

Meeting Minutes

City of Guelph

Accessibility Advisory Committee (AAC)

February 20, 2018

City Hall, Meeting Room 112

From 3:00 to 5:00 p.m.

Meeting Chair: Julian Murphy

Vice-Chair: Michael Greer

Agenda Items

Welcome to all and introduction of new members: Lynn Jeurond, Donna McMurdo, and Deborah Stienstra

Present: Michael Greer, Jason Dodge, Raminder Kanetkar, Brooke Sillaby, Malcolm McLeod, Julian Murphy, Brad Howcroft, Sarah Mathison, Marlene Pfaff, Cathy McCormack, Deborah Stienstra, Lynn Jeurond, Donna McMurdo

Regrets: Melissa Tolton

Staff: Leanne Warren (Accessibility Services and AAC Liaison), Sarah Wren (Accessibility Services), Jason Simmons (Guelph Transit), Conrad Coutts (Guelph Transit), David Wiedrick (By-law), David de Groot (Planning Urban Design)

Item 1, 2 and 3

Item 1, Approval of the Agenda - Addition to Agenda, Item 7 – Mico Valeriotte Park will be discussed by Leanne.

Motion to approve by Malcom,

Seconded by Raminder

Item 2, Declaration of Conflict of Interest – None heard

Item 3, Approval of Minutes of December 19, 2017 - Will be reviewed next time due to corrupt file

Item 4

Guelph Mobility Updates – **For Information** – Jason Simmons, Supervisor of Mobility and Community Bus

Community bus numbers continue to grow:

January 2018 - 2540

February 2018 - 2681

This is up by over 1500 riders a month over the same period last year.

Nine new vehicles are on the road. All feedback is positive regarding on ride and comfort. An AAC member shared at the meeting that they rode a new bus to the meeting that was "nice and quiet" compared to older vehicles.

The vehicles have changed from diesel to gas. Two more (Sprinter-type) mobility vehicles are on order for this year with expected arrival in April-May. Mobility supervisors will drive these vehicles. Passengers can be transported in these vehicles if needed. Up to two people with mobility devices can board these vehicles at the same time.

Only twelve trips were made last month for Red Top.

AAC asked if there are plans for an infrequent newsletter. Jason advised that the department is working on a few things, including looking at updating their brochure and also hiring a new marketing staff member. AAC reminded that not everyone has access to internet.

Bus stop design changes - For Engagement – Conrad Coutts

Conrad advised Guelph Transit follows the FADM regarding clearance.

Bus stop locations are planned in conjunction with safety as to where to let passengers off. Budget is limited. A single shelter is around \$7000, plus with concrete added it is closer to \$10,000. In the annual budget, 7 benches are included.

Shelters behind the sidewalk typically makes snow clearing easier. If the boulevard space allows, the entrance will be at the rear of shelter, onto the sidewalk. If the boulevard is narrow, 4x8 footprint, now 5x9 footprint with solar lighting and bench within shelter. No issues are anticipated but Conrad asked for opinions from the committee.

Leanne asked the ACC if they want this to go to Site Plan. An AAC member agreed it should. AAC queried what is the width from the shelter to the pad, for the shelters facing the sidewalk? Conrad said it is 9 meters in length. For a shelter at the furthest from the bus post it's about 4ft to enter and exit the bus. AAC asked was this the only concept developed for the narrow boulevard? If so, then what is the point in taking it to the Site Plan group? Conrad said due to constraints, yes it was.

AAC asked if the bus drivers would be notified to allow extra time for passengers to make it to entry. She can hear when it arrives, but not when it is approaching. Conrad said they will ensure they communicate this with the drivers. Jason advised they do send out periodic reminders for drivers to keep this in mind by ensuring they stop at every bus stop.

An AAC member said ideas can change once you have the design in front of you, so believes it should go through Site Plan group. Another AAC Member said it would be a one time for Site Plan, but agreed yes it should go for due diligence.

AAC member commented he was in a shelter a few years ago and couldn't see the bus due to the advertisement on the window. Thought should be given to placement of these ads so it doesn't impede view from within shelter. Conrad shared the new design has the bench face where the bus is arriving. With regards to advertisement placement it is often placed in a way that it increases exposure to passing vehicular traffic. Conrad can possibly see if ads can be placed at the front and not at the side so it doesn't impede view of incoming buses.

AAC asked why there are not more benches? Conrad said the company that does the benches can only sell so much advertising. It is cost vs benefit. AAC asked if all the lighting is solar powered? Conrad confirmed yes it is. AAC asked if any shelters are heated? Conrad said no they

are not. Currently it is not possible as they are not enclosed but he will enquire. An AAC member shared there are shelters in Manitoba that are heated and they aren't enclosed. Another AAC member suggested a heated concrete pad. Conrad said as infrastructure grows, it can get capital intensive when shelters are abandoned.

Motion To move bus stop design to Site Plan Sub-Committee

Approved by Brad

Seconded by Raminder

Carried

Jason said timetables and maps will be up at bus stops in the next few weeks. Broken materials will also be replaced.

Item 5

Taxicab by-law – **For Engagement** – David Wiedrick – Manager By-law Compliance Security Licensing Operations

In April 2017 the Taxi By-law enforcement moved from Guelph Police Service to Bylaw.

With this move, the bylaw has been studied to see if an update was needed. Bylaw started the process with the launch of a survey. The seventh question in that survey relates to accessibility and reads: "Have you tried an accessible taxi in Guelph? Do we think there are enough accessible taxis in Guelph?" Determining the satisfaction of the number of accessible taxis in a municipality is a requirement within the Accessibility for Ontarians with Disabilities Act (AODA).

The AAC are encouraged to respond to the survey.

Currently there are 96 taxis in the city. Bylaw reached out to other municipalities to see the responses that they received from the public when they asked this question. In Ottawa it was determined that 15% of all taxis need to be accessible. David thinks all should be made accessible, not simply a percentage.

Taxis are part of Bylaw's study of vehicles for hire. This includes Uber service, limousine services for example.

David shared with the AAC that Courts have ruled Ubers are not a taxi. With this in mind, Uber and other municipalities have negotiated that instead of this type of business purchasing accessible vehicles and finding a way to manage them as this type of business rely on their employees using their own vehicles, that seven cents (\$0.07) per trip shall be given back to the municipality. In October 2017, Uber did 6000 trips in Guelph.

The next step for Bylaw is to determine if they will accept this practice and if so, how these funds would be used. It is thought that these funds could become a grant that the City would manage.

The qualifications to receive the grant have not been worked through but there are thoughts of the local taxi companies accessing this grant to purchase the accessibility features of a new accessible taxi or a company such as Red Cross to purchase another accessible vehicle.

All are encouraged to visit Guelph.ca to take the survey, the more responses the better. David will send the link to Leanne to distribute to the group.

AAC asked what the status will be on taxi scripts. Currently, some members are able to use taxi scripts with the taxi companies.

AAC asked if the by-law will ensure that service animals are accepted in all vehicles for hire? David said its Federal legislation. AAC responded that putting reference to it may be helpful - 'Aligning with federal legislation, here are the rules'. It's worthwhile to highlight. One issue with provincial and federal legislation is its much more of a process as it is felt that issues related to federal legislation has to go through human rights. David said he receives all complaints relating to by-laws.

It was also suggested that a bylaw should include a reference to the AODA.

AAC also asked if Canadian Taxi doesn't offer accessibility that they too should be required to pay some sort of fee or penalty?

The AAC feels strongly to make individual comments, recognizing a commitment to increase the stock of accessible taxis preferably to a minimum of 15%.

Taxi by-law should include a reference to the AODA to service animals being allowed in the vehicles.

That taxi numbers should reflect the aging population of the community.

Item 6

Design Guidelines for Mid-Rise Buildings and Townhouses - **For Information** – David de Groot City of Guelph, Senior Urban Designer and Abby

City is seeing more mid-rise buildings with 4-6 levels. In Guelph, by 2031 it should increase to 50%. Currently 25% are townhouses and mid-rise apartments. They are making recommendations to update zoning by-law. The document addresses common amenity space, tree planting, transitions, making more space accessible and avoiding stairs. Townhouses can be side by side. It has been circulated and hope to go forward to Council in April based on feedback received.

AAC asked if they are looking at changing zoning by-laws, why not stipulate that in residential areas that x% is affordable accessible housing as the Guelph zoning by-law. David said they cannot comment on the interior. To do this they would need to change to the interior building code. The legalities are a challenge. In its draft, the province has put some regulations around this, in the next few months there are some contributions the city has to make.

AAC asked if the Provincial Planning Act is what's preventing the City from telling developers what they can put into the city? Developers have the full choice? David responded the City can regulate. There are certain classes such as if it's small no elevator is required. AAC commented the amount of accessible housing is really limited. The Planning Act doesn't support requirements to build accessible houses however the building code does for some types of housing.

The AAC are very concerned and are realizing that these requirements may need to come from a provincial law or federal law.

Motion:

AAC recommend that the City encourage some mid-rise dwellings be built with more accessibility to the building themselves; at present, typical designs rarely allow for accessibility. In keeping with our aging population, a higher proportion of these dwellings should include accessibility such as front entrances and walk-out entrances at grade.

Further, the AAC encourage more of these types of dwellings be built with the potential accessible living created through minor renovations.

Motion by Mike Greer

Seconded by Jason Dodge

All in favour.

Leanne will send out the link to the AAC.

Item 7

Leanne advised with regards to the Mico Valeriot Park and Speedvale Bridge Trail, the Planning staff are not ready for any public consultation. Leanne will advise as these projects progress.

Item 8

Site Plan Sub-Committee Report – **for Decision** – Mike Greer

1. Site Plans. We have seen many plans that are commercial, mixed-use residential. We get to comment on the outside of those developments to make sure they have accessible features. We have some great developers and others who do not want to improve accessibility. We are always looking for new members. Leanne can provide training to new members on how to read site plans. We also comment on trails and park play structures.
2. Crane Park Recommendation - Located in the south end, near Stone Road. This is a new trail that the city is proposing. The main issue is that the entry point to this trail is has a slope greater than 5% grade. This cannot be changed, but we'd like to recommend that all other slopes be reduced where possible. Hopefully some signage can advise this is the only accessible entrance.

Motion:

AAC recommend to reduce the grading at the south entry to the formal second trail entrance which leads from the parking lot. This trail will be no more than 5%. Further, staff are asked to ensure that the pathway is wide enough to allow turning of wheelchair, off-road handcycle.

Motion by Mike

Seconded by Malcom

All in favour

3. Accessible housing.

Motion:

That Jason and Mike will represent the AAC at the next council meeting on February 26 and will present on affordable accessible housing with passion.

Motion by Julian

Seconded by Brad

All in favour

4. Other business. Mike said if there is interest in a Monday afternoon Site Plan group meeting we can reinstate with the Site Plan Committee. Members will consider.

Meeting adjourned 5:00pm

Next Meeting:

April 17, 2018 from 3 – 5 p.m. City Hall 112

Topics:

- Site Plan Sub-Committee report
- Wilson parking structure and accessibility

- Accessible playground including sensory activities for adults similar to parks in the United States from Jason. AODA Engagement: Trail Master Plan Site Plan Reviews On-Street Parking Consultation Outdoor play spaces Recreation trails