



C-2

**TTC Advisory Committee
on Accessible Transit (ACAT)**

*c/o Wheel-Trans, 580 Commissioners Street, Toronto, Ontario M4M 1A7
E-Mail: acat@ttc.ca*

May 21, 2014

TTC Board Members
Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

Dear Board Members:

Re: Improving Pedestrian Safety When Crossing To and From Streetcar Platforms

The TTC's Advisory Committee on Accessible Transit (ACAT) has received and unanimously approved two motions for the consideration of the TTC Board. Both motions are with respect to improving pedestrian safety when crossing to and from streetcar platforms located in a roadway.

In compliance with the Accessibility for Ontarians with Disabilities Act (AODA), the TTC and the City of Toronto are currently engaged in a project to make the streetcar network accessible. This initiative means that persons with a disability, and other streetcar riders, will need to be able to safely cross traffic lanes in order to reach streetcar platforms.

The first motion is with respect to pavement markings: "Zebra Crossing Motion: Improving Pedestrian Safety when Crossing to Streetcar Platforms".

It was moved that the TTC Board request the City of Toronto to prioritize installation and maintenance of zebra pedestrian crossing markings at all places where pedestrians must cross traffic lanes to reach streetcar platforms located within a roadway.

It is ACAT's recommendation that all pedestrian crossings to transit platforms should be converted to zebra markings right away. If it is not feasible to do all crossings immediately then installation of zebra markings should parallel the roll out of the new accessible streetcars.

The second motion was also with respect to improving pedestrian safety when crossing to and from streetcar platforms.

**PRESENTED TO
THE BOARD**

MAY 28 2014

It was moved that the TTC Board request the City of Toronto to install Accessible Pedestrian Signals (APS) at all places where pedestrians must cross traffic lanes to reach streetcar platforms located within a roadway.

As above, it is ACAT's recommendation that all pedestrian crossings to transit platforms located in a roadway should be equipped with APS immediately. If it is not feasible to do all crossings immediately, then installation of APS should parallel the roll out of the new accessible streetcars.

In conclusion, it is ACAT's position that for any system to be accessible it is not sufficient that only the transit vehicles are accessible -- the access to those vehicles must also be accessible. When transit platforms are separated from pedestrian sidewalks by being within a roadway, the connection between the sidewalk and the transit platform exposes pedestrians to vehicular hazards.

ACAT urges the TTC Board and the City of Toronto to protect the safety of persons with disabilities, seniors, and all other streetcar riders who will be forced to cross a lane of traffic in order to connect with streetcar platforms.

Please see the motions, along with the background information, attached to this correspondence.

Thank you in advance for consideration of ACAT's recommendations.

Susan Davidson

Susan Davidson
Chair
Advisory Committee on Accessible Transit

Attachments: Zebra Crossing Motion
Accessible Pedestrian Signal Motion

Zebra Crossing Motion

SUBJECT: IMPROVING PEDESTRIAN SAFETY WHEN CROSSING TO STREETCAR PLATFORMS

In compliance with the Accessibility for Ontarians with Disabilities Act (AODA), the TTC and the City of Toronto are currently engaged in a project to make the streetcar network accessible. This initiative means that persons with a disability will need to safely cross traffic lanes to reach streetcar platforms.

Recommendation:

ACAT recommends that the TTC Board request the City of Toronto prioritize installation and maintenance of zebra pedestrian crossing markings at all places where pedestrians must cross traffic lanes to reach streetcar platforms located within a roadway.

Ideally all pedestrian crossings to transit platforms should be converted to zebra markings right away. If it is not feasible to do all crossings immediately then installation of zebra markings should parallel the roll out of new accessible streetcars.

Background:

There is a concerted and cooperative effort, between the TTC and the City of Toronto, to improve pedestrian safety on Toronto's streets, and to reduce the number of fatalities and injuries which result from pedestrian-vehicular contacts. This has been a primary focus of work being done by the City's Public Realm group as well as the Traffic Services Division of the Toronto Police Services. This matter is of particular importance on TTC streetcar routes. Most streetcar routes operate in the centre of streets, customers must cross a lane of traffic when moving between the sidewalk and a streetcar platform, so the TTC has a special interest in, and obligation regarding, improving the safety of such customer movements.

For any system to be accessible the transit vehicles and access to those vehicles must also be accessible. When transit platforms are separated from pedestrian sidewalks by being within a roadway the connection between the sidewalk and the transit platform exposes pedestrians to vehicular hazards.

The City of Toronto currently has a program to convert pedestrian crossing markings to zebra markings to enhance safety by reducing conflicts between pedestrians and motor vehicles. The Zebra Crossing Policy was adopted by Toronto City Council in September 2006.

Accessible Pedestrian Signal Motion

SUBJECT: IMPROVING PEDESTRIAN SAFETY WHEN CROSSING TO STREETCAR PLATFORMS

In compliance with the Accessibility for Ontarians with Disabilities Act (AODA), the TTC and the City of Toronto are currently engaged in a project to make the streetcar network accessible. This initiative means that persons with a disability will need to safely cross traffic lanes to reach streetcar platforms.

Recommendation:

ACAT recommends that the TTC Board request the City of Toronto install Accessible Pedestrian Signals (APS) at all places where pedestrians must cross traffic lanes to reach streetcar platforms located within a roadway.

Ideally all pedestrian crossings to transit platforms should be equipped with APS right away. If it is not feasible to do all crossings immediately then installation of APS should parallel the roll out of new accessible streetcars.

Background:

There is a concerted and cooperative effort, between the TTC and the City of Toronto, to improve pedestrian safety on Toronto's streets, and to reduce the number of fatalities and injuries which result from pedestrian-vehicular contacts. This has been a primary focus of work being done by the City's Public Realm group as well as the Traffic Services Division of the Toronto Police Services. This matter is of particular importance on TTC streetcar routes. Most streetcar routes operate in the centre of streets, customers must cross a lane of traffic when moving between the sidewalk and a streetcar platform, so the TTC has a special interest in, and obligation regarding, improving the safety of such customer movements.

For any system to be accessible the transit vehicles and access to those vehicles must also be accessible. When transit platforms are separated from pedestrian sidewalks by being within a roadway the connection between the sidewalk and the transit platform exposes pedestrians to vehicular hazards.

Ottawa installs APS at all new intersections as well as at signals where major rehabilitation road projects are taking place

The City of Toronto Accessibility Design Guidelines sections 1.5.1 and 1.5.6 identify APS as essential for blind and visually-impaired pedestrians.

In response to a 2008 Ontario Human Rights ruling the City of Toronto approved a policy to install 81, previously requested, accessible pedestrian signals over the next three years. Also the City will install accessible pedestrian signals at all new traffic signal locations.