



Adam A. Donaldson @adamadonaldson

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Happening now: June's Accessibility Advisory Committee meeting. It's a packed agenda:



MEETING PREVIEW: Accessibility Advisory Committee for June 20, 2023

For their June meeting, the Accessibility Advisory Committee is going to be revisiting some of the things that have been recurring themes in the first part of 2023, so that means a discussion about ...

<https://guelphpolitico.ca/2023/06/16/meeting-preview-accessibility-advisory-committee-...>

Chair Root has called the meeting to order after a brief delay to wait for quorum.

No Disclosure of Conflict of Interest.


Agenda approved.

Minutes from the April meeting approved.

First up is Downtown Guelph Parking Master Plan. Ralph Bond, Principal of BA Group and Sue Cumming, the Engagement Consultant from Cumming+Company will provide an update.

Questions and answers from previous engagement 1/2


Input from AAC (February 21)



1. Clarification sought on the number of existing accessible spaces

On-street	30
Parkades West (18) East (10) Market (16)	44
Surface lots Macdonell(2) Neeve (4)	6
Total	80

Input from AAC (February 21)




2. What are stats on daily usage of accessible parking spaces?

Based on surveys in October/November 2022:

- Over 5 days of surveys, observed peak use was 41% of accessible parking spaces occupied (occurred on a Saturday afternoon)
- Most consistently occupied accessible parking spaces on Wyndham North and Quebec St.


Input from AAC (February 21)



3. Need to consider right number on different streets

Consider establishing a working group to determine if there needs to be a re-allocation of some on-street spaces from one area in the downtown to another to address proximity to destinations

Input from AAC (February 21)




4. Challenge of knowing what accessible parking is available and when. Desire for an APP to identify real time availability of accessible spaces

Consider recommendation to explore the feasibility of app-based options for real time availability of on-street and off-street spaces. Would require installation of parking sensors.

2/2

Input from AAC (February 21)




5. Covered/sheltered accessible parking
Recommendation to ensure supply of weather protected spaces in parkades

6. Access to sidewalks is important
Recommendation to improve continuity of access points and curbs through coordination with on-street works

7. Provide for accessible electric vehicles
Recommendation to include provision for accessible electric vehicles when installing infrastructure in parkades or surface lots in the future. Baker garage has two planned

Input from AAC (February 21)




8. When talking about parking, it is important to communicate the following key messages:

- Avoid assumptions that accessible parking usage is during the day only. There is no one type of business or activity that people with disabilities access. It is important to have access to all types of activities day or night.
- When considering a car free downtown, there needs to be a better understanding that the car can be an accessibility device for people with disabilities. Taking away the use of the car downtown (by creating pedestrian only streets) can create barriers to access for people with disabilities.

Key messages are being included through ongoing consultation and will be included in report to Council.

Upcoming public engagements:

Further Public Engagement Opportunities



Moving Forward/Recommendations Stage (June 2023)



- Virtual Presentation and Discussion #2 being held **June 28, 2023 from 7:00 to 8:30 p.m.** To register go to <http://downtownguelphparkingplan.eventbrite.ca>
- Public Survey #2 will be available on **haveyoursayguelph.ca** Invite to participate will be sent to AAC through Sarah Cunneyworth

Some things for the AAC to consider:

Key Question for the AAC

How would the AAC prioritize these recommendation items? What is at the top of the list to be considered?

3. Establish working group to determine if some existing on-street spaces should be redistributed from one street to another
4. Develop mobile app to identify available accessible spaces
5. Ensure supply of sheltered accessible parking spaces
6. Improve access to sidewalks
7. Provide accessible electric vehicle charging





Root asks about priorities for those five items in order to fill out the recommended motion:

Recommended Motion

That the AAC recommend the following prioritization of recommendations:

- 1.
- 2.
- 3.
- 4.
- 5.

Further, that the Accessibility Advisory Committee supports the Downtown Parking Master Plan Study in its goal of creating a system that ensures safe and equitable access to parking for all users and assists in identifying considerations for improving how accessible parking is provide



Member Jacobs recommends that the working group be first, and there's some agreement on that. Member Beitz would like to see sidewalks be the second priority and not third.

Recommended order:

Establish working group

Improve access to sidewalks

Provide accessible electric vehicle charging

Develop mobile app to identify available accessible spaces (tie)

Ensure supply of sheltered accessible parking spaces (tie)

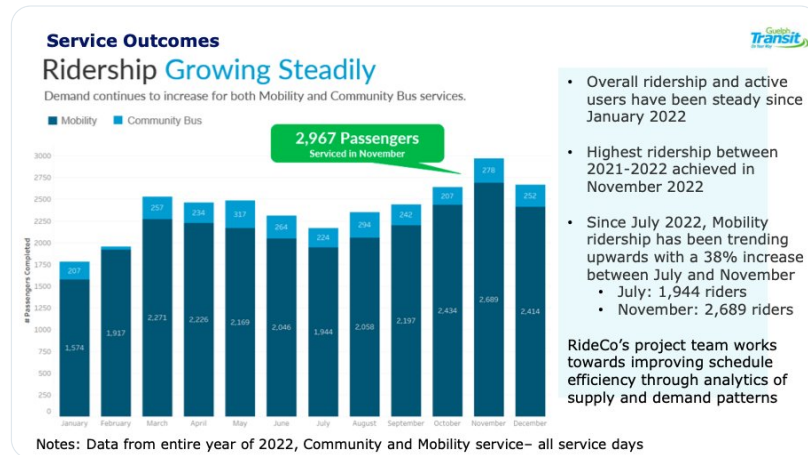
Beitz thinks sheltered parking should be third, followed by EV parking and app. Beitz wanted to make sure this was specifically about accessible and sheltered parking.

Motion approved!

Next, Guelph Transit: RideCo Partnership, Standing Order List and Bus Stop with Shelter Design. Lindsay Blanchard, Route Supervisor for Guelph Transit and Leanne Warren, Project Specialist for Accessibility are presenting.

Blanchard begins talking about the standing order list, basically it automatically enrolls people if they have a regular appointment, and they get prioritised first.

Check out the growth in mobility in the last year alone!



The standing order list, there are about 40 people right now and that's about 150 passengers on a weekly basis. Blanchard's looking for help determining whether the system should stay the same, or whether medical appointments should be priority.

Standing Order List

Guelph Transit Mobility is researching a change to the current Standing Order List. The Standing Order List was originally created to ensure dialysis patients would not miss their appointments. The List has grown significantly and is beyond just dialysis patients.

- Standing Order List currently totals 150 passengers – clients are automatically booked before all call-in or app. bookings
- Summary Statistics: Reason for Standing Order

Event	Total number of passengers
Religious Institutions	1
Community – Bowling Alley	6
Community – Day Program	24
Medical (Non-Dialysis)	2
Medical - Dialysis	14
Work	1

Stienstra asks how this started. Blanchard says mobility used to be a "paper and pencil" system, and when they went to RideCo there were a lot of people who had to call in every time to get a ride, which is a pain if the appointments regular.

There was not a lot of management control, and the list got bigger and bigger over time. Stienstra thinks medical appointments, jobs, and community day programs seem the most important to prioritise.

Root says that the standing order list is helpful, and people working should be able to have access. Ideally, anyone should be able to go on the list for any reason, but medical needs, including mental health, should be prioritised, including dependents.

Beitz wonders if there might be a way to use a setting in the app to get on the standing list. Also, she's worked with ppl who've found cancelling and rebooking rides hard using the app, especially if there's a follow-up appointment. (Some of this was mentioned at TAC last week).

Blanchard says that down the road there may be a way to let people know that a trip is available after cancellation, but they're not there yet. About 170 rides/day max is what mobility can offer before they start having issues meeting demand, and they're there most days.

Blanchard says that he would like to create more availability to get on the standing list, but they just don't have the capacity.

Member Popkey wants to be clear if mental health appointments are covered under medical. Root says she thinks it is, but they can clarify that in the motion.

Motion to keep the standing order list, prioritising medical appointments, including mental health, and making every other type of appointment first come/first served and that Transit co-ordinate with committee liaison to come back asap. Prior/Jacobs move motion.

Stienstra says that she feels like this a little more complicated that the motion allows and wants to abstain, but you can't do that according to the rules, not voting is a vote against. The motion passes with 2 votes against.

Moving on to transit shelters:

1. Total number of stops: **587**
2. Number of accessible bus stops: **442** (76% of stops)
3. Number of bus stops with no pad: **145** (24% of stops)
4. Number of shelters: **156**

Transit wants to know what bus stops should be prioritised for more accessible features, which Blanchard concedes is an ongoing process.

Warren recommends that in the interest of time the AAC vote to receive the information. Member McMurdo says that's find but would like to see Transit comeback sooner than in one year. October meeting is set for a list of stops to prioritise.

Motion is approved.

Next, the Multi-Year Accessibility Plan

Build stronger connections beyond compliance

Content to be proposed if AAC feel there is value:

- Move the internal compliance check from semi-annually (every 2 years) to annually
- Build on existing guiding materials with updates and innovative projects
- Promote the benefit of engaging the AAC in the planning stage of projects

Warren asks if the AAC has any additional suggestions to be added to the plan. Stienstra wonders if EDI lens for the universal design principles has been applied, and perhaps this is an opportunity think beyond the usual inequities.

Motion to recommend the draft with the addition of Stienstra's comments about intersectionality passes.

Next, Complete Streets Design Guide (CSDG) Project. Jennifer Juste, Manager of Transportation Planning in Engineering and Transportation Services presents.

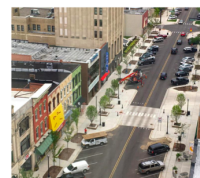
Draft Recommendations of the CSDG (1 of 2)

- Recommend including sidewalks on both sides of local streets, even with limited width
- Design streets for a target speed – where posted speeds align with design speed.
- Consider 30-40km/h target speeds in certain contexts
- Identify a list of transit amenities and priority measures that could be applied towards existing and future transit stops.
- Create new standards for cycling facilities with physical separation, moving away from on-street, unprotected bike lanes.



Draft Recommendations of the CSDG (2 of 2)

- Identify cross-section alternatives to curb-adjacent sidewalks along constrained corridors
- Review and adapt vertical deflection techniques and emerging technologies for traffic calming measures
- Integrate equity into the CSDG evaluation and prioritization tools, including the procedure for design exceptions;
- Consider the needs of people with disabilities in the development of design objectives, cross sections, and intersections, particularly in areas where streetscaping elements are desired.



Motion: That the AAC supports the draft Vision, Objectives and Recommendations of the Complete Streets Design Guide.

One additional recommendation from Root is the recognition of the car being used as a mobility device by some people. Prioritising the need, in other words.

That motion is passed. Next steps for the project:

Next Steps / Project Timeline

- Engagement workshops (completed) – May 24/25, 2023
- AAC-specific engagement – June 20, 2023
- Internal staff workshop – June 27, 2023
- Discussion with external agencies (such as CNIB) – July 2023
- Back to AAC – August 2023
 - Presentation of draft street typology cross-sections.
- Finalized Complete Streets Design Guide – October 2023
- CSDG To Council estimated date – January 2024
 - Delegation opportunity (Register through City Clerk's Office)

Vision and core values, plus the feedback from the AAC so far:

Master Plan vision and core values		Summary of previous feedback from the AAC	
Vision for the future Parks and recreation are essential to everyday life in Guelph. To be future-ready, Guelph needs parks, facilities and programs that are sustainable, inclusive, adaptable and have a built-in ability respond to a growing and diverse community . The City needs to connect people to each other, healthy living and the environment.	Core Values <ol style="list-style-type: none">1. All people can participate in recreation2. Parks and recreation facilities are welcoming and meaningful places for all people3. A healthy and vibrant community is supported through parks and recreation4. Infrastructure is maintained, sustainable and responsive to community changes5. The natural environment is protected, restored and responsibly managed6. The Parks and Recreation departments work together with the community	What is working well <ul style="list-style-type: none">• Riverside Park enabling gardens• Water therapy programming• Royal Recreation and Trans-Canada Trails are in good condition• Riverside Park playground	What is not working well <ul style="list-style-type: none">• Need an indoor walking track• Wood chips on playgrounds can be difficult to navigate• Need more adult recreation programming and swimming opportunities• Need more accessible activities at the Evergreen Seniors Community Centre• Some parks do not have accessible paths to amenities• Some park pathways are deteriorating and becoming difficult to navigate• Better signage is needed about accessibility of trail segments before starting the trail• More rest areas along pathways are needed

Previously, the AAC endorsed a plan for geographic distribution of rubber surfaces. There are two areas of the city where there are no playgrounds with a rubber surface within a 2.5 km area.

The draft parks and rec master plan will be posted for public feedback in July.

Jacobs asks about adding more shade structures in parks. Lemon says that this is already a recommendation in the master plan.

Motion to receive the draft master plan and that the AAC be notified when the public review period opens and that staff return to the AAC when the plan is implemented. Motion approved.

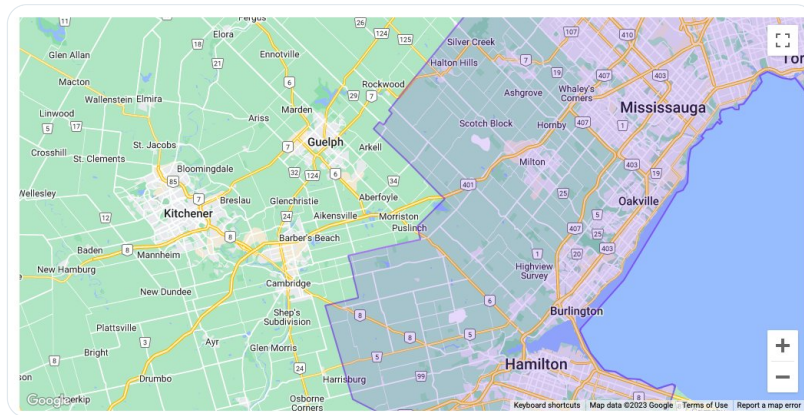
Next, Vehicle for Hire Program. Sarah Cunneyworth, Coordinator for Accessibility, is presenting.

Since the fall of 2018, the City of Guelph's been collecting 7 cents per trip every time Uber or some non-taxi vehicle for hire service has not had an accessible vehicle available, and that account now has \$170,000 in it.

A motion to direct the use of these funds was deferred from October to allow more time for information gathering, and that information has been so gathered.

Staff are now formally recommending that the Vehicle for Hire funds by allocated to the March of Dimes, who presently run a program that provides funds to individuals, families and caregivers to make modifications to vehicles so that they're more accessible.

Question: Is there another ride share service in Guelph outside of Uber? Just looked a Lyft's website and it seems that there coverage area goes right up the borders of Wellington County.



Money from the account also goes to cover the cost of the TaxiSCRIP coupon program, which provides discounted coupons for Red Top Taxi accessible vehicle service provided within City of Guelph limits to passengers that have a permanent Mobility Service registration number.

Between June 1 and December 31 2022, approximately 346 TaxiSCRIP coupon books have been sold, and between January 1 and May 31 2023, approximately 243 TaxiSCRIP coupon books have been sold. Maybe on track to break a record.

Outline of the March of Dimes program:

March of Dimes Canada

[Existing Home and Vehicle Modification Program \(HVMP\)](#)

- Funded by the Ontario Government Ministry for Seniors and Accessibility
- 22 years experience, serving almost 30,000 Ontarians

- March of Dimes Canada (MODC) could oversee the entire program delivery
- Provide funding to individuals, families and caregivers (within the City of Guelph) who require vehicle modifications.
- Vehicle for hire drivers (licensed within the City of Guelph) could apply to have their vehicles made accessible.
- Guelph residents with disabilities could apply for vehicle modification, adaptations, and devices to support personal employment opportunities through vehicle for hire businesses.

The ACC needs to recommend where the fund should go, March of Dimes or Make a Wish, and when to report back about activities related to funding, and when the program should be reviewed.

Root says she feels strongly that the money should be used for getting rides, which was the intent when considering accessible taxis are expensive. Also has issue with March of Dimes it terms of experiences with homophobia.

Root wants to see the money stay with the TaxiSCRIP program, and perhaps use some of the funds to raise more awareness about the program.

Motion to put the money towards the purchase of more books and promotion.

McMurdo asks if they're shutting the door to letting people make vehicle upgrades. Root says that Uber has a program of their own but doubts that the City wants to give funds to a private corp.

It's proposed to add an amendment to revisit this in a year to see if there's other potential ways to answer the need.

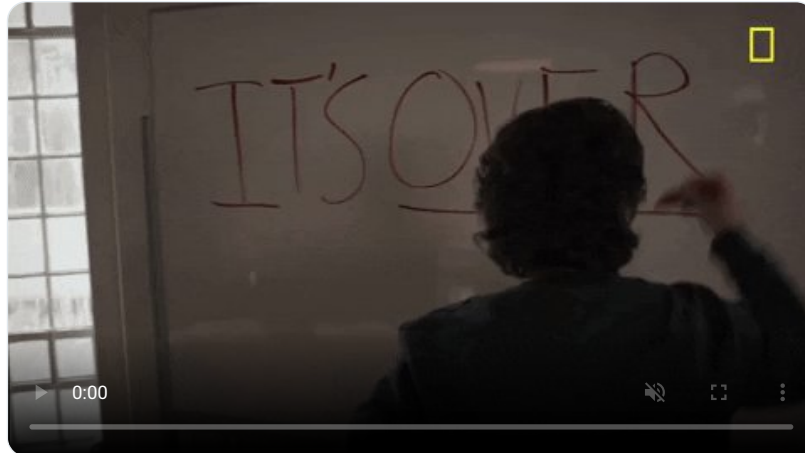
Motion to extend the meeting 5 minutes passes.

The two motions about the Vehicle for Hire program passed.

Last item: Site Plan Internal Review Report. 17 site plans have been reviewed as a group, and there's another meeting tonight.

Meeting is adjourned!

Next meeting is in August.



[@threadreaderapp](#) unroll please!

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