



Hamilton

## Meeting

Advisory Committee for Persons with Disabilities  
Built Environment Working Group  
Tuesday, November 6, 2018, 4:00pm – 6:00 p.m.  
City Hall, 71 Main St. W., Room 192

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**Present:** Mary Sinclair (Chair), Patty Cameron, Paula Kilburn, Al Nicolls, Tom Manzuk, Tim Murphy.

**Absent with Regrets:** Aznive Mallett, Terri Wallis.

**Also Present:**

Jessica Bowen, Human Resources  
Tanya Detmar, Senior Project Manager, Transit Planning & Infrastructure, Public Works Department  
Mike Becke, Senior Project Manager, Public Works

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### 1. Changes to the Agenda

**Addition of item:**

- 8.1 Pier 8 Promenade
- 8.2 Summers Lane
- 8.3 Washroom OBC document

(A. Nicolls | P.Kilburn)

That the agenda of November 6, 2018 be accepted as amended.

## **2. Approval of Minutes of Previous Meeting**

(A. Nicolls | P.Kilburn)

That the minutes of October 2, 2018 be as presented.

## **3. Presentations**

No presentations at this time.

## **4. Discussion Items**

- i. Tour of Facilities
- ii. Accessible Pedestrian Signals (update)
- iii. Bus Stop Audit & Design

Tanya Detmar, Senior Project Manager, Transit Planning & Infrastructure, Public Works Department

T. Detmar shared that HSR has finalised a new transit shelter design. The design is not much different terms of size and as per the Committee's feedback, it will include yellow banding around the shelter.

A committee member noted that the bus shelter at King and Wellington across from First Place has been unavailable due to construction. T. Detmar advised that the need for a bus shelter at that location is known and that the installation of a bus shelter should take about a week to complete.

T. Detmar advised that there will be approximately 500 new bus shelters put in place beginning in January. Most of the bus shelters are being replaced. At this time, anything along the LRT corridor will not be replaced this

year. In conjunction with the LRT design team, new shelters designs will be developed and placed at strategic locations.

In addition, all of the advertising shelters that were currently in place were powered by electricity will now be powered by solar unit.

**Q:** Are the shelters designs done in conjunction with the LRT?

**A:** The current understanding is that the LRT will be run by the province. The shelter design on the LRT has not yet been determined.

**Q:** What is the design of the shelter? Do they provide shelter from the weather?

**A:** The standard size shelter will be a four-sided shelter. The HSR does not place transit shelters on private property. In the lower part of the City we have a lot of historic buildings. We are cognizant that we have to leave walking space and sometimes this is challenging because are dealing with limited right of way. When we have space for full sized shelters they are included.

**Q:** Does every bus stop have a shelter?

**A:** It is not financially feasible to put transit shelters at every stop. There are certain transit stops where people simply get off the bus. Where there are predominant patterns of, for example a high number of people boarding, there are resources put in place for transit shelters.

In some of the areas we don't have land. Sometimes we can't put shelters there because of space and doing so would block the right of way.

**Q:** Are the new shelters similar to those at Mountain Transit Centre?

**A:** Mohawk College, Limeridge Mall, Parkdale at Queenston, those are the enhanced stops. They require a large footprint. Those shelter designs are kept to major terminals.

**Q:** Where are the bus route numbers on the shelters?

**A:** Currently the route number are not on the shelters. That feedback has been provided to the Customer Service team.

- iv. City Hall Wish-List**  
Deferred to December meeting.
- v. MacNab Street Terminal Deficiency Audit**  
Deferred to December meeting.
- vi. Social Housing Accessibility Issues & Concerns**  
Deferred to December meeting.
- vii. Washroom Accessibility**  
Deferred to December meeting.
- viii. Urban Braille/Curbing at Intersections**  
Mike Becke, Senior Project Manager, Public Works

M. Becke provided the Committee with an update on the Urban Braille. The Committee engaged in a discussion about AODA and intersection crossings. M. Becke

explained that there are AODA treatments at each crossing and that crossings are addressed in two ways. One way is through Engineering Services. When neighborhood resurfacing and road reconstruction is being done and concrete is being replaced, the tactile impressions will be done at that time.

M.Becke advised that this process is contracted out to a third party who completes the work on behalf of the City. If a neighborhood was done incorrectly, we can go back to the company to have it fixed.

He shared that they have been working with the impressed concrete to refine it, doing the impression during the appropriate time to make sure it is a good impression with a high colour contrast.

If one corner of a crossing is addressed, all the corners are addressed. They don't want to send residents to a corner that has a tactile impression where the other sides do not have the equivalent.

**Q:** Committee members inquired about a particular kind of sidewalk called a California curb and cited that the design of these curbs are challenging from an accessibility perspective.

**A:** M. Becke explained that this type of curb is used for specific reasons. This type of curb is still used in the City where necessary, i.e. where there is a curb face sidewalk, at the driveway, they have to get the car to the road elevation. The California cut allows this to happen.

This cut is only used in cases where it has to be used. The City is aware that this is not the preference.

**Q:** In new developments, why has a sidewalk has been installed and then it simply ends. There is no ramp to get off and people have to turn around and go back.

**A:** M. Becke explained that the challenge with this is that the developers are only looking at their plot of land and not outside. Once subdivision is assumed, it then becomes part of the City's portfolio.

**The Committee suggested inviting a representative from Development to discuss further.**

**Q:** The new sidewalk construction where Cannon turns into Britannia, there is an island there with a bus stop. Not only is this area lacking Urban Braille, it also has no curb cuts. It is virtually impossible for anyone with mobility device to get on that island.

**A:** This is something that the City is aware of. Britannia is being resurfaced next year.

**Q:** There are many types of metal plates that are being placed in the sidewalks and this goes against the Barrier Free Design Guidelines. The plates can be hazardous when they have sharp corners sticking out.

**A:** There are several factors that influence where a plate will be placed. There is lot that is happening underneath the street that most people never see. Several companies, internet, utilities, etcetera are all trying to get space which cannot be seen and to have access to their product via the sidewalk plates.

**Q:** Who is responsible for choosing the location of the plates?

**A:** It is a combined effort. For example, the Utility Company provides a drawing. If Building A is trying gain access to the transformer down the street, as part of their process, they have to show all the locations that required that infrastructure.

Other locations may go to the Management Group at the City. Management view their proposal against all other information we have and say yes or no.

**Q:** Who is responsible for the plates? Who is liable?

**A:** Hydro has their own standards and they own that infrastructure in the sidewalk. When the City has to do work on the sidewalk, we have to get permission from hydro to do the work or hydro sends their own people. If there is a trip/fall hazard, City staff may go out and do a temporary repair. The owner of the infrastructure has to go out to fix it properly.

All of the plates are different in material and style. It may be an older lid or access top that was installed and then new designs have come out. Traffic signal as well as teleco handhole. There was a plastic fiberglass style and they were found to not to be good. This has moved to a metal standard. Traffic handhold are concrete with a metal lid.

Sometimes it is the only place that they can put them in. There are massive blocks of concrete under the ground and these are not things that you see. The infrastructure under the ground can take up an entire intersection.

Oil and Gas are federally regulated and they have certain standards they have to adhere to.

M. Becke advised the committee that in a council report presented in September 2018, Engineering Services wanted to ensure that the AODA RD 124 road drawings which encapsulates Urban Braille makes up part of the COH construction standards. In the report to Council, Engineering Services has adopted the impression concrete instead of plastic plates.

Other Municipalities are using the tactile plates. If the impression is not sufficient, they will put another report forward. In the legislation, it gives municipalities the leeway to choose what works for them. M. Becke is using the September AODA report as the basis for supporting that in consultation with the Built Environment Working Group the impression is the preference from the community as opposed to the tactile plates.

The Committee advised that they had previously put forward a motion through ACPD to support Urban Braille and impressions in sidewalk as opposed to tactile plates.

## **5. Other Business**

### **8.1 Pier 8 Promenade.**

The Committee requested a representative be invited to the January meeting to speak to the Pier 8 Promenade.

### **8.2 Summer Lane**

Deferred to December meeting

### **8.3 Washroom OBC document**

Deferred to December meeting



**The meeting adjourned at 6:00pm**

Next meeting: Tuesday, December 4, 2018