Advisory Committee for Persons with Disabilities  
MINUTES  
4:00 p.m.  
Tuesday, March 10, 2009  
Committee Room 207  
Hamilton Convention Centre  
One Summer’s Lane

Present:  
T. Nolan (Chair)  
Councillor B. Morelli  
D. Burkett, P. Cameron, R. Cameron, F. Chesney, B. Helwig, B. Lane, T. Manzuk, K. Nolan, R. Semkow, M. Smithson, T. Wallis

Regrets:  
A. Mallett

Also Present:  
D. Hull, Director of Transit, Public Works  
E. Lee, Community Relations Advisor, Mayor’s Office  
J. Lee, M. Carter, Customer Service, Access & Equity  
M. Meyer, City Clerk’s Office

FOR THE INFORMATION OF COMMITTEE:

The meeting was called to order at 4:12 p.m.

(a)  CHANGES TO THE AGENDA (Item 1)

The Clerk advised of the following changes to the agenda:

Added as Item 4.1 is a presentation respecting the MacNab Street Transit Terminal.

On a motion (R. Semkow/R. Cameron), the agenda was approved as amended.

(b)  DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.
(c) MINUTES (Item 3)

(i) Minutes of the Advisory Committee for Persons with Disabilities meeting held on February 10, 2009 (Item 3.1)

(K. Nolan/M. Smithson)
That the minutes of the Advisory Committee for Persons with Disabilities meeting held on February 10, 2009 be approved.

CARRIED

(d) PRESENTATIONS (Item 4)

(i) MacNab Street Transit Terminal (Item 4.1)

The Committee welcomed the following individuals to give a presentation respecting the City Centre Transit Terminal on MacNab Street:

Dale Turvey, Project Manager, McCormick Rankin
Yvonne Battista and Mark Langridge, du Toit Architects Limited

Copies of the presentation were distributed to Committee members and a copy was submitted for the record.

Highlights of the portion presentation by Dale Turvey included:
- Project Background
  - purpose of the presentation,
  - rationale for the project
  - process
  - schedule
  - application of accessibility standards

Highlights of the portion of the presentation by Mark Langridge and Yvonne Battista included:
- Terminal Layout
- Plaza and Building
- Terminal Building
  - Rendering
  - Proposed ground floor plan
    - Entry doors with automatic door openers, 1050mm wide, hardware A.D.A. approved
    - Metal grating mat flush with floor tile to prevent tripping
    - Infrared heating at south entry waiting area
    - Wheelchair waiting area
    - Accessible drinking fountain
    - All public spaces comply with minimum turning radius of 1930mm (6'4")
• **Washrooms**
  o Corridor to washrooms exceeds width for medium-use traffic
  o Door width dimension of 1050mm
  o Automatic door openers
  o 1930mm x 1930mm clear space (76” x 76”)
  o 1830mm x 1830mm cubicle space (72” x 72”)
  o All hardware A.D.A. approved
  o Slip resistant surfaces
• **Drinking Fountain**
  o Parallel approach drinking fountain
  o Exceeds minimum 760mm x 1370mm of clear floor space
  o Simple push button operation
  o A.D.A. approved
• **Canopy**
  o Rendering
• **Canopy Layout**
  o Typical canopy bay 4365mm long (14’ long), oriented towards view of oncoming bus traffic
  o 1 seat, 1 perch rail in each typical bay
  o 1 wheelchair waiting space in primary position at each platform
  o Clear path of travel maintained throughout platforms
  o Canopy roof 2750mm (9’) above platform provides continuous shelter
  o Continuous, even lighting to 100 lux
  o Emergency call buttons located along platforms
• **Accessibility Features – Building**
  o No non-Conforming items that they are aware of
• **Site Surfaces**
  o Sidewalks – concrete
  o Interior Crosswalks – at a grade level to sidewalks and platform, concrete
  o Exterior crosswalks – at same level as roadways, concrete with white stripes on either side
  o Proposed building – warm, light-coloured unit pavers around transit terminal building; granite unit pavers flush with concrete sidewalk under trees; benches aligned with trees and out of clear way; planting beds at platform ends and in raised planter adjacent to terminal building.
• **Concrete Sidewalks and Crosswalks**
  o Street name tablets where possible
  o Warning and directional strips at crosswalks
  o Double shoreline where possible
  o Single shoreline when less than 1500mm clear way
  o Concrete crosswalks with 100mm white lines
Non-conforming – where ramps go to road, it’s less than 2.5 m as outlined in the guidelines. There are double road pavers to give tactile warning of a bus stop.

- Bus Platforms
  - Concrete decision nodes on platforms
  - 450mm wide bus platform edge made of dark grey brick laid flush with concrete surface
  - 300mm wide perpendicular pavers marking bus stops on platform
  - Typical street name tablets on platform ends

- Plaza and Interior Crosswalks
  - Warning strips before flush concrete crosswalks
  - Dark grey brick decision nodes at terminal building entrances set in warm beige bricks
  - Dark grey brick shoreline at curb edge set in warm beige bricks

- Alternatives to non-conforming features:
  - 450mm wide bus platform edge of dark grey brick laid flush with concrete
  - 300mm wide perpendicular pavers at bus stops on platform
  - Dark grey brick decision nodes at terminal building entrances set in warm beige bricks
  - Dark grey brick shoreline at curb edge set in warm beige bricks

- Non-conforming to the Barrier-Free Guidelines:
  - Main and King Street traffic islands – cannot achieve 2500mm level waiting area.

- Currently investigating full heat tracing as an added feature to reduce potential for slip and fall

- Schedule – design to be complete in late June early July and will call for construction tenders.

- Way-finding and signage draft will be provided to Jane for review of the committee.

Some discussion ensued, including but not limited to the following:

- The project manager advised that this project has gone through at least two or three cycles of public information centres. During design stage, they have been contacting stakeholders directly.
- The project manager agreed to look into having more than one wheelchair waiting space per platform, but advised that it is a tight space.
- Committee suggested that there be a flip-up chair for an attendant.
Committee suggested that, rather than having an open hallway with doors facing each other; doors could face the waiting area in order to fit a family-style washroom.
  o The architect advised that a hallway is more discreet. There is not enough room to put a family style washroom with full view blockage. The presenters can come back with what they looked at, what they traded off, etc.

The presenters confirmed that there is no change; that is an element of a family washroom concept that would be looked at.

Committee suggested that all three washrooms be converted to single use. The presenters agreed that it is an option that can be discussed further with HSR.

Committee suggested that there be an indication light outside the washroom to show when it is in use.

Committee advised that, at present, when people enter an HSR bus at the front, the floor is still four inches higher than the curb, which makes it difficult for people with walkers to get on and off.
  o The project manager advised that he is not sure how height of platform matches the standard curb height, but made note of the issue.

Committee requested clarification respecting the non-conforming aspects of the traffic island.
  o The presenters advised that you need sufficient width of flat surface to allow turning of wheelchair as opposed to being on a pitch. That width required is 2.5 m but there is not enough space where the three different crosswalks meet at the traffic island. The platform would have to be over 6 m wide in order to accommodate guideline.
  o In order to get double platform arrangement, the retaining walls which back on existing ramps on MacNab Street will be moved. The platform ends up being 3.3 m.
  o The issue is mitigated as there are alternatives to gain access to platforms.

The presenters agreed to bring back the alternatives that they have looked at and the “least worst” option.

Committee suggested that the crosswalk be raised. The presenters advised that it would create water flow and drainage issues. The presenters advised that a proper base will prevent heaving of the pavers, so the surface will remain flat and flush with adjoining surfaces.

Committee asked where the snow would be piled when the street is ploughed.
  o The presenters advised that they are looking into heat tracers, which are coils of warm material that flow through pipes beneath the pavement to melt the snow. However, in addition to the capital costs, there are ongoing road
maintenance costs because, when the pavement is torn up, the heat tracers will be destroyed. The architects and project manager are working on how to budget heat tracers into the final design.

- The presenters advised that the crosswalks are all concrete and the platform is predominantly concrete. There is no lip or change in grade to show the edge. Instead, there are three rows of dark unit pavers along edge.
- The Committee requested that the architects look at the pavers around the building and find an alternative, as there should be a concrete path that allows for safe access to the building. The Urban Braille design is critical and needs to be considered – pavers cannot be used as a replacement.
- The project manager advised that the electronic passenger information system will show the route and time, and will also incorporate an audio component.
- Committee advised that, under the Customer Service Guidelines, information with respect to service disruption has to be included as well.
- The Committee requested that the presenters return with a list of issues and how they have been addressed.

The Chair thanked the presenters for the presentation, and for the work they had already done to include the City’s Barrier Free Design Guidelines in the design.

(T. Manzuk/P. Cameron)
That the presentation respecting the MacNab Street Transit Terminal be received.

CARRIED

(e) SUBCOMMITTEE UPDATES (Item 5)

(i) Customer Service Sub-Committee update from the meeting held on January 21, 2009 (Item 5.1)

Mary Smithson provided an overview of the report.

(R. Cameron/M. Smithson)
That the minutes of the Customer Service Sub-Committee meeting held on December 16, 2008 and the Customer Service Sub-Committee report from the meeting held on January 21, 2009 be received.

CARRIED
(ii) Customer Service Sub-Committee update from the meeting held on February 17, 2009 (Item 5.2)

Mary Smithson provided an overview of the report. She advised that Recreation staff and Culture staff would be presenting at the next Customer Service Sub-Committee meeting, so any questions can be e-mailed to her or to Carolyn Bish in advance.

(R. Cameron/M. Smithson)
That the minutes of the Customer Service Sub-Committee meeting held on January 21, 2009 and the Customer Service Sub-Committee report from the meeting held on February 17, 2009 be received.

CARRIED

(iii) Built Environment Sub-Committee update from the meeting held on November 25, 2008 (Item 5.3)

Darlene Burkett provided a verbal update.

(R. Cameron/M. Smithson)
That the verbal update of the Built Environment Sub-Committee meeting held on November 26, 2008 be received.

CARRIED

(iv) Built Environment Sub-Committee update from the meeting held on February 25, 2009 (Item 5.4)

Darlene Burkett provided a verbal update and put forward a motion respecting recommended intersections for the Accessible Pedestrian Signals.

The Chair recommended that the Built Environment Sub-Committee develop criteria to determine which signals should be chosen.

Sub-committee members advised that they are working on a set of criteria, but need to recommend two test intersections. Jane Lee further explained the process and the recommendation.

(T. Nolan/B. Helwig)
That Item (a) of the Built Environment Sub-Committee Report dated February 25, 2009 be amended by deleting “and submit those
intersections to Hart Solomon for audio test signal sites” and replace it with “and submit those intersections to the Built Environment Sub-Committee for presentation to the Advisory Committee for Persons with Disabilities. The Committee will then submit those intersections to Hart Solomon for audio signal test sites.”

Amendment CARRIED

(D. Burkett/T. Manzuk)
That Item (a), as amended, of the Built Environment Sub-Committee Report dated February 25, 2009 be approved as follows:
That the ACPD Built Environment Subcommittee submit a list of recommended intersections to Daiene Verissimo of the CNIB, who will select a variety of intersections from this list and submit those intersections to the Built Environment Sub-Committee for presentation to the Advisory Committee for Persons with Disabilities. The Committee will then submit those intersections to Hart Solomon for audio signal test sites.

Motion as Amended CARRIED

Mary Smithson advised that she would like the signals to be located at different areas in the City, not just downtown.

(R. Cameron/M. Smithson)
That the minutes of the Built Environment Sub-Committee meeting held on November 26, 2008 be received.

CARRIED

(v) Transportation Sub-Committee update from the meeting held on February 24, 2009 (Item 5.5)

A. Seniors Golden Bus Pass – Free for Seniors over 80

(T. Wallis/K. Nolan)
(i) That fare parity be given with respect to the Golden Age Bus Pass policy; and

(ii) That any decision to extend free bus service to all citizens over 80 be extended to passengers using the DARTS service.

The motion CARRIED on the following recorded vote:
Total: 6
Nays: P. Cameron, R. Cameron, B. Helwig, M. Smithson
Discussion respecting the Seniors Golden Bus Pass motion included, but was not limited to, the following:

- There is a cost effect but not sure what it is.
- HSR is one mode of transportation and DARTS is another. Council may wish to keep the fares as they are and move to harmonization in 2010.
- Not sure when fare parity will be implemented under the Transportation Standard.

B. Inaction on Previous Request to Address Accessible Taxi Service

In response to questions from Committee, Jane Lee explained that the original proposal respecting accessible taxi service was for the City to purchase accessible cabs and work through a contract with an existing company to make them available at meter rate. This required discussion with the taxi industry, which has taken quite some time. In the meantime, the Transportation Standard under the AODA states that accessible cabs have to be available and they have to charge meter rate. Discussions are now underway between Transit and Licensing to see if there is a way to institute this in advance of standard through the licensing process.

(B. Lane/T. Wallis)

(i) That a request be made to Council that any by-law or policy related to accessible taxi service be forwarded to the Advisory Committee for Persons with Disabilities for comments prior to approval;

(ii) That Council be informed that the issue of accessible taxi service was first addressed by the Advisory Committee for Persons with Disabilities in 2005, with no satisfactory outcomes to date, which is considered completely unacceptable to the Advisory Committee; and

(iii) That, as anticipated by the AODA draft Transportation Standard, the City will be required to ensure that reasonable, accessible taxi service is available to persons with disabilities, and there already exists in Ontario suitable reasonable models of accessible taxi service that could be adopted by Hamilton.

CARRIED
(R. Cameron/M. Smithson)
That the minutes of the Transportation Sub-Committee meeting held on November 25, 2008 be received.

CARRIED

Kim Nolan announced that the public information session on DARTS eligibility would take place on Wednesday, March 11, 2009 at the Convention Centre.

Mary Smithson requested that the Transportation Sub-Committee address the fact that bus stop signs have times but not routes identified.

(g) DISCUSSION ITEMS (Item 6)

(i) Appointment to the Built Environment Sub-Committee (Item 6.1)

(T. Manzuk/B. Lane)
That Terri Wallis be appointed and Pat Cameron be reappointed to the Built Environment Sub-Committee for the balance of the 2006-2010 term of Council or until such time as a successor is appointed by the Advisory Committee for Persons with Disabilities.

CARRIED

(h) NEW BUSINESS (Item 7)

(i) Rick Hanson Wheels Event

Deferred to the next meeting.

(ii) Accessible Washrooms in the Convention Centre

Darlene Burkett advised that she had talked to the manager on duty at the Convention Centre last month, as the wheelchair washroom is not accessible due to a lip and a marble plate. She further advised that the door has not been put on accessible washroom for a month and want to know why that has not yet been fixed.

Maxine Carter noted the concerns and advised that she would look into it.

(iii) HSR Operational Review

Councillor Morelli advised that an operational review of the HSR is currently underway, and that he will recommend that the consultant
meet with ACPD or a sub-committee of ACPD, as the report will be going back to Council in June or July.

(i) ADJOURNMENT (Item 8)

(T. Wallis/K. Nolan)

The Advisory Committee for Persons with Disabilities adjourned at 6:10 p.m.

Respectfully submitted,

Tim Nolan, Chair
Advisory Committee for Persons with Disabilities

Mary-Ann Meyer
Legislative Assistant
March 10, 2009