

# RECOMMENDATIONS FOR THE USE OF ACTIVE TRANSPORTATION LANES BY WHEELED-DEVICE USERS

People who use wheeled mobility devices (wheelchairs, scooters, powerchairs) have difficulty getting around in cities. Sidewalks can be challenging in terms of their maintenance, missing curb cuts, sidewalk clutter and pedestrians. Some of these device users will alternatively use active transportation routes, such as bike paths. The purpose of this study was to learn more about how users with disabilities navigate pathways with different devices, and how to improve active transportation infrastructure for a variety of users.

## INFRASTRUCTURE RECOMMENDATIONS

PROBLEM	DESCRIPTION	RECOMMENDATION
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### Lack of Safety Next to Moving Cars

Active transport lanes are often only separated by paint from moving cars, offering little protection from fast-moving traffic and risking the safety of all users, including mobility-device users.

Create more protective active transport lanes with physical barriers like cement flower planters, raised lanes, and jersey barriers. Increase traffic calming measures such as stop signs.

### Inaccessible poles & gates

Traffic calming poles & gates in active transport lanes often require a dismount before passing through. People with disabilities find it challenging to dismount and navigate these features.

Replace traffic calming poles with other speed reducers. A design in Vancouver features curb-like blocks made from old dragon boats, which can be used as footrests for wheeled device users to stop and slow down.

### Lack of Continuity in Active Transport Lanes

Active transport lanes can end abruptly without notice. It is challenging for device-users to find an alternate accessible route, as they must navigate inaccessible streets or sidewalks.

Create longer, more continuous protected active transport lanes that connect major routes.

## POLICY & EDUCATION RECOMMENDATIONS

PROBLEM	DESCRIPTION	RECOMMENDATION
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### High Speed in Active Transport Lanes

Introduction of electric devices (e-bikes; e-scooters) have increased the speed in active transport lanes. This is a safety concern for all users.

Create legislation for speed limits in dedicated active transport lanes and provide enforcement for violations.

### Different Etiquette on Shared Pathways

Different shared pathway users such as cyclists, e-device users, and mobility-device users may have contradicting practices.

Provide education about shared pathways & basic etiquette involving different users.

For more information about the study, please contact Ben Mortenson, Professor & Department Head of Occupational Science & Occupational Therapy at UBC at [ben.mortenson@ubc.ca](mailto:ben.mortenson@ubc.ca)

**MAP**

Scan the QR code to learn more about the project and access the full list of participant recommendations:

