OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, July 8, 2013
Tom Davies Square

COUNCILLOR JACQUES BARBEAU, CHAIR

Claude Berthiaume, Vice-Chair

9:30 a.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email clerks@greatersudbury.ca.

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PRESENTATIONS

1. Infrastructure Services 2014 Capital Budget - Fleet and Transit
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)

    - Eric Bertrand, Manager of Fleet Services

    (This presentation provides information regarding the draft 2014 Capital and the 2015 to 2018 forecast.)

REGULAR AGENDA

MANAGERS' REPORTS

R-1. Report dated June 28, 2013 from the General Manager of Infrastructure Services regarding Pedestrian Traffic Signals - Barry Downe Road at Woodbine Avenue. **4 - 26**
(RECOMMENDATION PREPARED)

(Based on a petition and Notice of Motion presented by Councillor Landry-Altmann at the May 6, 2013 meeting of the Operations Committee, staff has been requested to prepare a report regarding options and costs for a pedestrian walk light at the intersection of Woodbine Avenue and Barrydowne Road. This report analyzes the most recent traffic counts and present options and costs for the committee's consideration.)

R-2. Report dated July 3, 2013 from the General Manager of Infrastructure Services regarding Elm Street - On Street Parking. **27 - 29**
(RECOMMENDATION PREPARED)

(At the City Council meeting held on April 23, 2013, Council approved recommendation CC2013-127 "That the City of Greater Sudbury permit on-street parking on Elm Street between Elgin Street and Lisgar Street for a trial period of two years with a review after one year. Parking is permitted on the south side between 9:00 a.m. and 3:30 p.m., and that weekend and overnight parking be permitted between 6:00 p.m. and 7:30 a.m. for a 4 hour maximum". This report provides options and cost estimates for implementing parking on Elm Street.)

R-3. Report dated July 2, 2013 from the General Manager of Infrastructure Services regarding Stroller Policy. **30 - 47**
(FOR INFORMATION ONLY)

(This report provides information on policies related to strollers on the Transit system)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

BRIGITTE SOBUSH, DEPUTY CITY CLERK

FRANCA BORTOLUSSI, COUNCIL ASSISTANT

Presented To:	Operations Committee
Presented:	Monday, Jul 08, 2013
Report Date	Friday, Jun 28, 2013
Type:	Managers' Reports

Request for Decision

Pedestrian Traffic Signals - Barry Downe Road at Woodbine Avenue

Recommendation

THAT the City of Greater Sudbury approve the installation of a pedestrian refuge island on the north approach of Barry Downe Road at Woodbine Avenue as part of the 2013 Capital Construction Program; and

THAT the widening of Barry Downe Road to provide a continuous two-way centre left turn lane between Sparks Street and Woodbine Avenue be given a high priority; and

THAT Staff continue to monitor pedestrian and vehicle volumes at this intersection to determine if pedestrian signals or full traffic signals should be included as part of any future widening.

Signed By

Report Prepared By
Dave Kivi
Co-ordinator of Transportation & Traffic Engineering Services
Digitally Signed Jun 28, 13

Division Review
David Shelsted
Director of Roads & Transportation Services
Digitally Signed Jun 28, 13

Recommended by the Department
Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Jun 28, 13

Recommended by the C.A.O.
Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 28, 13

Background

At the Operations Committee meeting held on May 6, 2013, Councillor Landry-Altmann submitted a petition signed by 501 citizens requesting a safe crossing system for pedestrians to cross Barry Downe Road at Woodbine Avenue (see Exhibit I). At the same Operations Committee meeting, Councillor Landry-Altmann also presented the following Notice of Motion which was carried by the Committee:

OP2013-29 Landry-Altmann/Berthiaume: WHEREAS on May 23rd of 2007, Council of the City of Greater Sudbury passed Resolution #2007-226 which stated:

"AND BE IT FURTHER RESOLVED that the City of Greater Sudbury accept the challenge to become the most pedestrian friendly city in Ontario by 2015;

AND BE IT FURTHER RESOLVED that the Council of the City of Greater Sudbury consider both the International Charter for Walking and the challenge in future planning, transportation, infrastructure and leisure decisions";

AND WHEREAS the Official Plan adopted in June of 2006 identifies that sidewalks, bike lanes, bike paths and walking trails need to be fully integrated components of the overall transportation system, providing safe access for pedestrians and cyclists supported by good urban design principles, and that opportunities to engage in recreational and leisure activities are also tied to the transportation network;

AND WHEREAS the Sustainable Mobility Plan received by Council in 2010, states as one goal that in order to build a safe, caring and welcoming community, a City must provide affordable access to employment, educational, health, cultural and recreational facilities for everyone including its most vulnerable;

AND WHEREAS between 2004 and 2008 an average of 329 cyclists and 90 pedestrians per year sustained an injury which required a hospital visit; in 2009, 4 pedestrians and 1 cyclist died travelling through the city; and more recently, between 2010 and 2012, the City of Greater Sudbury incurred 4 pedestrian fatalities, 3 on Lasalle Boulevard and 1 in the Valley as well as many cyclist/motorist injuries;

AND WHEREAS the traffic circulation on Barry Downe Road increases by about 5,000 during the school year, particularly during the Cambrian College school term;

AND WHEREAS the residents of New Sudbury, Ward 12, have witnessed and reported many incidences along the Barrydowne Road, Woodbine Avenue to Lillian Boulevard corridor;

AND WHEREAS a petition has been submitted by the Ward 12 New Sudbury Community Action Network from residents of that area, students of Cambrian College and Lasalle Secondary School requesting a pedestrian connection between Woodbine Avenue through Barry Downe Road, east to west via a pedestrian walk light;

AND WHEREAS a sidewalk/bike lane connecting Lillian Boulevard to Woodbine Avenue request has been made, in light of the latest incident involving a wheelchair occupant;

AND WHEREAS residents and students have a long outstanding request (since 2008) for a transit shelter at the corner of Lillian Boulevard and Barry Downe Road;

THEREFORE BE IT RESOLVED THAT City of Greater Sudbury Staff be directed to report to the Operations Committee in July of 2013 regarding Options and costs for:

1. A pedestrian walk light at Woodbine Avenue and Barry Downe Road;

BE IT FURTHER RESOLVED THAT in preparation of the report, historic traffic warrants taken at peak times during the school term, most particularly during Cambrian College's school term, be utilized.

The following Staff Report will analyze recent traffic counts and present four Options and costs to improve pedestrian safety. The Option of doing nothing is also reviewed.

The intersection of Barry Downe Road and Woodbine Avenue is located approximately 600 metres north of LaSalle Boulevard (see Exhibit II). In this area, Barry Downe Road is constructed with four lanes of traffic, has an AADT of 10,500 and a speed limit of 50 km/h. The sidewalk on the west side of Barry Downe Road ends at this intersection and the sidewalk along the east side continues north approximately 30 metres to the southerly entrance to Cambrian College.
In 2007, Staff reviewed the need for pedestrian crossing facilities at all the unsignalized intersections along Barry Downe Road, north of LaSalle Boulevard including Barry Downe Road and Woodbine Avenue. The Staff Report dated July 26, 2007 was presented to City Council on August 8, 2007 (see Exhibit III).

Based on a traffic count conducted in May 2007, the pedestrian volume crossing Barry Downe Road at this intersection was less than 40% of the minimum required to warrant pedestrian traffic signals. The vehicle and pedestrian volumes were 66% of the minimum required for full traffic signals. The traffic count identified that a northbound left turn lane was warranted at the intersection.

The report recommended that pedestrian warning signs be installed on both sides of Barry Downe Road in the study area which was completed at that time. The report also recommended that a continuous two-way centre left turn lane constructed between Sparks Street and Woodbine Avenue and that pedestrian volumes be monitored to determine if pedestrian signals or raised islands should be included as part of any future widening.

At the Council meeting, Staff was requested to complete a second count at the intersection of Barry Downe Road and Woodbine Avenue while regular classes were in session at Cambrian College. As a result, Staff conducted a seven hour manual turning movement count at this location on December 6, 2007. This count showed that pedestrian crossing volumes were higher than previously recorded but still only 47% of the minimum warrants for pedestrian signals. Vehicle volumes were also higher than the previous count but still only 74% of the minimum required to warrant full traffic signals.

The intersection of Barry Downe Road and Woodbine Avenue was most recently counted on April 12, 2011, while regular classes at Cambrian College were ongoing. The pedestrian crossing volumes recorded were higher than the

previous counts with a total of 161 pedestrians. There were no seniors, young children or disabled persons that crossed Barry Downe Road during the count. Applying the pedestrian crossing volumes to the pedestrian signal warrants indicates that they are 59% of the minimum required for the installation of intersection pedestrian signals.

When the vehicle and pedestrian volumes were applied to the warrants for full traffic signals, the results show that they were 79% of the minimum to warrant full traffic signals.

A review of the City's collision information at the intersection for the three year period from 2010 to 2012 inclusive, revealed there were a total of three collisions that may have been preventable if traffic signals were installed. There were no collisions involving pedestrians during the three year period. The warrants for traffic signals based on safety requires there be a minimum of five collisions per year over a three year period.

In March 2012, the City approved a Pedestrian Crossing Policy that recommends that the methodologies and thresholds contained in the Ontario Traffic Manual be used to accommodate protected pedestrian crossings such as traffic control signals, mid-block traffic signals and intersection pedestrian signals. The methodologies and warrants contained in the O.T.M. are the same as used by Staff under previous reviews.

The four Options reviewed by Staff include Intersection Pedestrian Signals, Full Traffic Control Signals and a Pedestrian Refuge Island. The Option of doing nothing is also reviewed.

Option #1 – Intersection Pedestrian Signals

Intersection pedestrian signals provide a protected crossing for pedestrians. With this Option, pedestrians crossing Barry Downe Road are controlled at a crosswalk with pedestrian signal displays on the north approach of the intersection. Traffic on Barry Downe Road is controlled with regular traffic signal displays, where traffic on Woodbine Avenue continues to be controlled with a stop sign (see Graphic #1 attached). The intersection of Paris Street and the entrance to Southwind Retirement Residence is an example of an intersection pedestrian signal. This type of protected crossing is appropriate when traffic volumes on the minor road are very light, but have high pedestrian volumes. The estimated cost to install intersection pedestrian signals is $90,000.00 to $110,000.00.

As previously indicated, the existing vehicle and pedestrian crossing volumes do not meet the minimum requirements for intersection pedestrian signals or full traffic signals. Based on the relatively high traffic volumes on Woodbine Avenue, intersection pedestrian signals are not recommended at this location.

Option #2 – Full Traffic Control Signals

Full traffic control signals provide a protected pedestrian crossing on all approaches of the intersection. This Option provides vehicle and pedestrian displays for all three approaches (see Graphic #2 attached).

The estimated cost to install full traffic signals is $150,000.00 to $175,000.00 A review of the intersection revealed there is a large hydro line running above the boulevard along the east side of Barry Downe Road. The location of the hydro line and lack of City owned land behind the sidewalk will complicate the installation of traffic signals in order to satisfy the electrical code. Resolving this issue may increase the proposed costs provided above.

Although not warranted at this time, should Council decide to install a protected pedestrian crossing at this location, Staff recommends that a full set of traffic signals be installed. If this Option is chosen, a detailed design and cost estimate will need to be undertaken.

Option #3 – Pedestrian Refuge Island

A third Option to improve pedestrian crossing safety at the intersection is through the construction of a pedestrian refuge island on the north approach of the intersection (see Graphic #3 attached. As indicated in the City's Pedestrian Crossing Policy, "the presence of a pedestrian island simplifies the pedestrian crossing movement by providing a safe refuge in the centre of the road. Refuge islands reduce the distance required to cross and increase the available laps for pedestrians. They allow pedestrians to concentrate on crossing one direction at a time."

Pedestrian crossings with refuge islands are considered "unprotected" as pedestrians must yield right-of-way to vehicle traffic. However, they have been beneficial to pedestrian safety and security when installed on other multi-lane roads in the City. Signs are installed at refuge islands advising pedestrians to yield to traffic.

Although Barry Downe Road has four lanes at Woodbine Avenue, the second southbound through lane begins only 40 metres north of the intersection. As indicated above, by changing the pavement markings, room can be provided to construct a refuge island on the north approach of the intersection. This location would match the pedestrian desire line between Cambrian College and the sidewalk along the north side of Woodbine Avenue. Under this scenario, the start

of the second southbound lane would begin immediately south of the intersection.

The estimated cost of constructing the refuge island is approximately $30,000.00.

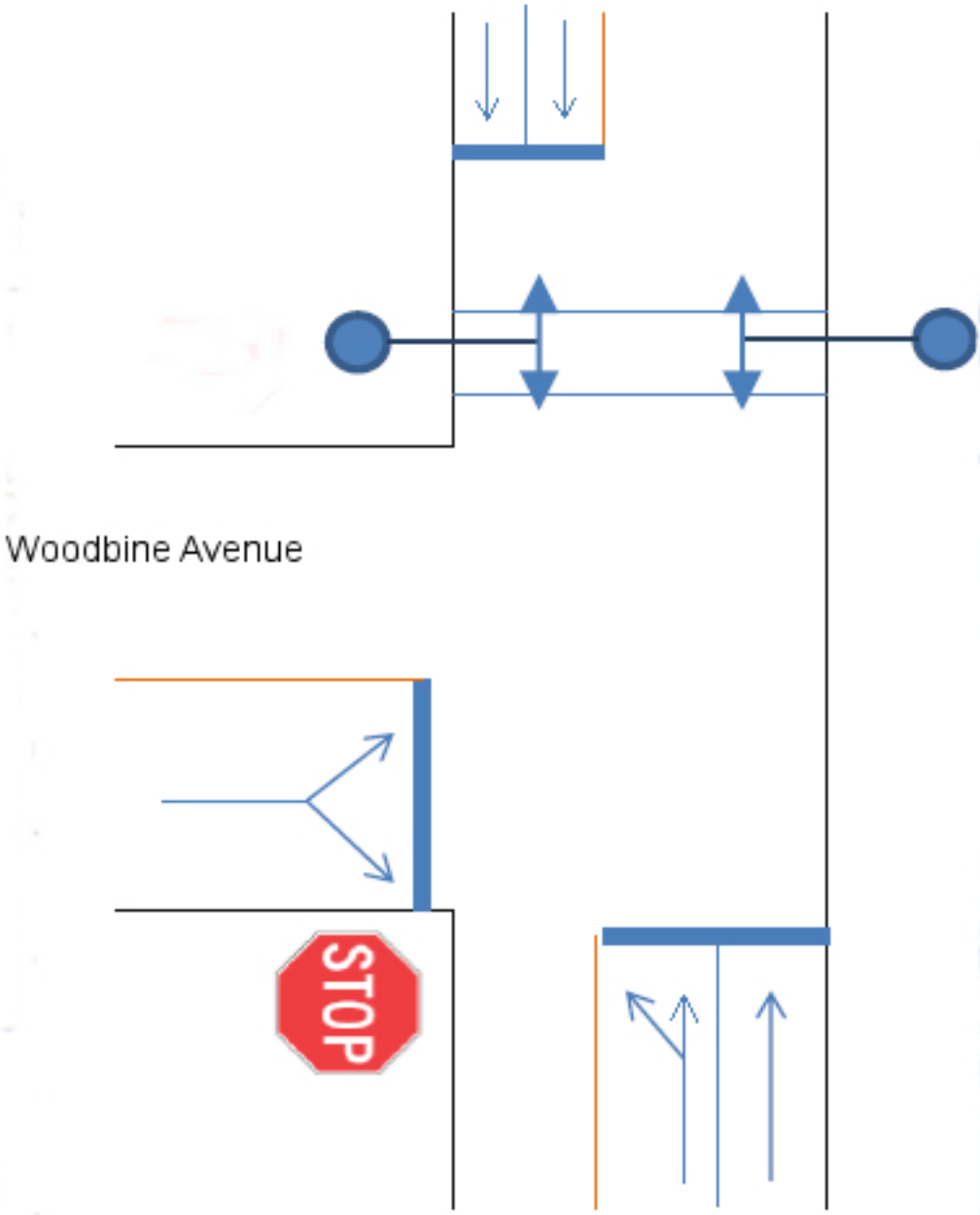
Option #4 – Do Nothing

As a forth Option, Staff reviewed the possibility of leaving the intersection as is. As previously discussed, the vehicle and pedestrian volumes do not meet the warrants for a signalized “protected” crossing and there is not a minimum warrant for pedestrian refuge islands. While the crossing movement is simplified for pedestrians, the presence of a median island will hamper winter maintenance activities and costs approximately $30,000.00 to construct. However, given the significant pedestrian crossing volume and high traffic volumes on Barry Downe Road, Staff does not recommend this Option.

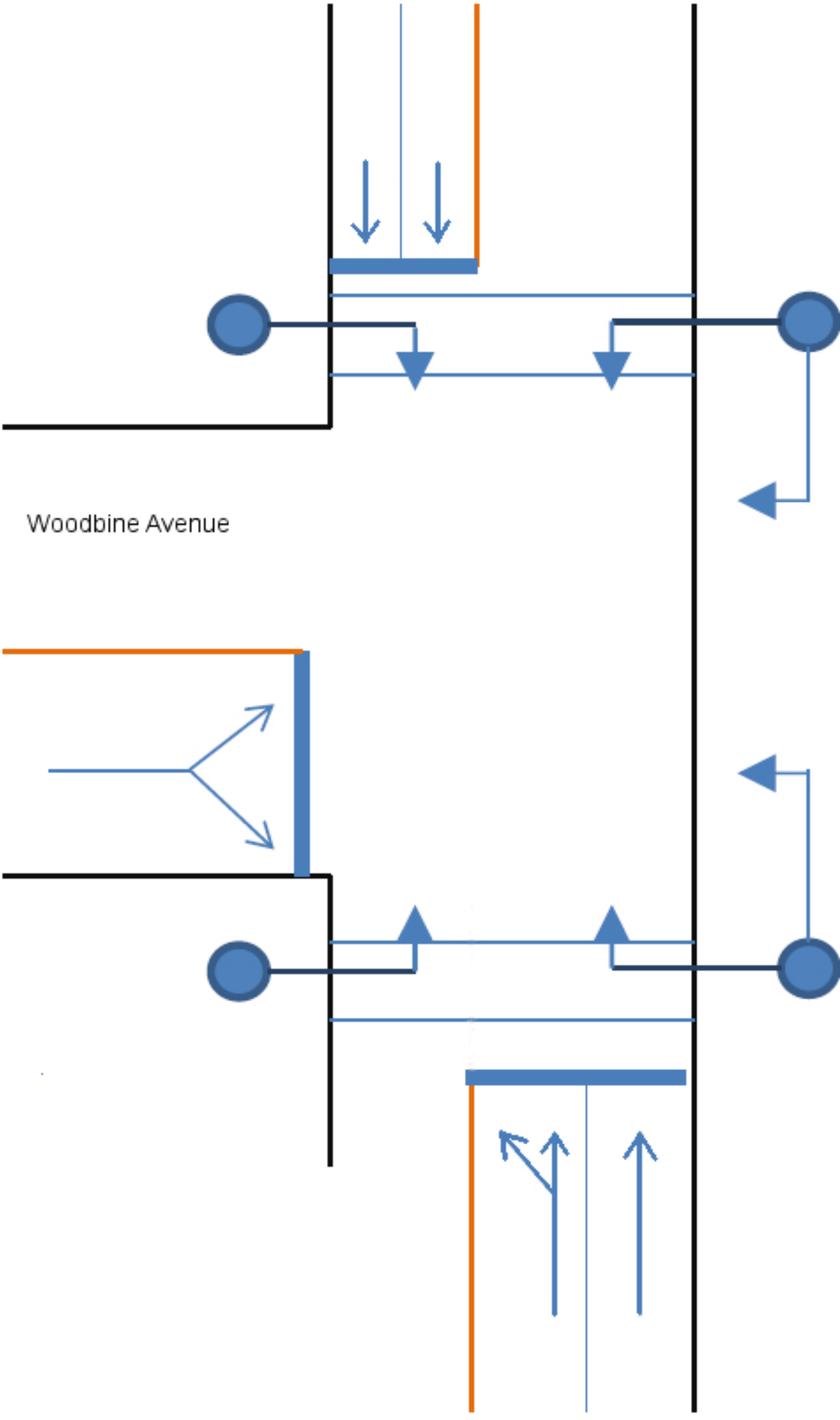
RECOMMENDATION

In order to improve pedestrian safety, Staff recommends that a pedestrian refuge island be installed on the north side of Barry Downe Road at Woodbine Avenue. Also, that the work be included as part of this year’s Capital Construction Program and funded by the existing 2013 Capital Budget.

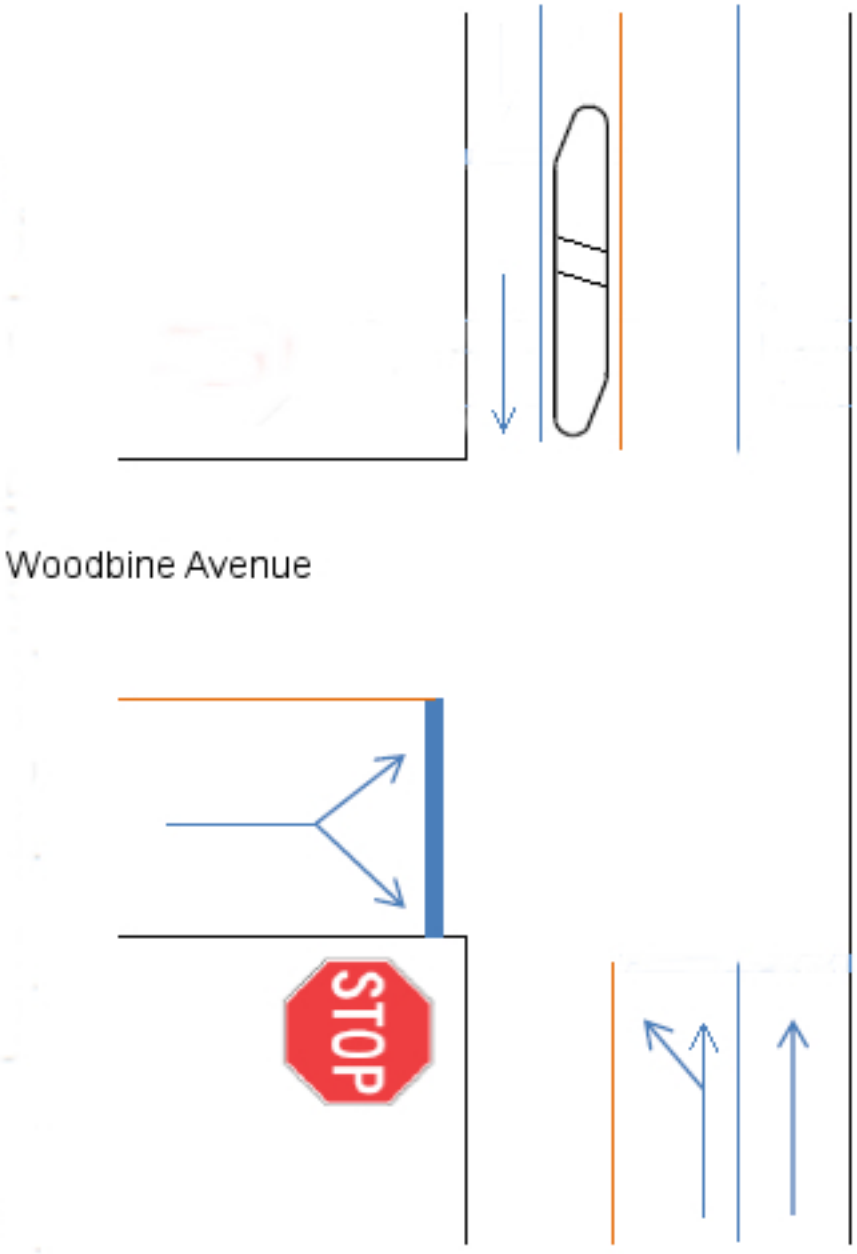
It is also recommended that widening Barry Downe Road to provide a continuous two-way centre left turn lane between Sparks Street and Woodbine Avenue be given a high priority. Also, that pedestrian crossing volumes be monitored at this intersection to determine if pedestrian signals or full traffic signals should be included as part of any future widening.



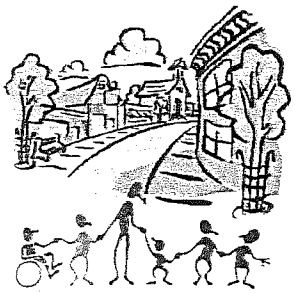
Intersection Pedestrian Signals



Full Traffic Control Signals



Pedestrian Refuge Island



WARD 12 - QUARTIER 12
NEW SUDBURY COMMUNITY ACTION NETWORK (NSCAN12)
RÉSEAU D'ACTION COMMUNAUTAIRE DU NOUVEAU- SUDBURY (RACNS12)
www.newsudbury.ca www.nouveausudbury.ca

The residents of New Sudbury Ward 12 have requested many times for a safe crossing system to cross Barrydowne Road at Woodbine Avenue. Long distance spans between lights at Lillian and Lasalle Blvds. A combination of speeding vehicles and heavy traffic flow increases with each year and students of Cambrian College and Lasalle Secondary and area residents can no longer wait for the reconstruction of Barrydowne Road and therefore URGENTLY request the Traffic and Transportation Department to find a way to install a pedestrian traffic light system that will ensure the safety of all.

NAME	ADDRESS	POSTAL CODE

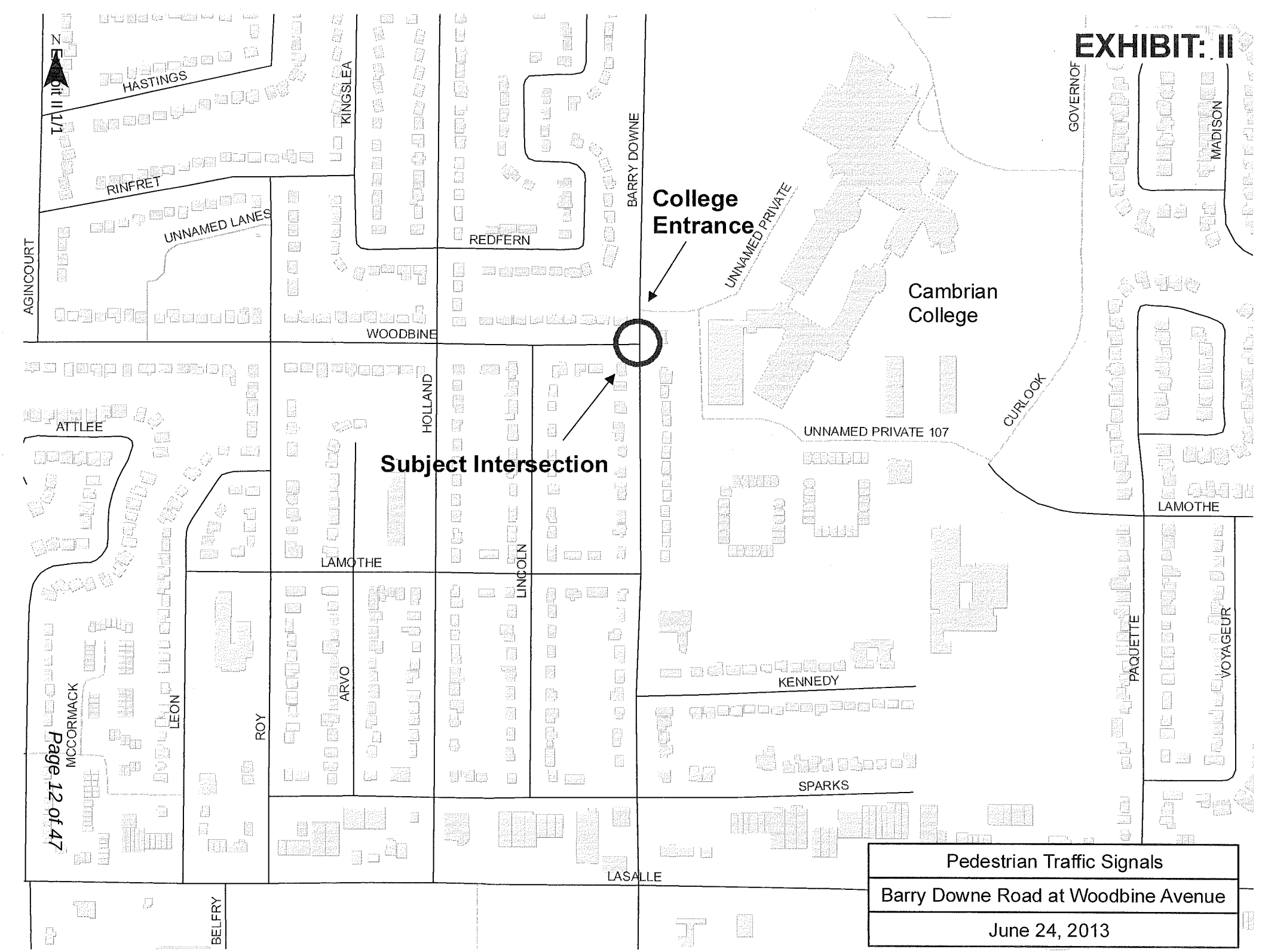


EXHIBIT: II
Exhibit II 1/1
HASTINGS
KINGSLEA
RINFRET
UNNAMED LANES
REDFERN
BARRY DOWNE
College Entrance
UNNAMED PRIVATE
GOVERNOR
MADISON
AGINCOURT
WOODBINE
Cambrian College
HOLLAND
ATTLEE
Subject Intersection
CURLOOK
UNNAMED PRIVATE 107
LAMOTHE
LINCOLN
ARVO
ROY
LEON
MCCORMACK
KENNEDY
PAQUETTE
VOYAGEUR
SPARKS
LASALLE
BELFRY
Pedestrian Traffic Signals
Barry Downe Road at Woodbine Avenue
June 24, 2013

Request for Decision
City Council

Greater | Grand Sudbury
www.greatersudbury.ca

Type of Decision								
Meeting Date	August 8, 2007				Report Date	July 26, 2007		
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title

Request for Pedestrian Signals
(1) Barry Downe Road at Sparks Street
(2) Barry Downe Road at Kennedy Street
(3) Barry Downe Road at Lamothe Street
(4) Barry Downe Road at Woodbine Avenue

Budget Impact / Policy Implication

	This report has been reviewed by the Finance Division and the funding source has been identified.

Recommendation

To improve pedestrian safety, staff recommend that the following improvements be made; all in accordance with the report from the General Manager of Infrastructure Services dated July 26, 2007:

1) That pedestrian warning signs be installed along both sides of Barry Downe Road in the study area.

2) That widening Barry Downe Road to provide a continuous two-way centre left turn lane between Sparks Street and Woodbine Avenue be given a high priority to improve pedestrian safety.

3) That the pedestrian crossing volumes be monitored along Barry Downe Road to determine if pedestrian signals or raised islands should be included as part of any future widening.

X	Background Attached
	Recommendation Continued

Recommended by the Department

Greg Clausen, P. Eng.
General Manager of Infrastructure Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Report Prepared By	Division Review
Dave Kivi, Co-ordinator of Transportation and Traffic Engineering Services	Robert M. Falcioni, P.Eng. Director of Roads and Transportation

Background:

At the City Council meeting on February 14, 2007, Councillor Landry-Altmann submitted a petition requesting the installation of pedestrian signals at the intersection of Barry Downe Road and Lamothe Street (see Exhibit "A"). The petition indicated that the signals would improve safety for people crossing Barry Downe Road as well as slow traffic down.

Forms of Pedestrian Crossings

The Highway Traffic Act indicates that there are fundamentally two different forms of pedestrian crossings. The crossings may be either:

- A protected crossing where vehicles must yield to pedestrians, or
- An unprotected crossing where pedestrians must yield to vehicles.

Protected crossings include those locations where there is traffic control that requires a vehicle to yield or stop, such as a traffic control signal, an intersection pedestrian signal, a pedestrian crossover with flashing lights, a stop sign, or a crossing guard.

An unprotected crossing may or may not have warning signage and in some jurisdictions, crosswalk pavement markings. An unprotected crossing may also have no designation or traffic control measures but is a location where there is measurable pedestrian crossing activity. Safety at unprotected crossings can also be improved with the addition of warning signs or the construction of refuge islands or centre medians.

Either form of crossing may be appropriate given a range of pedestrian demand. There is generally a higher degree of concern for pedestrian safety at unprotected crossing points. However, both forms of crossings must be designed to maximize safety.

Some types of protected crossings that may be appropriate for Barry Downe Road are traffic control signals, intersection pedestrian signals, or mid-block pedestrian signals.

The City of Greater Sudbury follows the Ontario Ministry of Transportation's warrants for the installation of the various pedestrian signal control devices. The warrants are based on the number of pedestrians crossing the road, traffic volumes and geometric considerations such as: number of lanes; speed limits; and proximity of existing signal devices. The estimated cost to install intersection or mid-block pedestrian signals is $80,000. The cost of full traffic control signals can be as high as $170,000.

To determine the type and location of pedestrian facilities that may be required for Barry Downe Road, seven (7) hour turning movement counts and pedestrian crossing counts were conducted at the following locations, which are shown on Exhibit "B":

(1) Barry Downe Road at Sparks Street
(2) Barry Downe Road at Kennedy Street
(3) Barry Downe Road at Lamothe Street
(4) Barry Downe Road at Woodbine Avenue

To incorporate the special needs of seniors, young children, and disabled persons, the total number of crossings were increased by twenty (20) percent before being applied to the warrants. All counts were conducted in May 2007 while elementary schools and Lasalle Secondary School were in session. Pedestrians that crossed Barry Downe Road mid-block were assigned to the nearest intersection.

1) Barry Downe Road at Sparks Street

The intersection of Barry Downe Road and Sparks Street is located approximately 90 metres north of a signalized intersection at Lasalle Boulevard. This section of Barry Downe Road is constructed with four (4) lanes of traffic, and a sidewalk along both sides. It carries an average annual daily traffic volume (AADT) of 13,000 vehicles and has a posted speed limit of 50 km/h.

A summary of the pedestrian and vehicle counts is contained in Exhibit "C". The pedestrian and vehicle volumes were applied to the warrants for both pedestrian signals and full traffic signals and the results show that signals are not justified. The factored pedestrian volume is 67 where 260 would be required. Also, the intersection is too close to the existing traffic signals at Lasalle Boulevard to install a new set of signals. A minimum spacing of 215 metres is recommended between traffic signals as recommended by the Ontario Traffic Manual.

The turning movement count data does indicate that left turn lanes are warranted on Barry Downe Road in both directions of travel.

2) Barry Downe Road at Kennedy Street

The intersection of Barry Downe Road and Kennedy Street is located approximately 210 metres north of Lasalle Boulevard. This section of Barry Downe Road is constructed with four (4) lanes of traffic and sidewalks along both sides. It carries an AADT of 11,000 vehicles north of Kennedy Street and has a posted speed limit of 50 km/h. Lasalle Secondary School is located at the east end of Kennedy Street.

A summary of the pedestrian and vehicle count data is contained in Exhibit "D". The pedestrian and vehicle volumes were compared to the warrants for both pedestrian signals and full signals, and the results show that neither are required at this time. The factored pedestrian crossing volume is 115 where 250 would be required to satisfy the minimum requirements for pedestrian signals. The vehicle and pedestrian volumes are only 17 percent of the minimum required to warrant full traffic signals.

The turning movement count data does indicate that a southbound left turn lane is warranted on Barry Downe Road at Kennedy Street.

3) Barry Downe Road at Lamothe Street

The intersection of Barry Downe Road and Lamothe Street is located approximately 330 metres north of Lasalle Boulevard. The entrance to St. Andrew The Apostle Church is located opposite Lamothe Street forming a four (4) way intersection. This section of Barry Downe Road also has four (4) lanes of traffic and a sidewalk along both sides. It carries an AADT of 11,000 vehicles and has a posted speed limit of 50 km/h.

In response to concerns about parishioners crossing Barry Downe Road to attend the church services, a special count was conducted on Sunday, June 3, 2007, from 8:30 a.m. to 12:30 p.m. A summary of the weekday pedestrian and vehicle counts and the special Sunday pedestrian count can be found in Exhibit, "E" & "F". The results of the count data show that pedestrian signals and full traffic control signals are not warranted at this time. The adjusted pedestrian volume for weekdays is 63 where a minimum volume of two hundred and seventy five (275) crossings is required to satisfy the warrants for pedestrian signals. The Sunday pedestrian crossing count indicated a total of sixty eight (68) pedestrians crossed the road during the four (4) hour period. The majority of crossings were to and from the church which has Sunday morning services. While an (eight) 8 hour pedestrian crossing volume is not known, it would be much less than 325 crossing required for the installation of pedestrian signals. The turning movement count data does indicate that a north bound left turn lane is warranted at this intersection.

4) Barry Downe Road at Woodbine Avenue

The intersection of Barry Downe Road and Woodbine Avenue is located approximately 480 metres south of the signalized intersection of Barry Downe Road and Lillian Boulevard (see Exhibit "B"). In this area, Barry Downe Road is constructed with four (4) lanes of traffic, has an AADT of 10,500 and a speed limit of 50 km/h. The sidewalk on the west side of Barry Downe Road ends at this intersection, and the sidewalk along the east side continues north approximately 30 metres to the entrance to Cambrian College.

A summary of the pedestrian and vehicle count data is contained in Exhibit "G". The pedestrian and vehicle volumes were compared to the warrants for both pedestrian signals and full traffic signals, and the results show that neither are warranted at this time. The factored pedestrian volume is 114 where 300 is required for signals. The vehicle and pedestrian volumes are 66% of the minimum required for full traffic signals.

A review of the City's collision information from 2003 to 2005 inclusive showed that two (2) collisions occurred at the intersection involving three (3) pedestrians being struck by vehicles. A detailed review revealed that two (2) of the pedestrians were hit while crossing Woodbine Avenue and not Barry Downe Road.

The turning movement count data indicated that a northbound left turn lane is warranted at this intersection.

Summary of Findings

The above analysis indicates that while signals are not currently warranted at any single location, there is a significant number of pedestrians who currently cross this busy arterial roadway between Lasalle Boulevard and Woodbine Avenue. The traffic count information also indicated that left turn

lanes on Barry Downe Road are warranted at each intersection within the study area.

To improve pedestrian safety, staff recommend that the following improvements be made:

1) That pedestrian warning signs be installed along both sides of Barry Downe Road in the study area.

2) That widening Barry Downe Road to provide a continuous two-way centre left turn lane between Sparks Street and Woodbine Avenue be given high priority to improve pedestrian safety. A centre left turn lane provides a refuge area for pedestrians, allowing them to cross against one direction of traffic at a time. It may also be possible to further protect pedestrians with the construction of raised islands in the centre of the road at some locations.

3) That the pedestrian crossing volumes be monitored along Barry Downe Road to determine if pedestrian signals should be included as part of any future widening.

Should Council decide to install pedestrian signals at one or more locations, staff recommend that Woodbine Avenue and Kennedy Street be given priority as Lasalle Secondary School and Cambrian College appear to be the largest pedestrian generators in the area. If has been found that pedestrians will not walk out of their way to use a protected crossing. This is evident at Sparks Street where 67 pedestrians crossed Barry Downe Road this unprotected location, even though it is located only 90 metres north of the traffic signals at Lasalle Boulevard.

As previously mentioned, the cost of pedestrian signals is approximately $80,000. If pedestrian signals are approved, the Capital Budget for traffic signals would need to be increased accordingly, or an intersection that meets the warrants for traffic signals would need to be deferred until funding is available.

EXHIBIT: A

Greater Grand Sudbury
www.greatersudbury.ca

INTEROFFICE MEMO

February 20, 2007

TO: G. Clausen, Acting General Manager of Infrastructure
B. Falcioni, Director of Roads & Transportation

FROM: CJ Caporale, Council Secretary

RE: **Petition - Pedestrian Lights at Lamothe Street & Barrydowne Road**

At the City Council meeting of February 14, 2007, Councillor Landry-Altmann submitted a petition to the City Clerk regarding the installation of pedestrian lights at the corner of Lamothe Street and Barrydowne Road, Sudbury.

A copy of the first page of the petition is attached for your review.

The complete petition (approximately ninety signatures) is available in the Clerk's Department if you wish to review it.

For your information.

CJ Caporale

cc: Councillor Landry-Altmann

EXHIBIT: A

PETITION

Whereas there is no safe place to cross Barrydowne at Lamothe due to heavy traffic and whereas Cambrian College, Lasalle Secondary, parishioners of St. Andrew the Apostle Church, students from St Andrew separate school, Carl Nesbitt public sc hool, residents of the neighbourhood take their live's in their own hands trying to cross. We petition the City of Greater Sudbury to install walking lights at Lamothe Street and Barrydowne Road. The space between the lights at Lilian Street and the lights at Lasalle is far too great a distance. Lights would help slow down the traffic. This light could be activated by the pedestrian.

Monique Fournier
Ginette Dupuis
Linda DeFuria

EXHIBIT: A

Greater Grand Sudbury

February 20, 2007

Mr. David Chisholm

PO BOX 5000 STN A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCC A
200 RUE BRADY
SUDBURY ON P3A 5P3

705.671.2489

www.
city.greater.sudbury
.on.ca

Dear Mr. Chisholm:

Re: Petition - Pedestrian Lights at Lamothe Street & Barrydowne Road

At the City Council meeting of February 14, 2007, Councillor Landry-Altmann submitted a petition to the City Clerk regarding the installation of pedestrian lights at the corner of Lamothe Street and Barrydowne Road, Sudbury.

This petition was forwarded to the Acting General Manager of Infrastructure and the Director of Roads & Transportation, for their review.

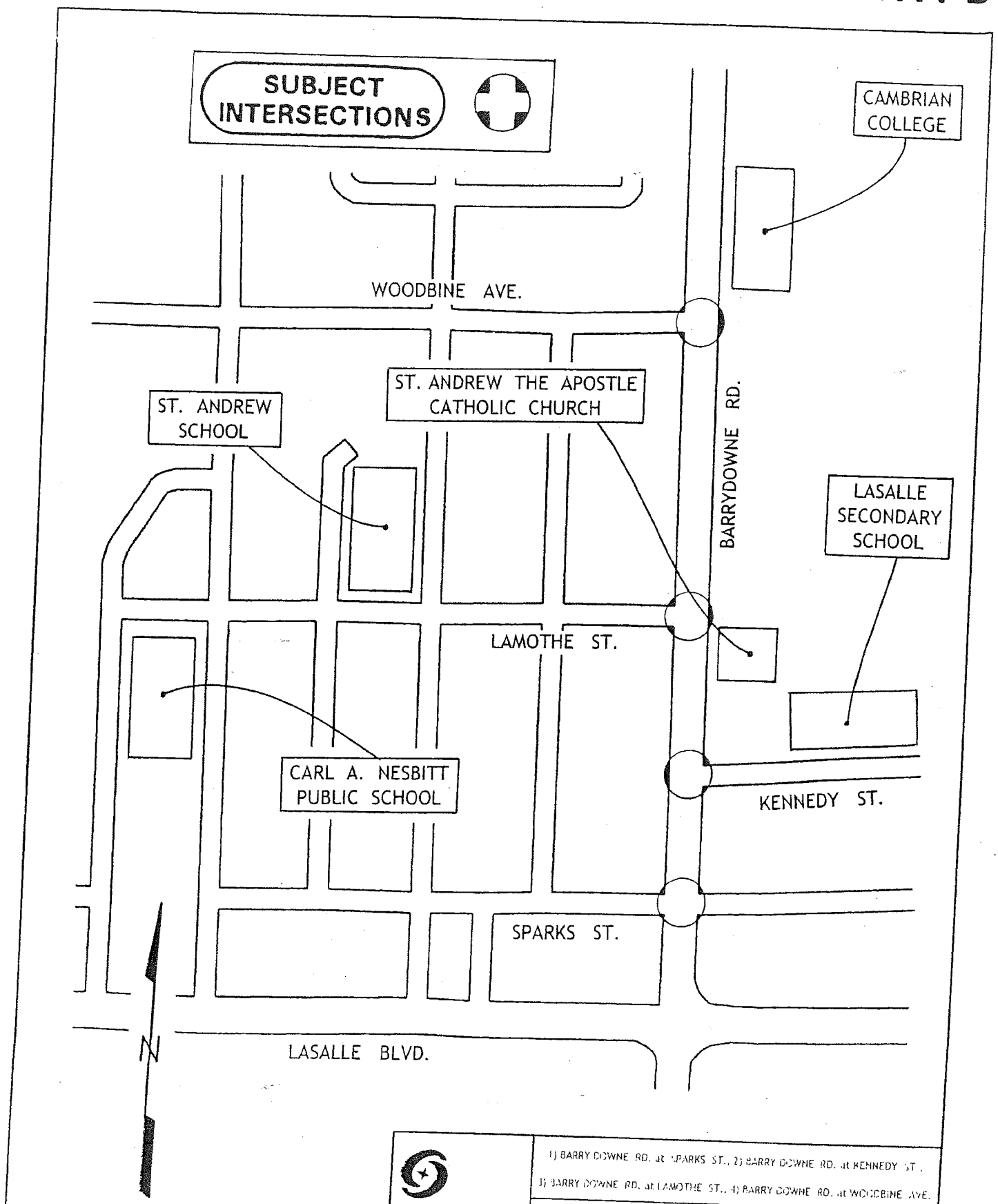
Yours truly,

C Caporale

Corrie-Jo Caporale
Council Secretary

cc: Councillor Landry-Altmann
G. Clausen, Acting General Manager of Infrastructure
B. Falcioni, Director of Roads & Transportation

EXHIBIT: B


SUBJECT INTERSECTIONS
CAMBRIAN COLLEGE
WOODBINE AVE.
ST. ANDREW THE APOSTLE CATHOLIC CHURCH
ST. ANDREW SCHOOL
BARRYDOWNE RD.
LASALLE SECONDARY SCHOOL
LAMOTHE ST.
CARL A. NESBITT PUBLIC SCHOOL
KENNEDY ST.
SPARKS ST.
N
LASALLE BLVD.
Greater Grand Sudbury
1) BARRY DOWNE RD. at SPARKS ST., 2) BARRY DOWNE RD. at KENNEDY ST.,
3) BARRY DOWNE RD. at LAMOTHE ST., 4) BARRY DOWNE RD. at WOODBINE AVE.
REQUEST FOR PEDESTRIAN SIGNALS
N.T.S.

Pedestrian Count Volume Summary

Location: Barry Downe Road @ Sparks Street
Date of Count: 5/14/2007

Time	Unassisted Pedestrians	20% Assisted Pedestrians
8:30	7	2
9:30	6	2
11:30	4	1
12:30	3	1
13:30	5	1
16:00	6	1
17:00	10	2
18:00	4	1
Total	**45**	**11**

Factored 8 hour Ped Volume	67
8 hour Vehicle Volume on Street	7100

* Assisted Pedestrian = (Seniors, children under 12 and disabled pedestrians)
Factored Ped volume = total unassisted volume + 2x total assisted volume

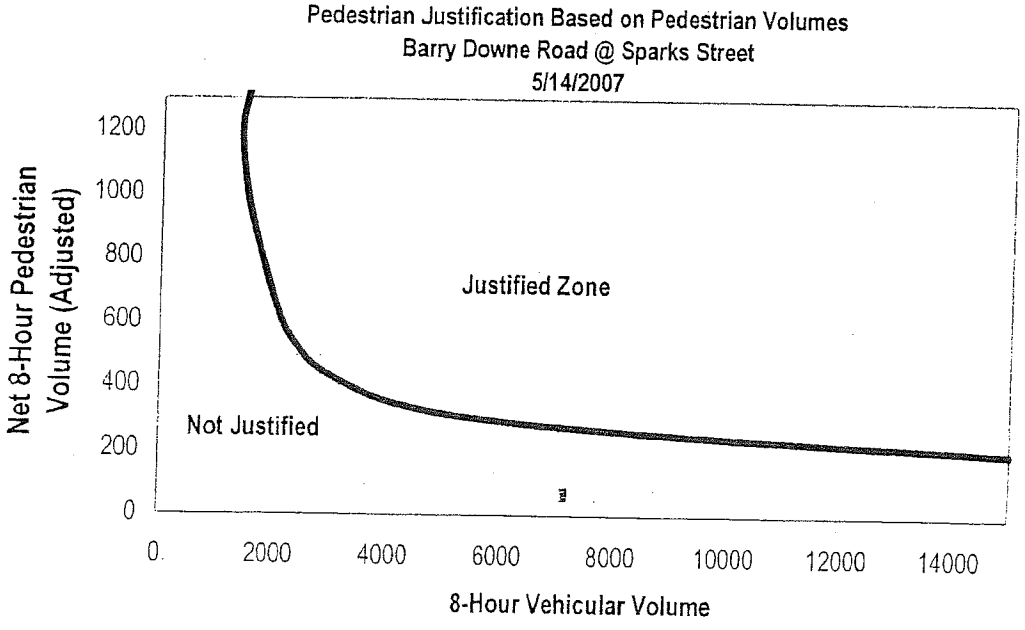


EXHIBIT: D

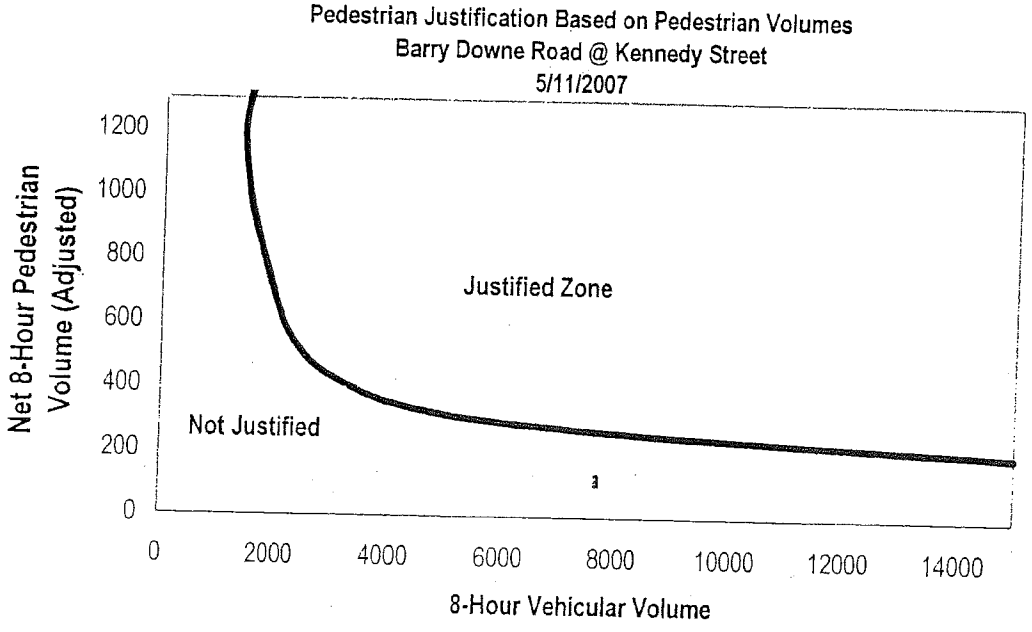
Pedestrian Count Volume Summary

Location: Barry Downe Road @ Kennedy Street
Date of Count: 5/11/2007

Time	Unassisted Pedestrians	20% Assisted Pedestrians
8:30	13	3
9:30	12	3
11:30	12	3
12:30	12	3
13:30	8	2
16:00	7	2
17:00	4	1
18:00	10	2
Total	**78**	**19**

Factored 8 hour Ped Volume	115
8 hour Vehicle Volume on Street	7600

* Assisted Pedestrian = (Seniors, children under 12 and disabled pedestrians)
Factored Ped volume = total unassisted volume + 2x total assisted volume



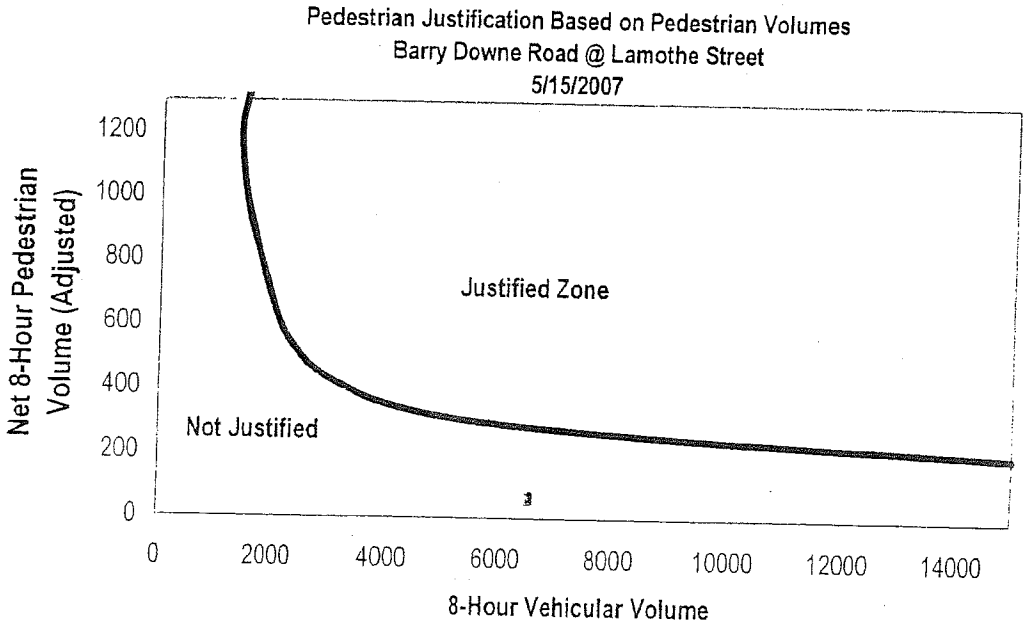
Pedestrian Count Volume Summary

Location: Barry Downe Road @ Lamothe Street
Date of Count: 5/15/2007

Time	Unassisted Pedestrians	20% Assisted Pedestrians
8:30	10	3
9:30	2	0
11:30	5	1
12:30	2	1
13:30	5	1
16:00	6	1
17:00	4	1
18:00	9	2
Total	**43**	**10**

Factored 8 hour Ped Volume	63
8 hour Vehicle Volume on Street	6500

* Assisted Pedestrian = (Seniors, children under 12 and disabled pedestrians)
Factored Ped volume = total unassisted volume + 2x total assisted volume



Pedestrian Count Volume Summary

Location: Barry Downe Road @ Lamothe Street (St. Andrew The Apostle Church)
Date of Count: Sunday, June 3, 2007

Time	Unassisted Pedestrians	20% Assisted Pedestrians
8:30	11	3
9:30	8	2
10:30	13	3
12:30	14	3
Total	**46**	**11**

Factored 4 hour Ped Volume	68
8-Hour Vehicle Volume on Stree	4800

* Assisted Pedestrian = (Seniors, children under 12 and disabled pedestrians)
Factored Ped volume = total unassisted volume + 2x total assisted volume

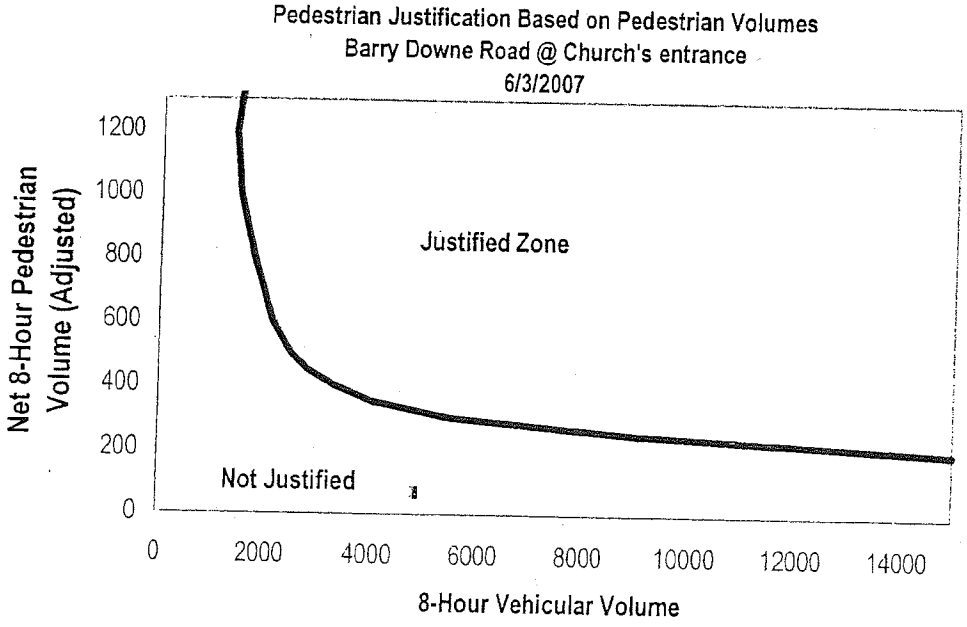


EXHIBIT: G

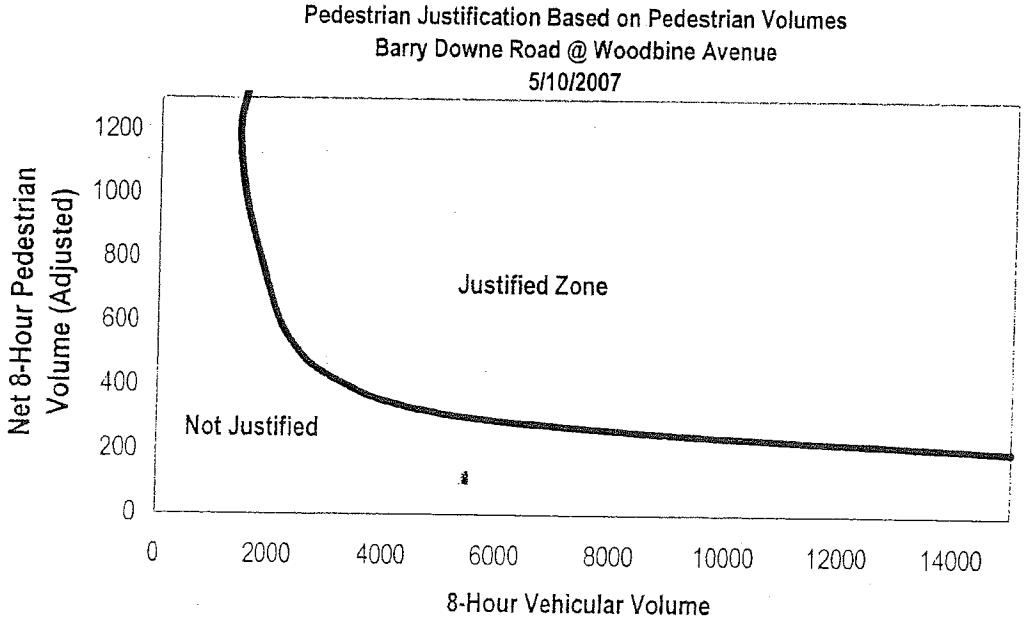
Pedestrian Count Volume Summary

Location: Barry Downe Road @ Woodbine Avenue
Date of Count: 5/10/2007

Time	Unassisted Pedestrians	20% Assisted Pedestrians
8:30	14	4
9:30	11	3
11:30	9	2
12:30	8	2
13:30	10	2
16:00	11	3
17:00	11	3
18:00	2	0
Total	**76**	**19**

Factored 8 hour Ped Volume	114
8 hour Vehicle Volume on Street	5400

* Assisted Pedestrian = (Seniors, children under 12 and disabled pedestrians)
Factored Ped volume = total unassisted volume + 2x total assisted volume



Presented To:	Operations Committee
Presented:	Monday, Jul 08, 2013
Report Date	Wednesday, Jul 03, 2013
Type:	Managers' Reports

Request for Decision

Elm Street - On Street Parking

Recommendation

THAT the City of Greater Sudbury approve the installation of parking meters on the south side of Elm Street between Lisgar Street and Elgin Street and that a rate of $1.30 per hour be charged with a maximum parking time of two (2) hours; AND THAT the $5,000 cost to install parking meters be funded from the Parking Improvement Reserve Fund;

AND THAT Staff prepare a communications plan to advise the traveling public of the two (2) year trial period;

AND THAT the Roads Operating Budget be increased by $25,000 in 2014 and 2015 to provide enhanced snow removal services to the parking area during the trial period;

AND THAT the trial period starts the date the parking meters are in operation;

AND THAT the overnight parking ban from December 1 to March 31 apply to Elm Street;

AND THAT the Staff monitor the parking area for traffic safety during the trial period and should there be a concern for safety the General Manager of Infrastructure Services has the authority to end the trial period.

Signed By

Report Prepared By
David Shelsted
Director of Roads & Transportation Services
Digitally Signed Jul 3, 13

Division Review
David Shelsted
Director of Roads & Transportation Services
Digitally Signed Jul 3, 13

Recommended by the Department
Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Jul 3, 13

Recommended by the C.A.O.
Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jul 3, 13

Finance Implications

If approved, the installation of the parking meters will be funded through the Parking Improvement Reserve Fund and $25,000 will be added to the Roads Operating Budget.

Background

From June 1 to September 7, 2012, the City ran a pilot project to allow 18 on-street parking spaces on the south side of Elm Street between Elgin Street and Lisgar Street as recommended in the Downtown Master Plan. At the April Operations Committee meeting the pilot project was reviewed and the following two

resolutions were passed:

“OP2013-07 Kett/Caldarelli: THAT the City of Greater Sudbury permit on-street parking on Elm Street between Elgin Street and Lisgar Street for a trial period of two (2) years with a review after one (1) year. Parking is permitted on the south side between 9:00 a.m. and 3:30 p.m.;

AND THAT weekend and overnight parking be permitted between 6:00 p.m. and 7:30 a.m. for a 4-hour maximum.

OP2013-08 Caldarelli/Kett: THAT the City of Greater Sudbury direct staff to provide a report to the Operations Committee regarding the method and rates for parking during the trial period and details of the trial.”

The following report provides the method and rates for parking during the two-year trial period and the details of the trial. These details include the traffic safety, parking rates, parking enforcement, public comments and communication and road maintenance.

Traffic Safety

During the initial pilot project there were several issues identified with traffic safety, including collisions, congestion and concerns raised by Transport Canada with traffic queuing on the railway crossing. The Roads and Transportation Services Division will monitor traffic operations during the trial period and the results will be included in the one-year review and the two (2) year conclusion report. Should there be an immediate concern for traffic safety the General Manager of Infrastructure Services will have the authority to end the trail period. Should this occur, Staff will report back to the Operations Committee.

Parking Rates

Parking Services has reviewed the parking rates for the trial period and is recommending that the rates remain consistent at $1.30 per hour with a two (2) hour time limit.

It is recommended that parking meters be installed as there are meters available in inventory. The cost of the parking meter installation is estimated at $5,000, which can be funded from the Parking Improvement Reserve Fund.

Parking Enforcement

The officers contracted to enforce parking in the downtown work the hours conducive to the effective paid parking times at the parking meter or in the municipal parking lots, 8:00 a.m. to 6:00 p.m. This is also during the peak business hours of the day and parking is at more of a demand than at other times. If enforcement hours are required outside of these hours, coverage can be provided by contracted services.

Public Comments and Communication

During the initial pilot project Staff created a system to track calls received. It is proposed to maintain this system through the two-year trial period.

It is recommended that Staff be directed to provide a comprehensive communications plan for the implementation of the two-year trial period and that Staff work with the Downtown BIA.

Road Maintenance

Elm Street is designated as an arterial road and is considered as a Class 1 to 3 road for the purpose of winter maintenance. During a winter snow storm the City applies salt to these major routes to help break the bond between the snow and ice and the road. Once five centimetres of snow has fallen, the City continuously plows these main roads in order to keep traffic moving. During the winter months the presence of parked vehicles along Elm Street will severely hamper snow clearing efforts. Snow windrows can be expected to develop between the parking lane and through traffic which can narrow the driving lane and

make it difficult to enter and exit from the parking lane.

During weather events, Staff will divert a plow off a designated route to clear the parking lane during the times that parking is prohibited. This will affect the service time for the plow route. In addition, if large snow banks are allowed to accumulate next to Elm Street, cars will not be able to park adjacent to the curb, further narrowing the driving lane. The lane width of Elm Street is approximately 3.20 m (10.5 ft), which is narrower than the current standard width of 3.75 m (12.3 ft). It is proposed to provide enhanced snow removal for this area to maintain the available lane width and increase safety. Currently the downtown area is budgeted to have snow removal twice a winter. It is proposed to increase the snow removal of this section of Elm Street to 12 times per year, this would allow snow removal after major snow storms. The cost of this enhanced snow removal is estimated at $25,000 and is dependent on the actual amount of snow that accumulates. It is recommended that the 2014 and 2015 Roads Operating Budget be adjusted accordingly and the 2013 Roads Operating Budget bear any additional costs.

The road maintenance impacts and costs are based on the overnight parking ban from December 1 to March 31 apply to Elm Street.

Recommendation

THAT parking meters be installed on the south side of Elm Street between Lisgar Street and Elgin Street and that a rate of $1.30 per hour be charged with a maximum parking time of two (2) hours.

THAT the $5,000 cost to install parking meters be funded from the Parking Improvement Reserve Fund.

THAT Staff prepare a communications plan to advise the traveling public of the two (2) year trial period.

THAT the Roads Operating Budget be increased by $25,000 in 2014 and 2015 to provide enhanced snow removal services to the parking area during the trial period.

THAT the trial period starts the date the parking meters are in operation.

THAT the overnight parking ban from December 1 to March 31 apply to Elm Street.

THAT the Staff monitor the parking area for traffic safety during the trial period and should there be a concern for safety the General Manager of Infrastructure Services has the authority to end the trial period.

Presented To:	Operations Committee
Presented:	Monday, Jul 08, 2013
Report Date	Tuesday, Jul 02, 2013
Type:	Managers' Reports

For Information Only

Stroller Policy

Recommendation

For Information Only

Signed By

Report Prepared By
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Division Review
Roger Sauvé
Director of Transit & Fleet Services
Digitally Signed Jul 2, 13

Recommended by the Department
Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Jul 3, 13

Recommended by the C.A.O.
Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jul 3, 13

Background

As a result of the April 15th, 2013 Operations Committee meeting, it was recommended that staff of Greater Sudbury Transit report to the Operations Committee on the current policy related to strollers on the transit system with due consideration for input from other transit properties.

Currently, the Greater Sudbury Transit stroller policy states that "strollers and walkers MUST be folded and stored on end in a safe place as to not interfere with other passengers; Babies must be taken out of the strollers and held in the caregiver's arms" (appendix 1). This policy does not require the child to be removed from the stroller prior to boarding the bus. The bus operator can assist the boarding process by either kneeling the bus or deploying the ramp based on individual needs.

Studies conducted by Transit Cooperative Research Program, Synthesis 88 Strollers, Carts, and Other Large Items on buses and Trains, chapter 5 (appendix 2) indicates that the decision about whether to allow boarding of a stroller and whether it must be folded is most often left to the discretion of the driver. Most agencies responded that their stroller policies are "effective". Several agencies reported having few problems, and some agencies said they have few strollers.

Agencies that indicated challenges with strollers or their stroller policy noted the primary problems are generally disputes amongst operators and passengers revolving around enforcement of the policy. Among the stroller policies that transit agencies have deemed most effective are those that minimize an operator's involvement: strollers must fit through vehicle doors and be kept out of aisles.

The problem of accommodating strollers has grown as the size of strollers has increased. No longer just small umbrella strollers, which can be folded and hung over the arm, strollers are now multipurpose, with removable baby carriers and attached pouches for accessories.

The results of the survey/studies and the literature review are inconclusive with regard to whether a child in a stroller is safer than a child taken out of a stroller, and different agencies have policies that reflect the two

different perspectives.

Staff of Greater Sudbury Transit has reviewed the sample policies and have had discussions with other municipally operated properties across Canada found that there is no consensus on this policy (Included are sample policies from other transit properties (appendix 3)

Staff acknowledges that, although the current policy was developed with the intention of providing the safest form of transportation for all our passengers, it continues to generate challenges for both the customers and operators.

Fares

Bus fare may be paid with exact change, 5- and 10-ride cards or 31-day passes. Our drivers cannot make change. Please have your fare ready upon boarding, and deposit it into the fare box.

For more information, visit our pass and fare pricing page at www.greatersudbury.ca/transit

Transfers

Transit users may obtain a free transfer from the bus driver when paying fares by cash or with a 5-ride or 10-ride card. Transfers are valid only on the first available bus travelling to the passenger's destination on a continuous trip. Please ask for your transfer when boarding the bus. Those with a 31-day pass do not require transfers.

When travelling to pick-up or drop-off a child at a daycare, a transfer may be obtained to board the bus and continue your trip in either direction.

Transit By-Laws / Policies

- Smoking is **prohibited** on the buses, in the shelters and on many areas of the Transit Centre property. Please obey posted signs.
- Radios or other devices producing sound can only be used when listening is done through the use of headphones. Sound must also be kept low enough to not interfere with other passengers.
- Strollers and walkers **MUST** be folded and stored on end in a safe place as to not interfere with other passengers.
- Babies must be taken out of the strollers and be held in your arms.
- Please respect the comfort of others by not eating on board the bus.
- Foul language and/or inappropriate topics of conversation will **NOT** be tolerated.3

Tarifs

On peut payer le tarif en monnaie exacte ou en présentant une carte de 5 ou de 10 trajets, ou un laissez-passer de 31 jours. Nos chauffeurs ne rendent pas la monnaie. Soyez prêt à payer en montant dans l'autobus et déposez votre argent dans la boîte de perception.

Pour des renseignements sur les tarifs et les laissez-passer, visitez notre site Web : www.grandsudbury.ca/transit.

Billets de correspondance

Les passagers peuvent obtenir un billet de correspondance gratuit du chauffeur s'ils ont payé le tarif en argent ou avec une carte de 5 ou de 10 trajets. Les billets de correspondance ne sont valides que pour le premier autobus disponible qui se rend à la destination du passager lors d'un voyage continu. Veuillez demander le billet de correspondance au moment de l'embarquement. Les titulaires de laissez-passer de 31 jours n'ont pas besoin de billets de correspondance.

Un passager qui dépose ou prend son enfant à la garderie peut obtenir un billet de correspondance pour monter dans l'autobus et se rendre à sa destination.

Règlements municipaux concernant le Transit

- Il est **interdit** de fumer dans les autobus, les abribus et aux endroits indiqués par le Centre de transport. Veuillez obéir aux panneaux affichés.
- Les radios et les autres appareils audio peuvent être utilisés seulement avec les écouteurs. En outre, le volume doit rester à un niveau qui ne dérange pas les autres passagers.
- Les poussettes et les chaussures de marches **DOIVENT** être pliées et rangées dans un coin sans nuire aux autres passagers.
- Il faut retirer les bébés des pousettes et de les tenir durant tout le trajet.
- Respectez les autres. Évitez de manger à bord de l'autobus.
- La langage vulgaire, incluant les sujets inappropriés, **NE SERA PAS** toléré..

CHAPTER FIVE

STROLLERS

LITERATURE REVIEW ON STROLLERS AND STROLLER ACCOMMODATION POLICIES

The problem of accommodating strollers has grown as the size of strollers has increased. No longer just small umbrella strollers, which can be folded and hung over the arm, strollers are now multipurpose, with removable baby carriers and attached pouches for diapers, bottles, and other accessories.

Magazine articles and blogs report conflicts between parents with strollers and other passengers. For example, this 2008 posting on a blog dedicated to "The T" light rail system in Boston describes the conflict:

> I wavered between who I found more annoying: the woman who brought a ginormous stroller on public transportation or the passengers who steadfastly refused to let her in thus creating a dangerous bottleneck (Ginormous Strollers on T Buses 2008).

One example of the struggle over this issue is an incident in October 2008 that created outrage in Ottawa, Ontario, Canada, when a bus driver refused to allow a young woman onto the bus with a stroller and then drove off with her two-year-old child on board (Drudi 2008). Following the incident, OC Transpo's staff proposed a series of recommendations that would provide clear rules about the transportation of strollers on the OC Transpo buses. One of the most controversial rules was prohibiting open strollers, except in empty spaces designated for wheelchairs. If there were no empty spaces, the stroller would have to be folded. Upon cries that this rule discriminated against parents and would be a hardship in winter weather, the OC Transpo transit committee agreed to continue to allow open strollers in the aisles, unless the driver found that the open strollers interfered with the safe movement of passengers (Cockburn 2009). OC Transpo adopted a new Co-operative Seating Area. Royal blue decals displaying new, modern graphics depicting people eligible to use Co-operative Seating are placed on the windows in this area. Although wheelchairs are given priority in the United States, Canadian providers may offer priority to persons using wheelchairs and other mobility devices; people with children that may or may not be in strollers; pregnant women; seniors; people with injuries; and people with invisible disabilities. For this particular agency, people who are eligible for priority seating (such as those with disabilities) will be included in a category within the Co-operative Seating area.

> The blue decals will extend strips outward for the length of the Co-operative Seating area depicting other types of people requiring special seating. On the actual seats themselves, a graphic depiction of a person standing next to a seat will be woven in the material to indicate the action that is expected from anyone sitting in those seats. As with "handicap parking" wheelchair symbols, these graphics are likely to encourage people to keep moving back so as to avoid sitting in what would be perceived as a "reserved" seat (Schepers 2009).

Chapter nine contains more information on the agency's experience and policies.

In another mishap in New York City in 1995, a stroller was caught in the doors of a train. To remedy the problem, newer cars and some older retrofitted cars have door sensors or closed-circuit monitors to alert the driver and prevent such accidents (Alvarez 1995).

The decision about whether to allow boarding of a stroller and whether it must be folded is most often left to the discretion of the driver. For example, the stroller policy at Sioux Area Metro in South Dakota states, if "due to the size of the stroller and/or if the stroller is blocking or narrowing the aisle, the driver may deny the passenger a ride" (Sioux Area Metro 2008).

Victoria Regional Transit System in Victoria, British Columbia, has set clear priorities for the accessible seating area as follows:

1. Customers who use wheelchairs, scooters, or other mobility aids
2. Elderly customers and customers with disability or mobility issues
3. Customers with strollers
4. Luggage (in the case of double deckers).

However, it is still up to the driver to resolve cases of a conflict. The policy directs the driver to inform the customer of the priorities, and if a customer refuses to respect these

Three years later, a young man in his 20s with a disability contacted agency staff regarding his need for a Segway as a mobility device and his interest in taking the Segway on the bus to attend school. Although the agency's policy prohibiting Segways was in place, staff invited the man to demonstrate how he used his Segway. According to the Transit Service Manager, "He went to Metro Transit's garage and demonstrated agility and excellent control of the device. He showed he could maneuver quickly and safely up a ramp and within a bus. He pulled a bungee cord out of his backpack and secured the device in the wheelchair securement area" (Gullickson 4/8/2010).

Impressed by what they saw, staff determined there was no reason to deny access to this man. They made an informal allowance to accommodate him and his Segway on buses. Later the same year, after an insurance company audit of the system turned up questions about allowing the Segway aboard the vehicle, agency staff invited the insurance company to meet with the man who used the Segway. Following another demonstration of how he boarded and maneuvered on the bus, the insurance company's attorney agreed that the Segway presented no hazard. The insurance company drafted a new Segway policy for use by its transit agency clients, supporting Metro Transit's accommodation of the Segway-using passenger.

Although nobody else has requested to bring a Segway on board Metro Transit buses, the Transit Service Manager notes that Metro Transit will accommodate other persons with disabilities using Segways as a mobility device. The agency had hoped to purchase tie-downs designed for Segways but has been unable to find a manufacturer that produces them.

priorities the driver is to "use discretion as to whether a transit supervisor should be contacted to assist in resolving the issue" (Victoria Regional Transit Commission 2010). Other agencies have adopted policies that relieve the driver of making decisions about strollers. Two examples are Valley Transit in Appleton, Wisconsin, and Link Transit in Washington State, both of which require that the child be removed from the stroller and the stroller be folded before boarding the bus (Valley Transit 2009). In the province of Ontario, Brantford Transit changed its requirement that strollers be folded and now allows open strollers. However, the policy states, "Oversize strollers will not be allowed on the buses. An oversize stroller is anything larger than a single stroller and includes jogging strollers" (Brantford Transit 2010).

Some stroller manufacturers extol the virtues of their single-seat stroller's ability, at 20 in. wide, to fit easily through doors. This is an important factor on buses, where the aisles are typically 20 to 23 in. wide. Compounding the problem of strollers on buses is the sale of double-seat strollers for parents with a baby and a toddler and even triple-seat strollers that have accompanied the rise of multiple births. For example, a side-by-side stroller can weigh almost 21 lb and have dimensions 39 in. high by 30 in. wide by 31.5 in. deep. A tandem stroller can weigh more than 55 lb with dimensions 52 in. high, 40.25 in. wide, and 25.5 in. deep. Because of the difficulty of maneuvering large strollers and several children, parents have often fought bus operator requirements that the strollers be folded before boarding.

Some operators, such as County Connection and AC Transit in California and Sioux Area Metro in South Dakota, will allow the driver to lower the lift or ramp to board unfolded strollers upon request by the adult passenger. However, Tri Delta Transit in California has gone one step further by removing one set of seats on its 40-ft fixed route buses to create a designated stroller area. "We currently accommodate these passengers by deploying the lift to assist them in boarding the bus," said Tri Delta Transit Chief Executive Officer Jeanne Krieg. "However, we recognized the difficulty they encounter when required to fold their strollers, and felt there was more we could do to make their experience easier and more enjoyable" (APTA Passenger Transport Archive 2006). Tri Delta buses can also accommodate two additional strollers if the wheelchair area is not occupied.

A 2008 article in the *New York Magazine* evaluated nine strollers priced between $150 and $1,000, complete with a "street test" of each (see Figures 19 and 20). Comments on their ease ranged from complimentary ("Buses and subways a snap; stroller is light enough for hip sling. Great for walk-up apartments, public transportation") to scathing ("On bus ride, hit a passenger in the head with seat and had to ask another rider to fish MetroCard out of pocket. On subway, actually accepted an assist from a pregnant woman," and for another stroller, "Ran over several feet on subway and bus and found climbing stairs unassisted was next to impossible") (Penn 2008).

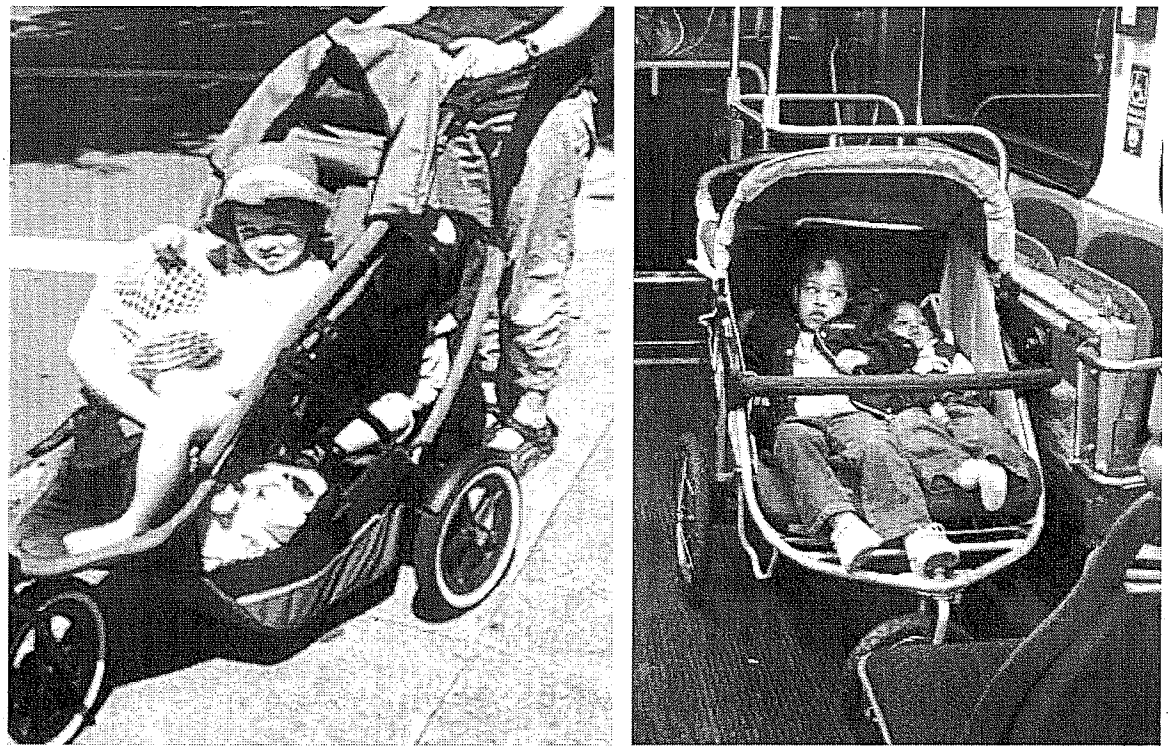


FIGURE 19 Two double strollers: One child positioned above another (*left*) and a wide stroller for two (*right*) on a CTA bus in Chicago [*courtesy*: (*left*) J. Goldman, Nelson\Nygaard Associates; (*right*) CTA].

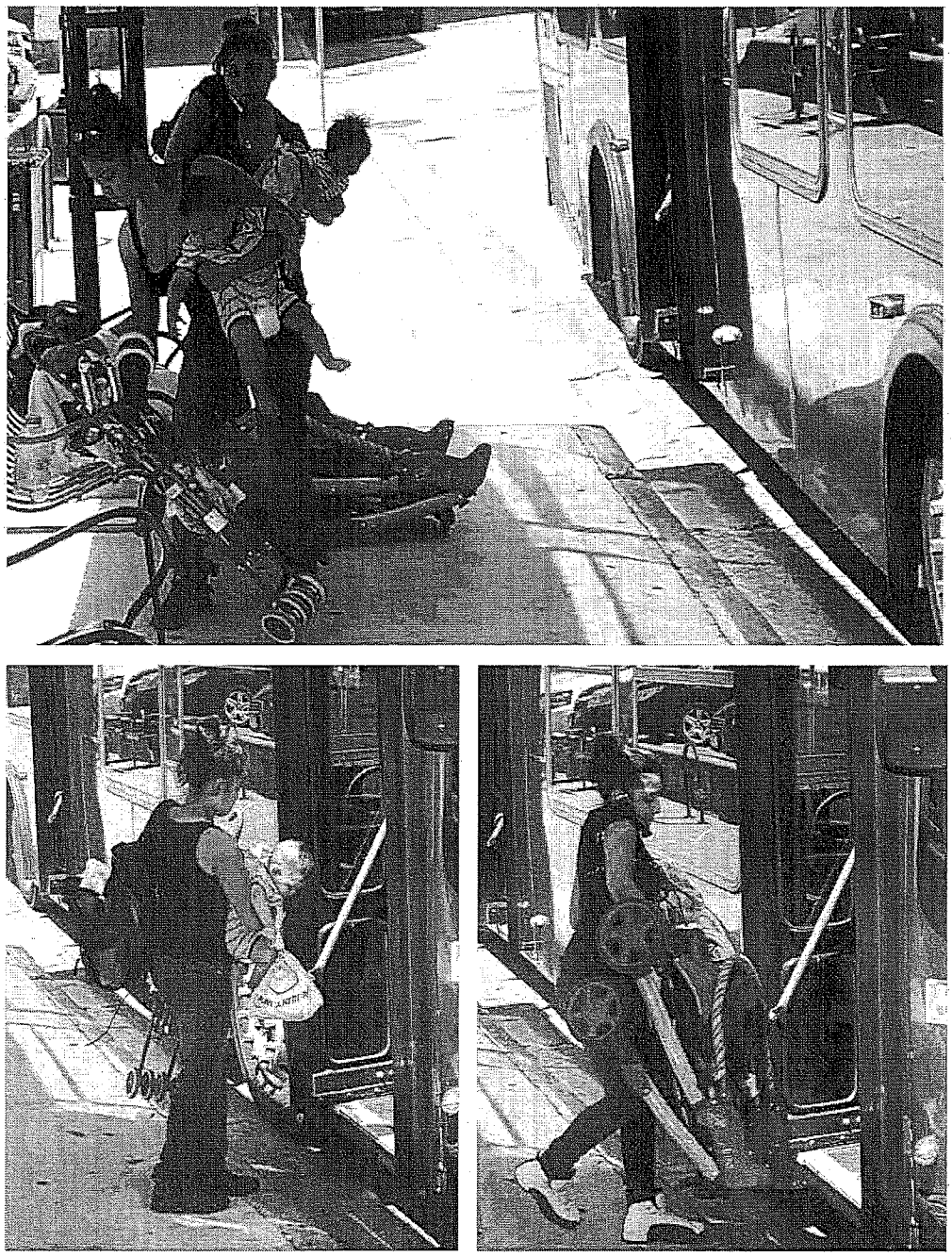


FIGURE 20 Boarding a bus with different types of strollers in Austin, Texas. Two women remove children and fold strollers at a bus stop as they prepare to board a bus. The woman on the left boards with a collapsed umbrella stroller. The woman on the right boards with a larger folded stroller (*courtesy*: Capital Metro).

In a 2003 TRB report *Use of Rear-Facing Position for Common Wheelchairs on Transit Buses*, the authors found that "Across Europe, the use of urban buses by persons with strollers is greater than the use by persons in wheelchairs" (Rutenberg and Hemily 2003). Research by Geraldine Petterssen in a 2009 article published by the Association for European Transport notes that "Between 35% and 40% of the European Union's population has reduced mobility" and included in that definition not only people with disabilities but also older people and those with heavy shopping, bulky luggage, and buggies. Petterssen concluded that "Local bus transport was a lifeline for many parents with young children and accessible buses made it easier to use, reducing isolation and increasing social inclusion" (Petterssen 2009). However, her research found that some of the buses are so well used by buggies that additional parents with strollers cannot board.

In addition, conflicts between buggies and wheelchairs arose for the area designated for these vehicles. As solutions, she cites signage that more clearly denotes what is expected from riders, such as, "Please give up this space for a wheelchair user," and provision of additional space. Petterssen quotes from the Good Practice Guide published by Bus Users UK as a trend worth emulating:

> The tendency by some operators to move away from maximum seating capacity and provide circulating space in the forward part of a bus is welcome, and proper luggage and buggy space, together with obvious and adequate handholds, further assist comfortable movement inside the bus.

Beyond these studies in the European Union, this literature search focused on individual transit operations in Scandinavia to illustrate the variety of approaches for handling strollers. In Scandinavian countries, prams and pushchairs (i.e., baby buggies and strollers) are directed by policy to the bus luggage area, which has room for two prams or two wheelchairs. If the bus does not have such an area or if it is full, the parent and child must wait for the next bus. Most transit operators require that the pram or stroller be braked, but in Trondheim, Norway, the child's vehicle can be attached to the "mounting strap" (e.g., wheelchair tie-down) if it does not have brakes (Team Trafikk 2010). Many Scandinavian city bus systems do not allow prams and strollers that are used to carry goods or luggage instead of children, although Stockholm, Sweden, specifically allows prams for transporting luggage (Stockholm Public Transport 2010). So too does Aarhus, Denmark; however, in Aarhus, prams with children are free but prams used to carry luggage require a separate ticket (Midttrafik 2010). In Helsinki, Finland, buses and trams are equipped with a special pram button by the door, which when pushed makes the doors stay open longer (Helsinki Region Transport 2010). Oslo, Norway, has removed poles by the middle door on its subway system to provide more room, particularly for entry by "twin carriages" (Ruter 2010).

SURVEY RESULTS

Challenges and Concerns

Strollers are a more contentious issue than wheelchairs and other large mobility aids. Whereas policies addressing the former items are primarily governed by federal regulation (the ADA in the United States) or some provincial laws in Canada, stroller policies have developed in an ad hoc manner and face increased scrutiny. A few agencies did not consider strollers to be an operations concern: one agency that marked "not an issue" clarified its response, stating that "many of our customers use strollers and we are comfortable with the approach we take with respect to strollers, so [we] do not currently consider this to be an issue." This agency, however, is more of an exception than the rule: a clear majority of agencies (27 of 42, or 64%) regarded strollers as being somewhat or very much an issue (Figure 21). Where provided, comments to this question addressed standard agency policies, effectiveness metrics, or accommodations for strollers on a transit vehicle.

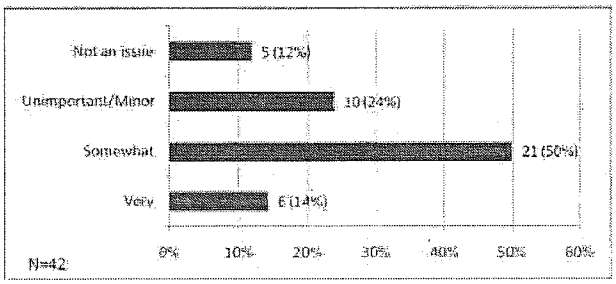


FIGURE 21 Indicate whether bringing strollers on your vehicles is considered an issue/concern/challenge for your agency.

Indeed, the highest-frequency concern among agencies that consider strollers either a very important or somewhat important concern (answered by 25 of 26 agencies, or 93%) was blocking of aisles/egress (Figure 22). As with wheelchairs and other mobility aids, general vehicle capacity and crowding of passengers were also issues, though not to the same extent (56% and 67%, respectively). One of the few agencies that added a comment to this question noted that problems particularly arise with "passengers boarding with stroller[s] that don't fold."

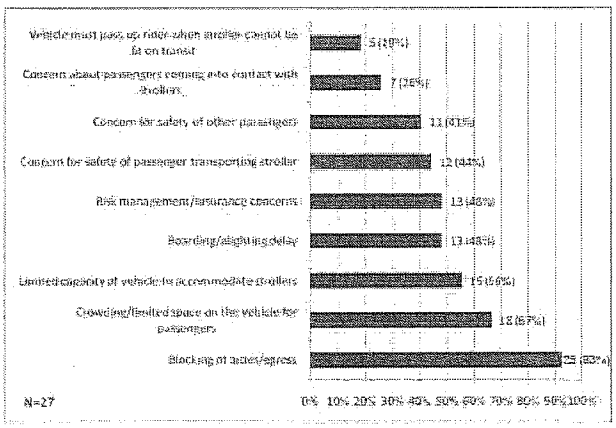


FIGURE 22 If you indicated that strollers are a very important or somewhat important concern, why is it a concern for your agency?

A comment from a medium-sized agency highlights a problem that is not addressed elsewhere: that of language barriers. The agency indicated that a major concern regarding strollers is "communicating with Spanish-speaking moms about correct procedures," but this could be relevant for populations speaking other languages, as well.

Overview of Agency Policies

Of the 40 agencies responding on this topic, 31 (78%) have a stroller policy in place. The other nine agencies (22%) have no formal policy regarding strollers, although several of them indicated that their agency considered implementing a stroller policy but did not carry it forward owing to monitoring and enforcement concerns or agency boards not supporting staff recommendations. For example, three agencies proposed policies that only folding/collapsible strollers could be brought on board vehicles but did not implement the policies based on the potential inconvenience to passengers (who might need to purchase new strollers for transit rides) or difficulty of ensuring that drivers would enforce the policy.

Although large strollers seem to be a new phenomenon for many transit agencies, several of the agencies surveyed have had stroller policies in place since the 1970s and 1980s. Many of the largest agencies were unaware of when their stroller policy was implemented, suggesting that it they had been in effect for a long time (among the agencies surveyed, the oldest known stroller policy dates from 1976).

Smaller agencies, many of which are newer than the large agencies, have stroller policies that were primarily developed in the 2000s. Many agencies are reviewing their stroller policies, and some agencies, such as OC Transpo, updated their stroller policy as recently as 2010.

Stroller Size Limits and Design Requirements

Most of the policies do not limit the size of strollers, and even those that do have only rough size guidelines, with no agency providing specific measurements/dimensions. Of the 31 agencies with policies in place, four (13%) limit the size of strollers (Table 17). New York MTA's policy states that small folded strollers are permitted, although no specific dimensions are provided. BC Transit's policy limits the size based on whether the stroller can be brought inside the vehicle: it must fit through the entrance, must fit in the securement position, and must not block the aisle.

TABLE 17
THE POLICY LIMITS THE SIZE OF STROLLERS

Yes	13% (4)
No	87% (27)

$n = 31$.

A majority of the agencies surveyed require that strollers be foldable or collapsible (Table 18). Nineteen of 30 agencies (63%) said that on board their buses, the child must be removed and strollers must be folded.

TABLE 18
DOES THE POLICY REQUIRE THAT STROLLERS BE FOLDABLE/COLLAPSIBLE?

Yes	63% (19)
No	37% (11)

$n = 30$.

The policies vary with regard to level of comprehensiveness and enforcement. A couple of agencies indicated the requirements are not published but are understood by agency staff. For example, Greater Glens Falls Transit notes that "for practical purposes many strollers need to be folded in order to keep the aisle clear."

TriMet's policy is not explicit, but suggests that strollers "be collapsed if possible, so that aisles and doors are not blocked." Tri Delta Transit, an agency that offers a stroller area on vehicles, noted that strollers do not need to be folded unless the stroller area is full and the wheelchair securement area is also full. Brandon Transit does not explicitly require strollers to be folded but commented that "from time to time, strollers may need to be folded, depending on the capacity of the bus." The primary comment from transit agencies regarding their basis for requiring folding or collapsible strollers is to keep the aisles clear, and according to one agency, strollers "must not present a hazard to other passengers."

As shown in Table 19, 23 of 31 agencies (74%) require that the baby/child be removed from the stroller on buses (four of the agencies that do not require foldable/collapsible strollers nevertheless require strollers to be empty on buses). One transit system manager highlighted the importance of requiring children to be removed from the stroller on the bus by recounting an incident when a child in a stroller hit a bus windshield during an accident.

TABLE 19
DOES THE AGENCY REQUIRE THAT THE BABY/CHILD BE REMOVED FROM THE STROLLER ON THE VEHICLE?

Yes	74% (23)
No	26% (8)

$n = 31$.

Of the 23 agencies that require a child to be removed from a stroller on a bus, seven (23%) indicated that a child must be seated in the parent's lap. The other 16 agencies either allow the child in a parent's lap or on a seat, or do not specify where the child must be seated. Several agency representatives were asked about safety issues in the development of their stroller policies, but few had any data about specific incidents to provide the basis for agency's requirements about where children could be seated. Although requiring

a child to be removed from the stroller may be the predominant policy, several agencies said enforcement of this policy is a challenge. One representative of a medium-sized agency noted that rules requiring children to be removed from the stroller are listed in the information guide, on the website, and are posted on the buses, but drivers rarely enforce the rule, and "parents removing the child from the stroller is the exception rather than the norm."

Seven agencies do not require children to be removed from the stroller on a bus. Of these, only two agencies require that children be belted in the stroller and wheels be locked on the stroller.

Of the 12 agencies that operate both rail and bus service, only five indicated that they have the same policies on buses and rail cars. Six agencies that require strollers to be folded/collapsed on buses do not have the same requirements on their rail vehicles. For example, TriMet in Portland requires collapsible strollers to be folded on buses, but children may remain in strollers on rail cars. Likewise, MARTA, WMATA, NJ Transit, Capital Metro, and New York City MTA require strollers to be folded on buses, but do not have the same requirement on their rail vehicles (see Figures 23 and 24).

FIGURE 23 Small umbrella stroller on a New York City MTA subway train (*courtesy*: J. Goldman, Nelson\Nygaard Associates).

FIGURE 24 Two unfolded strollers on a CTA (Chicago) rail car fill the center aisle (*courtesy*: CTA).

Space Allocation and Limits on the Number of Strollers

Although no agency has an official policy that limits the number of strollers allowed on a vehicle at one time, five agencies with stroller policies offered the caveat that strollers could be limited depending on the passenger load on a vehicle. No agency limits the hours that strollers may be brought aboard vehicles.

Only two of the 31 agencies have stated limits on the number of strollers allowed on a vehicle when wheelchairs are secured in the vehicle. As a matter of practicality, however, a few agencies acknowledge that they informally limit strollers when wheelchairs are in spaces that could otherwise be used by strollers. Four of the agencies without limits on strollers when wheelchairs are aboard ask that strollers be placed in the wheelchair area on the vehicle.

Agencies were asked whether their policies require or request strollers to be placed in a specific location on the vehicle. Twenty of 31 agencies (65%) indicated strollers must be kept in a specific location (Table 20). Figure 25 shows that the largest group of agencies requires strollers to be kept in the wheelchair area or out of aisles and doorways.

TABLE 20
MUST STROLLERS BE KEPT IN A SPECIFIC LOCATION?

Yes	65% (20)
No	35% (11)

$n = 31$.

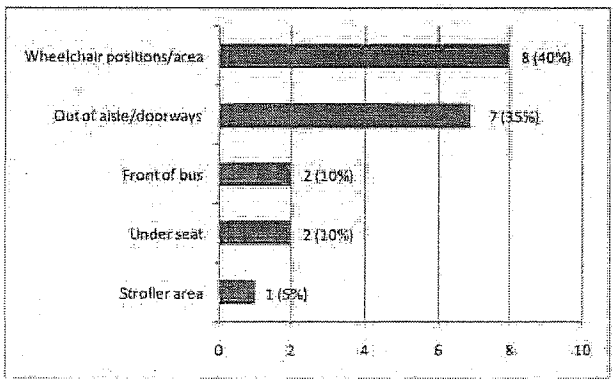


FIGURE 25 Where are strollers required to be placed (n = 19)?

None of the agencies charges a fee for strollers, requires stroller inspection or approval, or issues a stroller permit.

Driver Assistance

Only one of the agencies indicated that drivers are requested *not* to provide assistance. Sixteen of the 31 agencies (52%) with a stroller policy in place indicated that their policy does not provide direction regarding driver assistance. One respondent indicated that "most drivers are eager to help, but that they are not required to do so." One agency stated that "no assistance is required for strollers"; another agency said drivers are "only required to assist with wheelchair strollers." Twelve of 31 agencies (39%) said that drivers may provide assistance if requested. As shown in Figure 26, where drivers offer assistance, that assistance generally includes extending a ramp or lift or providing help to the passenger boarding or alighting with the stroller.

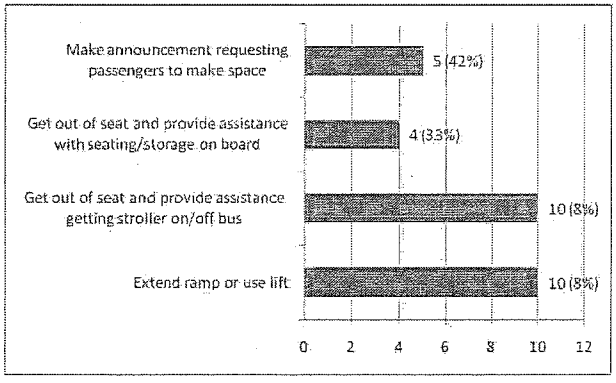


FIGURE 26 Strollers: Which of the following types of assistance may drivers provide (buses) (n =12)?

Stroller Policy Effectiveness

Most agencies responded that their stroller polices are "effective." Several agencies reported having few problems, and some agencies said they have few strollers. Agencies that indicated challenges with strollers or their stroller policy noted the following are primary problems:

- Drivers are not consistent with regard to enforcement of the policies.
- Most of the conflicts that arise among passengers are the result of inconsistent enforcement by drivers.
- Policies are vague and rely on the operator's discretion in individual circumstances.

Two medium-sized agencies indicated that "high numbers of strollers on some routes creates delay" and "strollers are a significant source of frustration for both drivers and passengers."

All agencies, regardless of whether they had a stroller policy in place, were asked whether restrictions regarding strollers were considered but not implemented (Table 21).

TABLE 21
RESTRICTIONS ON STROLLERS CONSIDERED BUT NOT IMPLEMENTED

Yes	18% (7)
No	82% (33)

n = 40.

Three of the agencies said that conflicts with wheelchairs were a major concern in considering restrictions on large strollers. In all three cases, the agencies give priority to wheelchairs but allow riders to park strollers in the areas reserved for wheelchairs when space is available. One agency said staff had extensive discussions about alternatives, ranging from strict enforcement of the existing policy to removal of seats for strollers and storage of large objects. Ultimately, the agency plans to require perimeter seating (all seats facing the aisle) when placing its next bus order.

ONE AGENCY'S EXPERIENCE: TRI DELTA TRANSIT, ANTIOCH, CALIFORNIA—CREATING SPACE ON BUSES FOR STROLLERS

Tri Delta Transit's removal of a two-passenger seat to accommodate strollers on its fixed route buses is a story of detective work to solve a high and growing number of late trips on specific routes and complaints about rude drivers. Tri Delta is officially Eastern Contra Costa Transit Authority, which describes the area in the California county where it is located.

The investigation began with operator reports indicating "many lift deployments" unsupported by the number of paid disabled fares. In addition, the late trips did not match what the staff knew about the time required to board a mobility device. As the chief executive officer (CEO) said in an April 13, 2010, e-mail, "Basically: it just didn't seem right (sorry—gut instinct isn't very scientific...)." Staff started spending more time on the offending routes to watch what was happening and noticed a very high number of strollers. The CEO noted,

> The issue wasn't getting the strollers on and off the bus—it was our rule that the strollers must be folded and placed out of the aisle. Some of the folding sessions took several minutes, especially if there were multiple children and/or lots of packages. Being a former driver of a double stroller I could completely relate to the issues with being forced to unload and fold (J. Krieg, Tri Delta Transit, personal communication, Apr. 13, 2010).

Operators were getting into arguments with passengers who did not want to take their children out of the stroller to fold it, and mothers with strollers were complaining about rude drivers. There were also language barriers between the drivers and some Hispanic parents. In addition, other passengers who witnessed the stroller-related events complained, as did passengers whose buses were late.

A committee of operators, safety/training, maintenance, planning, and marketing employees met and recommended that strollers could remain unfolded in the wheelchair area as long as there were no wheelchairs on board. If a wheelchair passenger boarded, the stroller had to move. Overall, the CEO reports that this recommendation worked very well. However, a few incidents of disagreements between people in wheelchairs and parents with strollers still did occur.

In 2005, Tri Delta staff decided to remove one two-passenger seat from a fixed route bus and label the area for strollers. After a four-month demonstration period, in March 2006 one seat was unbolted from all 40-ft fixed route buses used on Tri Delta Transit's 14 local routes (Figure 27). A static cling transparent sticker is affixed to the window marking the area for strollers (Figure 28). No seat removal was necessary for the commuter coaches and paratransit vehicles. Although initially there was concern from the committee about decreased seating capacity during crush-load periods, passengers actually have more room for standing when the bus is crowded and no strollers are on board.

FIGURE 28 Stroller seating area window stickers (*courtesy*: Tri Delta Transit).

Passenger comments at community meetings have been very positive. Based on feedback, a special stop request button has been added in the stroller area. When the stop request button in this area is activated, the operator can position the bus to safely deploy the mobility lift for the stroller at the next stop. In recognition of this community success story, one of the jurisdictions in the service area has honored Tri Delta Transit with a Transportation Equity and Access to Healthcare award.

FIGURE 27 Stroller seating area on Tri Delta Transit bus (*courtesy*: Tri Delta Transit).

CHAPTER SIX

BICYCLES

LITERATURE REVIEW ON BICYCLES AND BICYCLE ACCOMMODATION POLICIES

Allowing bicycles on transit extends the feasibility of taking transit by allowing riders to cover "the last mile," when the bus or train does not come close enough to the origin or destination for a comfortable walk. "Transit is most effective for moderate- and long-distance trips on busy corridors, while cycling is effective for shorter-distance trips with multiple stops. Combining transit and cycling can provide a high level of mobility comparable to automobile travel" (Spindler and Boyle 1999).

The 2006 *TCRP Synthesis 62: Integration of Bicycles and Transit* offers information regarding the history and current practices of bike integration on a variety of transit modes, including bus, rail, vanpool, and ferry. The report, partly based on a survey of 56 North American transit agencies, explores the reasoning, formulation, and implementation of bicycle policies. The section detailing bike-on-bus policies focuses primarily on external bike racks; however, the report notes that, if applicable, onboard bike policy is usually determined by context and driver discretion. For rail, the focus turns to onboard policies, including a series of tables that examine transit agencies' methods of housing and securing the devices on light rail, heavy rail, and commuter rail vehicles. Table 22 consolidates the bicycle accommodation tables from the synthesis.

Key passages from the document's Summary follow:

[Buses:]

> ...The method used by most transit agencies is to mount a bicycle rack on the front of the bus. Front-mounted racks commonly carry two bicycles; however, more agencies are experimenting with racks that can hold three to five bicycles. Customers are responsible for loading and securing their bikes on the racks, and the racks can be folded up against the front of the bus when they are not in use.
>
> Some transit agencies allow bicycles to be taken on board the bus. However, many agencies restrict bicycle access in the bus to prevent overcrowding. These agencies often give bus drivers the discretion to decide whether bicycles are allowed inside the bus. Drivers are more likely to allow bicycles inside the bus when the racks are full, at night, or when service is infrequent (when the bus is the last bus of the evening on a particular route or there is a long wait before the next bus).
>
> Some commuter buses are equipped with extra storage space for luggage and other packages. Several agencies that responded to the survey allow bicycles to be stored in this space, typically located in a compartment below the floor of the bus.

[Rail:]

> ...One method of accommodation is to require bicyclists to board designated rail cars and remain with their bikes in designated areas. Agencies reported that between 2 and 16 bicycles could be accommodated per train in this manner, depending on restrictions. Some rail cars have special bike racks or hooks where bicyclists can store their bikes.... One responding transit agency provides a designated bicycle car with space for 17 bicycles in each train set (...San Joaquin Regional Rail System...).
>
> It is common for transit agencies to prohibit bicycle access on train cars during peak travel times. This is done to reduce congestion on the train and to reduce friction in boarding and exiting the train (Schneider 2006).

Disputing the prohibition during peak travel times, bicyclist advocates call for a culture of acceptance for all commuters. A survey sponsored by the San Francisco Bicycle Coalition recommends that BART ease or eliminate bike blackout restrictions, communicate existing guidelines/programs more effectively, study the feasibility of a bike car, explore installing bike hooks and priority areas on new cars that BART intends to order, and review the agency's first-car bike prohibition policy (Vi 2009).

However, even public officials who support bicycle commuters acknowledge the conflict between crowded trains and bicyclists. On a local radio show, New York City Mayor Michael Bloomberg expressed his concern about transporting bikes on the subway during rush hour. Mayor Bloomberg, an avid supporter of mass transit (who also carries a legacy of creating bike-only lanes and signals), prefers, for the sake of user comfort and ease, to keep the subway and bicycle modes separate (Barbaro 2009).

One issue that bus operators have faced is the limit on the number of bicycles they can carry on the front of the bus. Some operators have modified the racks so that the bikes do not block the headlights, according to *TCRP Synthesis 62*, whereas others allow bikes only during daylight hours. In California, AC Transit sponsored successful legislation to extend the maximum rack length from 36 in. to 40 in., which

Stroller Examples

ACCEPTABLE

Dimensions:

107cm (42") Long X
57cm (22.5") Wide X
102cm (40") High

Stroller Dimensions:

104cm (41") High X
51cm (20") Wide X
71cm (28") Deep

TOO LARGE

Dimensions:

62 cm (24.5") wide X
114 cm (45") high X
120 cm (47") long

Stroller Dimensions:

147 cm (58") long X
61 cm (24") wide X 123-132 cm (48-52") high

Length from Wheel to Handle:
120 cm (47 inches)
Width from Wheel to Wheel:
66 cm (26 inches)

Passengers boarding with bicycles are directed to stow bikes in:

- Wheel chair area as long as this area is not being utilized by anyone noted in the Priority Seating
- The large open area near the rear door.

Bicycles are the sole responsibility of the passenger. Request to board with a bicycle may be denied if passenger safety is at risk.

If you have any questions about riding North Bay Transit with a baby stroller or a bicycle

please contact:

North Bay Transit

705-474-0400

Monday to Friday
8:30 am to 4:30 pm
(Closed on statutory holidays)

http://northbay.ca/transit

NORTH BAY TRANSIT

STROLLERS BICYCLES on Transit Buses

NORTH BAY
ONTARIO · CANADA
Just North Enough to be PERFECT

Strollers and Bicycles on the Bus!

Respect other Passengers

Every day thousands of passengers ride our buses in North Bay. Many of these passengers require or request the front seating area behind the driver that provides a wide aisle with seats that fold up.

The following is intended to clarify some of the issues that arise from sharing this limited accessible seating area:

Priority Seating on North Bay Transit (in order of priority):

1. People using mobility aids such as wheelchairs and scooters.
2. Persons with disabilities, seniors in need (age 65 or older), people with walkers.
3. Children in strollers & bicycles

Note: children in strollers and bicycles will be accommodated, however, should anyone noted in priority (1) or (2) require the accessible seating area, you will be asked to move to another seat.

Play buggies such as plastic pull-along cars, wagon carts and strollers not carrying children are not subject to the same privileges.

FREQUENTLY ASKED QUESTIONS

Is my stroller too large for the bus?

The maximum size for a stroller is 61 centimetres (24") wide by 122 centimetres (48") long. Oversized strollers must be folded before boarding the buses. An oversized stroller is anything larger than the single sized stroller measurements as stated above and includes jogging strollers.

Why do seniors and people with disabilities have priority over strollers at the front of the bus?

It is a requirement under the Accessibility for Ontarians with Disabilities Act.

Using the front of the bus provides seniors with quick access to a seat and handholds. This reduces their risk of falling when the bus is moving. A light fall can result in a devastating life-changing injury to seniors. For persons with vision loss, this location is vital to hear the driver and to accommodate a guide dog.

I don't own a car and I need to take my child to the grocery store with me. How can I fold up the stroller and carry all the groceries onto the bus?

If you plan your trip to avoid peak periods you may find that you can avoid this problem. Consider a back pack style child carrier as an alternative to a stroller or using a smaller stroller while carrying your groceries in a back pack. Be prepared that in some circumstances you may need to wait for a later bus to accommodate you. If the accessible area is occupied, you may be asked to wait for the next available bus.

The bus driver has discretion to request the passenger move the stroller, bundle buggy or bicycle to a safe location, if they feel the stroller, bundle buggy or bicycle is compromising safety of passengers.

Can I fit my stroller into a bus that already has both the wheelchair/scooter areas occupied?

Yes, if the stroller is small and can fit into the seating area without extending into the aisle.

Will the driver lower the bus; can I use the ramp to board the bus?

If you request that the bus be knelt or the ramp be deployed, the driver will do so. Remember, you may still be required to collapse your stroller or move to the back once on board.

A FEW TIPS FOR A QUICKER AND SAFER TRIP

- Have your fare ready before the bus arrives. Let passengers exit first.
- Let the driver know right away if you need the bus to kneel or you need the ramp.
- When space permits, children may remain in a stroller. Keep strollers out of the aisle and lock the wheels.

Hold on to your stroller at all times!

- If you take your child out of the stroller, then please fold the stroller to avoid taking up more seats than necessary.
- When the bus approaches your stop let the driver know that you will be getting off.
- To avoid tipping your child out of the stroller, board the bus forward and leave the bus backwards

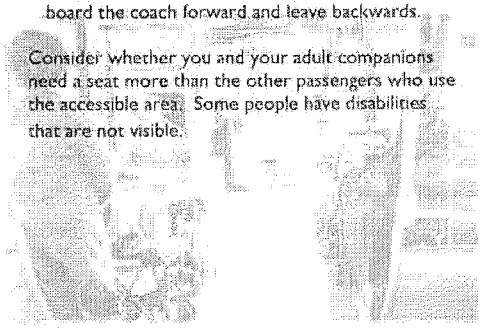
TransLink (CMBC): Stroller Policy

Share

Some Tips for a Quicker and Safer Trip:

- Have your fare ready **before** the bus arrives. Let passengers exit **first.**
- Let the driver know **right away** if you need the lift or ramp.
- On buses that do not have a ramp or lift, children must be removed from the stroller, which should be folded **before** boarding. The folded stroller is to be kept clear of the aisles and exits.
- On "accessible" buses, when space permits, children may remain in a stroller. Keep strollers out of the aisles and **lock** the wheels. Hold on to your stroller at all times.
- If you take your child out of the stroller on an accessible coach then please fold the stroller to avoid taking more seats than necessary.
- When the bus approaches your stop let the driver know in a loud and clear voice that you **and your stroller** will be getting off.
- To avoid tipping your child out of the stroller board the coach forward and leave backwards.

Consider whether you and your adult companions need a seat more than the other passengers who use the accessible area. Some people have disabilities that are not visible.



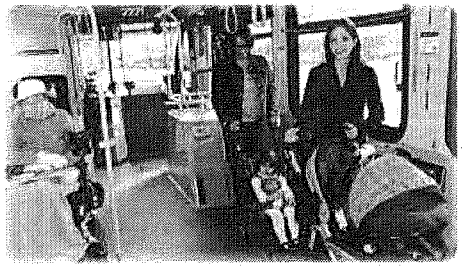
Courtesy

PrioritySeatingonCMBCAccessibleBuses

1. People using wheelchairs or scooters
2. Persons with disabilities and seniors
3. Children in strollers

Note: Children in strollers will be accommodated, however, should anyone noted in priority (1) or (2) require the wheelchair area, you will be asked to fold the stroller and move to another seat.

Play buggies such as plastic pull-along cars, "red-flyer" carts and strollers not carrying children are not subject to the same privileges.



Coast Mountain Bus Company

9149 Hudson Street
Vancouver B.C. V6P 4N5

Phone:604 264-5420

Cooperation

Coast Mountain Bus Company

Whatcanlexpectwhentryingto boardabuswithmychildandstroller?

Share

Courtesy

Cooperation

Stroller Policy

1. A rider with a stroller must request assistance from the driver if they need a lift or ramp to board the bus. If the request is not made, the rider is responsible for boarding and deboarding the stroller. Drivers will not assist with the boarding or deboarding of the stroller except for deploying the lift or ramp and restoring the ramp to its original position upon deboarding.

2. Caregivers may place their child and stroller in the designated area for wheelchairs if the space is open. However, the stroller cannot be secured with the existing wheelchair restraints, and, if the wheelchair space is needed for a wheelchair rider, the caregiver must move the stroller.

3. Caregivers may hold their child on their lap or seat but must store the stroller in such a manner that it does not block or narrow the aisle in the bus.

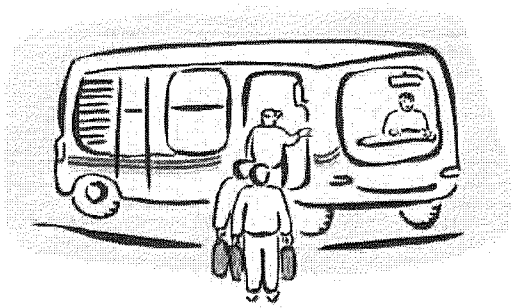
Continued on next panel

Stroller Policy, Continued

4. Caregivers may leave their child in the stroller but must keep stroller belts on the child and wheels locked down while in transport. The rider must also hold onto the stroller handle for stability.

5. If the stroller cannot be accommodated under these guidelines due to the size of the stroller and/or if the stroller is blocking or narrowing the aisle, the driver may deny the passenger a ride.

Sioux Area Metro:
Stroller and Grocery Policy



Stroller and Grocery Carry-On Policy

SIOUX FALLS TRANSIT

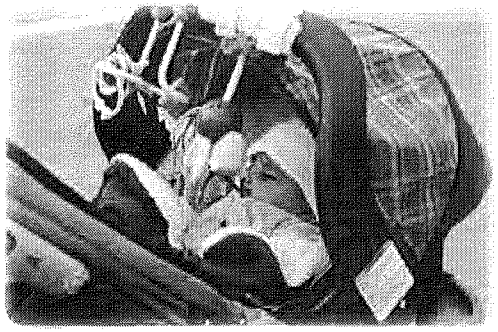
(605) 367-7183
TDD available
www.siouxfallstransit.org
email: asktransit@siouxfalls.org

Strollers | Scooters | Wheel Chairs

YOUR CHILD STROLLER AND THE BUS

YOUR CHILD STROLLER AND THE BUS

Everyday over 600,000 passengers get on and off of our buses in the lower mainland. Many of these passengers require or request the accessible seating area. This pamphlet is intended to clarify some of the issues that arise from the sharing of limited space.



Coast Mountain Bus Company

FREQUENTLY ASKED QUESTIONS AND ANSWERS

Q: Is my child stroller too large for the bus?

A: The maximum size for a stroller is 122 centimeters (48") long by 60 centimeters (24") wide.

Q: Why do people using wheelchairs and scooters have priority over children in strollers?

A: The accessible seating area is limited and in high demand. Individuals using wheelchairs or scooters are unable to stand and fold their equipment. By choosing to use a stroller that is collapsible, you make it possible to accommodate more people.

Q: Can I fit my stroller into a bus that already has both the wheelchair/scooter areas occupied?

A: Yes, if the stroller is small and can fit into the area without extending into the aisle.

Q: Why do seniors have priority over strollers at the front of the bus?

A: Using the front of the bus provides seniors with quick access to a seat and handholds; this reduces their risk of falling when the bus is moving. For some passengers, the extra handles located in this area help them in getting to their feet. A light fall can result in a devastating life-changing injury for seniors. For persons with vision loss this location is vital to hear the driver and to accommodate a guide dog.

Q: Will the driver lower the bus; can I use the lift to board the coach?

A: If you request that the bus be knelt or the lift be deployed, the driver will do so. Remember you may still be required to collapse your stroller once on board.

Q: I don't own a car and I need to take my child to the grocery store with me. How can I fold up the stroller and carry all the groceries onto the bus?

A: If you time your trip to avoid peak periods you may find that you can avoid this problem. Consider a backpack style child carrier as an alternative to a stroller or using a smaller stroller while carrying your groceries in a backpack. Be prepared that in some circumstances you may need to wait for a later bus to accommodate you.

Strollers | Scooters | Wheel Chairs