

LASALLE ACCESSIBILITY ADVISORY COMMITTEE

Minutes of a meeting of the LaSalle Accessibility Advisory Committee held January 11, 2017 at 4:00 p.m. in the LaSalle Room, LaSalle Town Hall.

Present:

Councillor Mike Akpata, Co-Chair
Russ Hazael
Jeff Kapasi
Diane Quenneville

Regrets:

Councillor Crystal Meloche, Co-Chair
John Boyko
Savitri Dhiman

Also present: A. Armstrong, Deputy Clerk, M. Beggs, Manager, Parks & Roads and LuAnne Kapasi (accompanying Jeff Kapasi)

1. Call to Order

Councillor Akpata calls the meeting to order at 4:00 p.m.

2. Adoption of Minutes

R. Hazael/J. Kapasi

That the minutes of the Accessibility Advisory Committee meeting held October 12, 2016 BE ADOPTED as presented.

Carried.

3. Business Arising from the Minutes

3.1 New Members

Councillor Akpata indicates that Councillor Meloche is unable to attend meetings on Wednesday as she has work commitments.

Councillor Akpata requests that the committee review an alternate day for the meeting.

Councillor Akpata indicates that any day other than Wednesday is open for Councillor Meloche.

The committee discusses alternate day's and a consensus is reached for Thursday as the alternate day. The committee agrees upon the second Thursday of the month at 4:00 p.m.

D. Quenneville/R.Haezel

That the LaSalle Accessibility Advisory Committee meeting BE CHANGED from the second Wednesday to the second Thursday of the month at 4:00 pm.

Carried.

A. Armstrong updates committee on the new member David Hardman noting that he contacted the Clerk stating that he would be resigning from the committee as he will be moving to Amherstburg.

A. Armstrong indicates that a report is being prepared for Council to provide administration with further direction on the vacant committee member position.

3.2 Pedestrian Signals on Malden Road

M. Beggs, Manager of Parks and Roads appears before the committee to provide an update on the review conducted by administration and Dillon Consulting regarding the pedestrian signals on Malden Road. (Memo Attached)

M. Beggs indicates that all cross walk signals work and do indicate with a different sound when an individual is able to cross the street safely.

M. Beggs notes that one must hold down the button until the button vibrates at this point it will activate the different sound for a pedestrian to proceed to cross the road.

M. Beggs notes that the crosswalks on Malden did meet the AODA regulation standards when the intersections were constructed.

M. Beggs indicates that regulation 191/11- Integrated Accessibility Standards section 80.5 of the regulation states that new signalized intersections or upgrade to the pedestrian facilities at existing signalized intersections are required to be in compliance with the current regulations after January 1, 2016. If major reconstruction is completed at any of the Malden Road intersections the current regulation would apply.

The committee thanks M. Beggs for the update.

The committee indicates that perhaps further education regarding the pedestrian signals and how to use them would be beneficial.

R. Hazael/J. Kapasi

That the report of Dillon Consulting Limited, dated January 1, 2017 entitled "Malden Road, Accessibility for Ontarians with Disabilities Act (AODA) Review for Pedestrian Facilities at Intersections" BE RECEIVED. Carried.

3.3 Pedestrian Crosswalk on Normandy

A. Armstrong provides the committee with an update regarding the pedestrian crosswalk on Normandy, noting that public education regarding pedestrian crosswalks was included in the LaSalle Messenger, this was delivered to every household in LaSalle. A public education video will also be created in the spring to provide the general public with information on how to use a crosswalk.

J. Kapasi has agreed to be in the video.

4. New Business

Councillor Akpata indicates that he has been in contact with a representative from Dragon Software and informed the committee that a webinar presentation is available.

The committee requests that Councillor Akpata schedule's the webinar presentation.

Councillor Akpata informs the committee that the request has been made for the guest speaker as discussed at the November committee meeting.

M. Beggs provides the committee with an update regarding the Vollmer Complex arena stairs noting that administration will be moving forward with illuminating the top and bottom stairs in the entire arena.

5. Next Meeting

Thursday February 9, 2017 at 4:00 p.m. in the LaSalle Room, main floor, Town Hall.

6. Adjournment

There being no further business, the meeting is adjourned at 4:40 p.m.

Co-Chair: Councillor Michael Akpata

Deputy Clerk: Agatha Armstrong



MEMO

TO: Mark Beggs
FROM: Shawna Boakes, P.Eng.
cc: Peter Marra, P.Eng
DATE: January 1, 2017
SUBJECT: Malden Road, Accessibility for Ontarians with Disabilities Act (AODA) Review for Pedestrian Facilities at Intersections

OUR FILE:

Dillon Consulting Limited ("Dillon") was retained by the Town of LaSalle (the Town) to complete a review of the existing pedestrian facilities at three (3) intersections on Malden Road; Normandy Street, Sprucewood Avenue and Delmar Street, and to provide comment on how the current installation meets or does not meet current Accessibility for Ontarians with Disabilities Act (AODA) standards. The appropriate regulation for pedestrian facilities is Reg. 191/11: Integrated Accessibility Standards, Section 80.28 External paths of travel, accessible pedestrian control signals. This regulation was originally published in June of 2011, the current revision is dated July 1, 2016. As per section 80.5 of the regulation, designated public sector organizations were required to meet the requirements of the regulation on or before January 1, 2016. The regulation states that new signalized intersections or upgrades to the pedestrian facilities at existing signalized intersections are required to be in compliance with the current regulations after this time.

The traffic signal infrastructure, including the pedestrian facilities on Malden Road were installed as part of the 2010 upgrades and therefore were installed prior to the Act becoming regulation. Therefore until such time as significant upgrades are completed to the pedestrian facilities at these intersections, the Town is not obligated to conform to current standards.

The regulation mainly sets out requirements for the location of pedestrian pushbuttons, audible and tactile features of the pushbuttons, and tactile surfaces for ramps. Pushbuttons shall be installed within 1,500 mm from the edge of the curb, and a maximum of 1,100 mm above ground level. The pushbuttons are required to have a locator tone that is distinct from the walk indicator tone, and must have both audible and vibro-tactile walk indicators. The tactile arrow on the pushbutton must align with the direction of the crossing and the button must include both manual and automatic activation features. Pushbuttons for different crossings located on the same corner must be 3,000 mm apart, unless there are site constraints, in which case pushbuttons may be located on the same pole but they must include a verbal announcement that clearly states which crossing is active.

Additional information related to the installation and operation of audible pedestrian facilities can be found in the Transportation of Canada's Guideline for Accessible Pedestrian Signals dated June of 2009. In this Guideline, it is recommended that the audible sounds should represent a Canadian Melody (previously the 'chirp') in the N/S direction crossing and a 'cuckoo' in the E/W crossing.

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The review was completed on Monday, November 14th by Shawna Boakes from Dillon, Mark Beggs, Jonathan Osborne and Agatha Armstrong from the Town of LaSalle, and Sean Hadrian from S and C Utilities Inc. The following is a summary of each intersection.

Malden Road and Normandy Street

Existing Conditions

In general the pedestrian facilities are operating in the manner that they were intended at the time of installation. The buttons are set up as standard pushbuttons that will activate the walk symbol on a single push of the button. To activate the audible component of the system, the pedestrian must hold the pushbutton for three (3) seconds. Testing during the site review confirmed each of the buttons was functional.

Potential Upgrades to Improve Functionality

In order to bring the pedestrian facilities up to a functional level until such time as the Town chooses to complete major infrastructure upgrades at this intersection, either of the follow items could be considered;

Tactile plates could be installed at the ramp crossings for an approximate construction cost of \$2,000 per ramp for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

All four corners of this intersection have two pushbuttons located on a single pole. Therefore to meet the audible requirements of the current standard, but not the locational requirement, the pushbuttons could be reconfigured to announce which crossing is active. The cost for this is minimal and would require a technician to use the handheld programmer at each location of the intersection.

Full Upgrade to Meet Current AODA Standards

In order to upgrade this intersection to full AODA standards, the pushbuttons would need to be relocated to 1.5 meters poles from the edge of the curb for all crossings. This would require additional poles be added to the existing infrastructure, typically 1.5 m tall aluminum base mounted poles are used to accomplish this. At this intersection, a minimum of 5 poles would be required. The cost to install these poles, relocate the existing pushbuttons and re-wire the system, is estimated to be \$20,000 for this intersection.

In addition, tactile plates would be installed at the ramp crossings for an approximate construction cost of \$2,000 per plate for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

The total estimated cost to upgrade the intersection to meet current AODA standards would be \$36,000. This estimate assumes re-using the existing pushbuttons and controllers and providing new wiring through existing conduit.

Malden Road and Sprucewood Avenue

Existing Conditions

In general the pedestrian facilities are operating in the manner that they were intended at the time of installation. The buttons are set up as standard pushbuttons that will activate the walk symbol on a single push of the button. To activate the audible component of the system, the pedestrian must hold the pushbutton for three (3) seconds. Testing during the site review confirmed each of the buttons was functional for all but one pushbutton. The E/W crossing pushbutton located on the northeast corner only had 2 chirps when the audible was activated. This is a program selection that can be modified from '2 chirps' to 'full walk'.

Potential Upgrades to Improve Functionality

In order to bring the pedestrian facilities up to a functional level until such time as the Town chooses to complete major infrastructure upgrades at this intersection, either of the follow items could be considered;

Tactile plates could be installed at the ramp crossings for an approximate construction cost of \$2,000 per plate for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

Two corners of this intersection have two pushbuttons located on a single pole. Therefore to meet the audible requirements of the current standard, but not the locational requirement, the pushbuttons could be reconfigured to announce which crossing is active. The cost for this is minimal and would require a technician to use the handheld programmer at each location of the intersection.

Full Upgrade to Meet Current AODA Standards

In order to upgrade this intersection to full AODA standards, the pushbuttons would need to be relocated to 1.5 meters from the back of the curb for all crossings. This would require additional poles be added to the existing infrastructure, typically 1.5 m aluminum base mounted poles are used to accomplish this. At this intersection, a minimum of 3 poles would be required. The cost to install these poles, relocate the existing pushbuttons and re-wire the system, is estimated to be \$15,000 for this intersection.

In addition, tactile plates would be installed at the ramp crossings for an approximate construction cost of \$2,000 per plate for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

The total estimated cost to upgrade the intersection to meet current AODA standards would be \$31,000. This estimate assumes re-using the existing pushbuttons and controllers and providing new wiring through existing conduit.

Malden Road and Delmar Street

Existing Conditions

In general the pedestrian facilities are operating in the manner that they were intended at the time of installation. The buttons are set up as standard pushbuttons that will activate the walk symbol on a single push of the button. To activate the audible component of the system, the pedestrian must hold the pushbutton for three (3) seconds. Testing during the site review confirmed each of the buttons was functional for most pushbuttons. The E/W crossing pushbutton located on the southwest corner was not working as intended. This button should be replaced as it appears to be defective.

Potential Upgrades to Improve Functionality

In order to bring the pedestrian facilities up to a functional level until such time as the Town chooses to complete major infrastructure upgrades at this intersection, either of the follow items could be considered;

Tactile plates could be installed at the ramp crossings for an approximate construction cost of \$2,000 per plate for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

All four corners of this intersection have two pushbuttons located on a single pole. Therefore to meet the audible requirements of the current standard, but not the locational requirement, the pushbuttons could be reconfigured to announce which crossing is active. The cost for this is minimal and would require a technician to use the handheld programmer at each location of the intersection.

Full Upgrade to Meet Current AODA Standards

In order to upgrade this intersection to full AODA standards, the pushbuttons would need to be relocated to 1.5 meters from the back of the curb for all crossings. This would require additional poles be added to the existing infrastructure, typically 1.5 m aluminum base mounted poles are used to accomplish this. At this intersection, a minimum of 4 poles would be required. The cost to install these poles, relocate the existing pushbuttons and re-wire the system, is estimated to be \$18,000 for this intersection.

In addition, tactile plates would be installed at the ramp crossings for an approximate construction cost of \$2,000 per plate for a total of \$16,000. This work would include the removal of the interlocking brick and the installation of the tactile plate, concrete surrounding and replacement of outer interlocking brick.

The total estimated cost to upgrade the intersection to meet current AODA standards would be \$34,000. This estimate assumes re-using the existing pushbuttons and controllers and providing new wiring through existing conduit.

General

In 2016, new audible pedestrian signals were installed on Laurier Parkway. The pushbuttons were programmed to meet AODA requirements and all pushbuttons were programmed with the same

settings to maintain consistency. It is recommended that the Malden Road pushbuttons be reconfigured to match the settings as installed on Laurier. If the pushbuttons are left where they are currently located, the settings should include the verbal active crossing announcement, which would be the only change from the Laurier system setup.

References

Accessibility for Ontarians with Disabilities Act

<http://www.aoda.ca/>

Ontario Regulation 191/11: Integrated Accessibility Standards

<https://www.ontario.ca/laws/regulation/110191>

Transportation of Canada, Final Guidelines for Accessible Pedestrian Signals

<http://www.aodaalliance.org/docs/3-E-TAC-EText.txt>