



Minutes

ACCESSIBILITY ADVISORY COMMITTEE

Meeting No. 03-2020

Date: Thursday, December 17, 2020

Time: 1:00 P.M.

Virtual Location: MS Teams

MEMBERS

Ms. A. Antenucci
Mr. T. Brownlee
Mr. K. Crites
Mr. J.P. Gamache
Ms. R. Harrison
Councillor R. Johnson
Ms. T. Lennox
Mr. M. Rubenick
Ms. T. Soderberg
Mr. B. Spare
Mr. R. Sponchia
Mr. J.R. Wheeler

SECTOR REPRESENTATIVE

Parent to a Child with a Disability
Caregiver to a Person with a Disability
Mental Health Representative
Mobility Disability Representative
Service Agency Representative
Council Representative
Learning Disability Representative
Senior with a Disability Representative
Visually Impaired or Blind Representative
Hard of Hearing/Late Deafened Representative
Development Disability Representative
Brain Injury Representative

OFFICIALS

Ms. K. Power City Clerk
Ms. D. Earle Deputy City Clerk
Ms. F. Track Committee Coordinator

GUESTS

Ms. K. Dixon Director of Engineering
Mr. M. Miedema Project Engineer

AGENDA

1. WELCOME AND INTRODUCTIONS

The Chair called the meeting to order and a roundtable of introductions followed.

2. COMMUNICATION PROCESS

The Chair explained the communication process.

3. AGENDA APPROVAL

MOVER: Ms. T. Lennox

SECONDER: Mr. M. Rubenick

WITH respect to the December 17, 2020 meeting of the Accessibility Advisory Committee, we recommend that the Agenda as printed, including any additional information and new business, be confirmed.

CARRIED

4. PRESENTATIONS

4.1 Round A Bouts

Ms. K. Dixon, Director of Engineering appeared before the Committee via MS Teams, provided an update relative to the above noted and responded to questions.

Mr. M. Miedema, Project Engineer appeared before the Committee via MS Teams, provided a PowerPoint presentation and responded to questions.

Memorandum from Mr. M. Miedema, Project Engineer dated December 11, 2020 relative to the above noted was distributed separately on Wednesday, December 16, 2020.

Discussion included the following:

- Engineering explained the criteria utilized to consider the selection of roundabout locations, the metrics for reviewing performance of roundabouts, the location of transit stops, and the location and use of pedestrian crossovers.

- Roundabouts will be designed and implemented in compliance with the Highway Traffic Act, City of Thunder Bay Engineering standards, transport Association of Canada Design Guidelines and AODA – Design of Public Spaces.

- Roundabouts are fairly new to municipalities in Ontario, as such there is limited research available for the safety performance of roundabouts in Ontario. Most of the research has been conducted in the United States and Europe. Waterloo, Ontario has approximately 15 years of experience. They have 36 roundabouts as of 2019. Their standards have been reviewed for potential best practices in addition to Transport Association of Canada design guidelines.

- Level 2, Type “B” pedestrian crossovers, with flashing lights, audible signals, and push button activation will be located on Edward St. Level 2, Type “D” pedestrian crossovers without flashing beacons will be installed on Redwood Ave. Vehicles will be required to yield to pedestrians as per the Highway Traffic Act. Committee members raised concerns that there may be confusion if two different types of pedestrian crossovers are being utilized. Engineering will review.
- Committee members would prefer that Level 2, Type “B” pedestrian crossovers are installed on all legs of the roundabout
- Street lighting will be installed at all pedestrian access points to the roundabout.
- Committee members raised concerns that proposed green space and shrubbery near the pedestrian crossings will reduce or deaden traffic noise utilized by some individuals to gauge when it is safe to cross roadways. Engineering will review.
- Speed limits are typically lower in a roundabout which assists with traffic calming and pedestrian safety.
- Snow removal will occur on the roadway, sidewalks, medians and truck aprons according to CTB standards to ensure that pedestrian accessibility is maintained and sight lines are maintained for drivers and pedestrians.
- Pedestrian access to Northwood Mall from the transit stop location on Edward St will be included in the project. The stairs will be replaced with a ramp.
- Cost comparison of roundabouts and signalized intersections.
- Public consultation.
- An education campaign will be developed for roundabout users including drivers, pedestrians, and cyclists. The campaign will include social media, media releases, videos, print and radio and hopefully a trial location in a parking lot.
- Statistics have shown that roundabouts reduce severe injury collisions by 70-80%.
- Additional traffic capacity was reviewed and considered relating to the multi use indoor sports facility.

The meeting recessed at 2:21 pm

The meeting reconvened at 2:35 pm

4.2 Tactile Plates

Discussion was held relative to the above noted.

Ms. K. Dixon, Director of Engineering responded to questions.

Members of the AAC would like the City of Thunder Bay to reconsider the colour of tactile plates. The current CTB standard is a burnished bronze but the preference of the AAC is high visibility yellow similar to the colour used on the sidewalks at the controlled intersection to Intercity Shopping Centre on Fort William Road.

Discussion included the following:

- Committee members raised concerns regarding the decision to fund a portion of the cost of cosmetic treatments for three (3) crosswalks at Bay & Algoma and Donald & May.
- As discussed at previous meetings of the AAC, Administration has advised that patina steel tactile plates meet contrast requirements of the AODA – Design of Public Spaces and are the standard utilized across the province. The cost of maintenance and replacement due to damage is negligible.
- Yellow plastic tactile plates or painted tactile plates may not withstand snow removal or Thunder Bay's climate.
- The City will continue to utilize the patina steel, because they meet the standards and require little additional maintenance.
- Painted bike lanes and all lines on roads are done mechanically and efficiently. Tactile plate paint would require manual application causing an increase beyond operating capacity.

4.3 Pedestrian Crosswalks & Crossovers

Discussion was held relative to the above noted.

Ms. K. Dixon, Director of Engineering responded to questions.

Discussion included the following:

- The installation of pedestrian crossovers that are not 90 degrees to the roadway, for example Court & Mc Vicar, are less accessible for individuals with limited or no vision.
- Engineering will consult with the Committee in the future to improve accessibility at locations where angled crosswalks and crossovers are the only option.

- There are current crosswalks in the city that are not 90 degrees. Suggestions to improve accessibility include change location to where they can be installed perpendicular to the road, installation of audible and flashing signals and increase volume of audible signals, and collaborated education or training with CNIB.

The Chair, Mr. K. Crites thanked members of Administration for participating.

5. COMMUNICATIONS - OUTSIDE STAKEHOLDER GROUPS

Item deferred to January 17, 2020

6. ROUNDTABLE OF ACCESSIBILITY ISSUES

Item deferred to January 17, 2020

7. MINUTES OF PREVIOUS MEETING

The Minutes of Meeting No. 02-2020 Accessibility Advisory Committee, held on February 13, 2020, to be confirmed.

MOVED BY: Ms. T. Lennox
SECONDED BY: Mr. J.P. Gamache

THAT the Minutes of Meeting No. 02-2020 of the Accessibility Advisory Committee, held on February 13, 2020 be confirmed.

CARRIED

8. NEXT MEETING

Thursday, January 14, 2021

9. ADJOURNMENT

The meeting adjourned at 3:10 PM