

Accessibility Adjacent to AAA Routes

Accessibility needs are an essential part of ensuring that the needs of all users are accommodated on downtown streets and is a matter considered in the construction of all new transportation infrastructure.

Two concerns commonly heard through the protected bike lane demonstration project include:

1. Accessible parking adjacent to protected bike lanes
2. Use of motorized wheelchairs in bike lanes

The following is a discussion on each of these concerns.

1. Accessible Parking Adjacent to Protected Bike Lanes

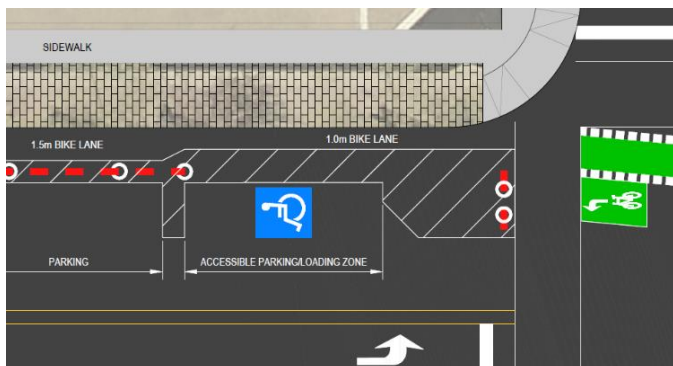
Currently, accessible parking in the downtown is provided at all loading zones. Vehicles that display a valid disabled parking placard are permitted to park in a loading zone for up to the maximum time limit for the area, instead of for the loading zone. For example, a vehicle with a placard may park in a 15 minute loading zone for up to three hours in the downtown area. Generally there are two loading zones per block face along Avenues and one per block face along Streets. Vehicles that display a valid disabled parking placard, with hologram, are permitted to park in City parking stalls for up to 36 hours.

Accessibility treatments can be applied to all of the AAA candidate corridors and will be addressed through detailed design. Below are three examples for provisions of accessible parking near or adjacent to protected bike lanes that facilitate safe and convenient access to sidewalks:

Example 1: End Block Parking



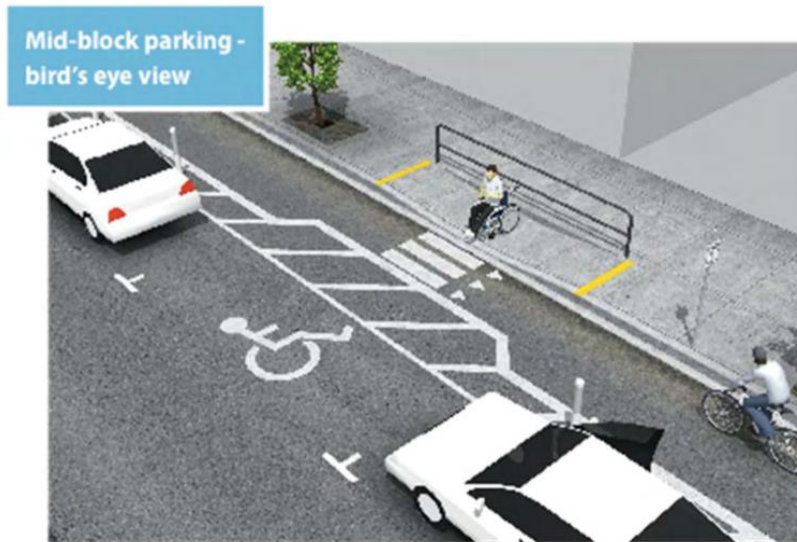
Source: Our Streets MPLS, ourstreetsmpls.org



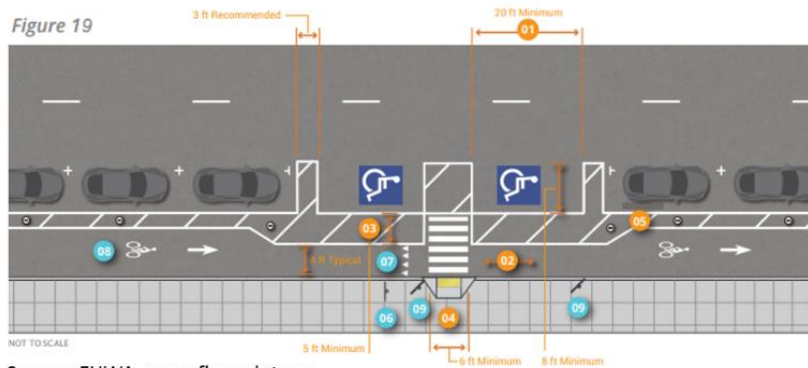
Accessible parking end block features:

- An accessible parking space is designated at the end of the block to facilitate rear-loading vehicles and provide access to the existing curb ramp
- Painted buffer is widened to accommodate side-loading vehicles. This also narrows the bike lane helping to slow cyclists
- Signs and pavement markings are used to advise cyclists to yield to pedestrians
- No posts or other obstructions are placed in accessible parking space buffer

Example 2: Mid-Block Parking



Source: Our Streets MPLS, ourstreetsmpls.org

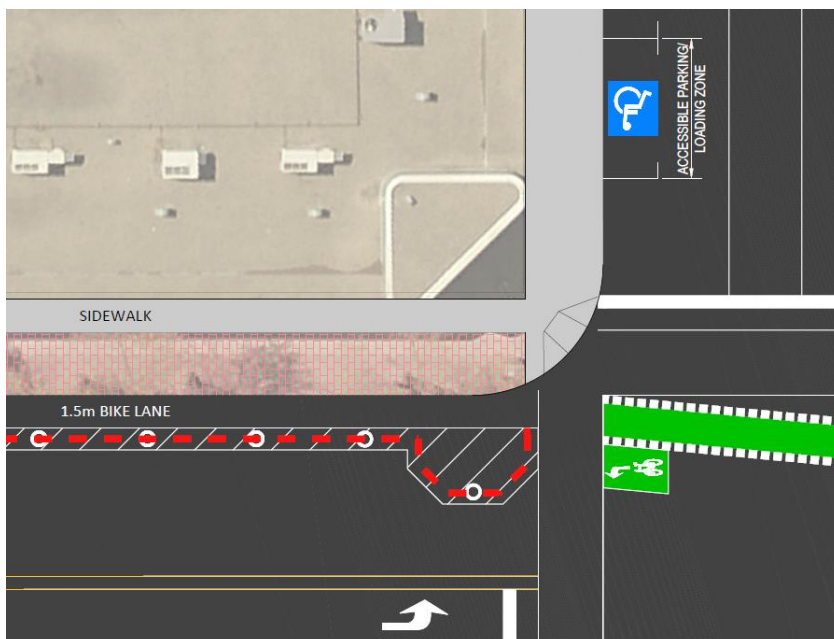


Source: FHWA, www.fhwa.dot.gov

Accessible parking mid-block features:

- An access aisle at street level is provided the full length of the parking space and connects to a pedestrian access route and mid-block curb ramp.
- Additional space is provided at the front and rear of the parking space to facilitate ease of access.
- A crosswalk and curb ramp shall connect the access aisle to the sidewalk.
- Signs and pavement markings are used to advise cyclists to yield to pedestrians and designate a crosswalk.
- No posts or other obstructions are placed in accessible parking space buffer.

Example 3: Adjacent Block Parking



Accessible parking space on adjacent block:

- Designate the parking space on the side street nearest to the intersection as an accessible parking space.
- Designating this space would not require a person using this space to cross the protected bike lane, as the street with the designated accessible parking space would not have an AAA facility on it.

2. Use of motorized wheelchairs in bike lanes

Motorized wheelchairs and scooters are often observed using the protected bike lanes. This may be because these road users find that the bike lanes offer a smoother path than sidewalks.

This concern is being examined through the review of the Bicycle Bylaw currently underway. Preliminary review at this time suggests that motorized wheelchairs and scooters may be allowed to use the bike lanes, provided they are travelling in the direction of traffic. This will be confirmed through the bylaw and appropriate signage and education would follow to advise all road users.