors include distance, comfort, pleasantness, proximity, connectivity, vibrancy, etc.

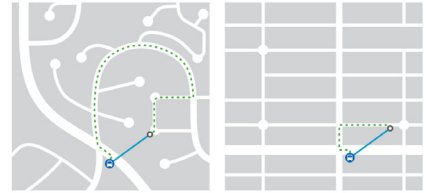
Accessibility:

- Design of transportation facilities for use by as many people as possible including persons with varying levels of ability
- Factors include accommodation of mobility devices, wayfinding/navigational cues, opportunities for rest, surface quality, etc.

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Walkability depends on...

- Community form
- Relationship of buildings to streets
- Street activity and services
- Level of pedestrian priority



Accessibility is about ability

- Abilities can vary in type and level
- Considerations for public realm design:
 - Vision – full blindness, visual impairments, colour blindness
 - Hearing – full deafness, partial hearing impairment, frequencies
 - Mobility – wheelchair, other assistance devices, no assistance devices, areas for rest
 - Cognitive/language barriers – standard signage, symbols, etc.
 - Many more areas of consideration exist
- Many different design considerations: grades, audio/visual cues, crossfalls, pavement level and tripping hazards, stairs vs. elevators, etc.

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Examples of accessibility considerations



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Ongoing work to improve bus stop accessibility

- About 75% of bus stops are accessible
- Work typically includes:
 - Relocation of bus stop poles
 - Construction of wheelchair accessible pads
 - Installation of new signage



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Continuing to work with our partners

- Target is 100% accessible bus stops
- Improvement priorities:
 - Suggestions from CMBC
 - Boarding/alighting data at stops
 - Feasibility/extent of improvements
 - Supportive network to access the stop
 - Requests from persons with disabilities
- Multiple potential funding sources (TRIPP, WITT, MRNB)
- Typically improve 5-7 stops/year



Discussion