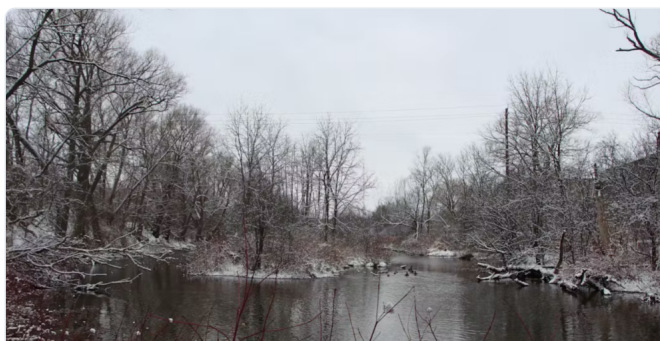




**Adam A. Donaldson** @adamadonaldson

Jun 18, 2024 · 48 tweets · [adamadonaldson/status/1803137818472100239](https://twitter.com/adamadonaldson/status/1803137818472100239)

Coming up at 3 pm, it's this month's Accessibility Advisory Committee meeting. Here is what's coming up on the agenda:



**MEETING PREVIEW: Accessibility Advisory Committee for June 18, 2024**

The Accessibility Advisory Committee is back on its regular schedule in June with a well-rounded selection of topics. Committee will follow up on some work they began this time last year, and then ...

<https://guelphpolitico.ca/2024/06/11/meeting-preview-accessibility-advisory-committee-...>

Chair Root has called the meeting to order.

No Disclosure of Conflict of Interest and General Nature Thereof.

Two items on the consent agenda:

- 2.1 TaxiSCRIP Program Update
- 2.2 Site Plan Internal Review Report

Motion to receive the items approved.

Next, Addition of an intersectionality approach in the Multi Year Accessibility Plan. The AAC asked last June for an intersectionality lens to be applied to the plan. Wording is added to the intro in the plan:

### **Addition**

Finally, applying an intersectional lens, through engagement opportunities, to these guiding principles and the work identified in this plan reveals a commitment to equity at its core. The intersectionality of disability and other social identities, such as race, gender, age, and socioeconomic status aim to eliminate barriers and create equal opportunities for all members of the community.

This statement underscores the importance of accessibility, emphasizing that it is not just about physical access but about ensuring equitable benefit for all. The plan's historical context, dating back to the 1990s, shows a progressive evolution in addressing accessibility, with a proactive stance that not only meets but strives to surpass the AODA standards.

The incorporation of universal design principles further highlights a forward-thinking strategy, aiming to create an environment that is inherently accessible to everyone, thereby recognizing the individuality of each person. This holistic view aligns with the city's vision to foster an inclusive and equitable community where diversity is not just recognized but celebrated as a strength.

Member Stienstra says she's glad to see this, but is concerned about wording because it focuses on individuals, and while people perceive themselves that way, they also rely on other people. So a notion relationships is missing.

Member Lytle asks about operationalizing this, what metrics will staff be looking at? Staff says this approach is new to the City, so part of it is education, and this only goes out to 2026 and it's not clear when AODA update will come out, b/c that impacts next plan.

Lytle asks about adding a scope to measure intersectionality, and then the City can start figuring out who's getting left out and make sure they're addressing everyone's needs.

Root says when this first came up, the goal was less about wanting the City to have a metric, which is hard to imply with human rights, but it was meant as a foothold for equity seeking groups, a tool to hold the City to account where they fall short. Says she's ok w/o metric.

Lytle respectfully disagrees. If they don't have anyway to calibrate the tool how can they know if it's working? Need to know what intersectionality needs, and learn who needs help, so can they make City responsible for developing lens?

Stienstra says she does a lot on intersectionality in policy and knows that it's complicated, there's just not one metric, but they may want to lay out indicators about where it can be brought in like data collection, engagement, and policy develop & analysis.

Member Cooper-Webb asks the recognition of individuality. Stienstra says that when they've done gatherings with Indigenous people with disabilities, they've tagged the emphasis on individuality b/c it excludes their communities and supports.

Member McPherson notes socio-economic status as an area of intersectionality, there's data available on that which can increase equity, and so there's opportunities for some improvement.

Lytle says the matrices of identities can be impacted by one of those identities being a disability. It's a variable for reaching out for equality, and that is a quality of individuality.

Lytle has a thought on motion. Removing this line from paragraph three for Stienstra's point and then having something to direct staff to come back with a line about taking intersectionality from aspiration to practice.

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The incorporation of universal design principles further highlights a forward-thinking strategy, aiming to create an environment that is inherently accessible to everyone, thereby recognizing the individuality of each person. This holistic view aligns with the city's vision to foster an inclusive and equitable community where diversity is not just recognized but celebrated as a strength.

Motion directing staff to remove line "thereby recognizing the individuality of each person", and at the end noting "and encourages the city in its data collection, engagement policy and development to make this a living, breathing vision."

Motion is moved by Stienstra and Lytle, and it's approved.

Next, Guelph Transit: Follow-up Regarding Introduction of Chime Sound on Conventional Buses. Lindsay Blanchard from Transit will present.

This is a follow up on the introduction of chimes for priority messages on buses, announcements like "move to the back of the bus". The AAC had some notes.

There was a range of tones that the committee had an issue with, and the two new options have a range of tones. (Unfortunately, I wasn't able to capture them on video.)

Member Beitz wonders if there may not be enough time for people to comprehend that a special announcement is coming. She does like the first option, but thinks that there needs to be an extra chime to make it three parts not two. Staff says that's doable.

Root says both tones address her issues with the last options and wonders about fine tuning so more. Is it possible to give notes to transit so that they don't come back. Pass motion to approve tones with the addition of extra chime?

Lytle agrees, noting that it might be difficult to identify the sweet spot and how the TTC has used the same tones for years. Make a motion and move forward.

Root proposes a motion to have Transit work with liaisons to make a selection from the two tones and extend the timing to address cognitive load. Blanchard says in the grand scheme, the percentage of time they'll use this is rare, so keep that in mind.

So motion is to choose tone #1 and extend its length and receive the report for information. It's approved.

Next, New Guelph Junction Railway (GJR) Multi-Use Trail: Woolwich Street to Woodlawn Road. Tiffany Hanna - Park Planner, Park & Trail Development, Public Services presents.

This trail will formalise a connection that runs along the railway behind Woodlawn Memorial Park from Woodlawn to Woolwich.

Accessible trail design features

3.0m wide asphalt surface

Longitudinal slope less than 4%

Cross slope less than 2%

Rest stations every 150m ± 50m along the trail

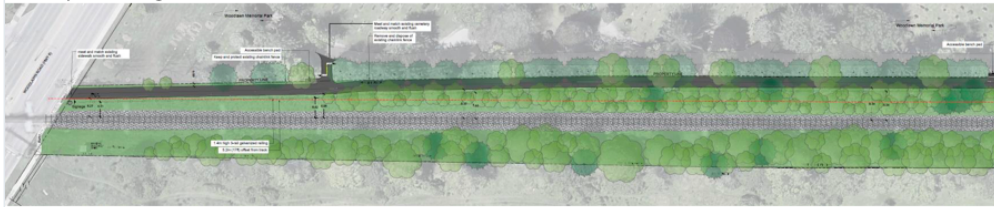
Detectible warning plates

Signs to be installed following completion of the City's wayfinding strategy now underway

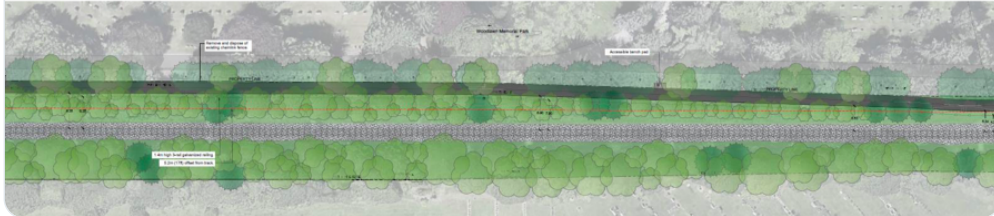
How does it look?

## Proposed design: Woodlawn Road to 540m

Proposed design from Woodlawn Road to 260m

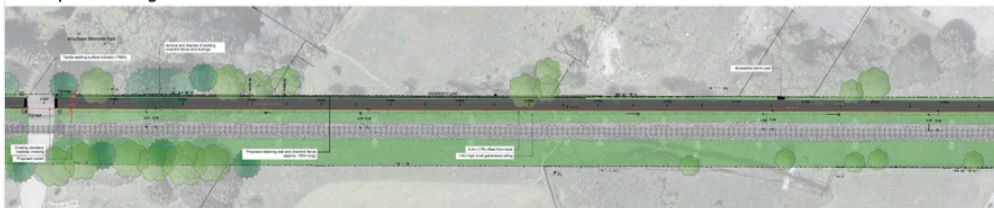


Proposed design from 260m to 540m from Woodlawn Road



## Proposed design: 540m to Woolwich Street

Proposed design from 540m to 820m from Woodlawn Road



Proposed design from 820m to Woolwich Street



Stienstra asks about the frequency of rail traffic because she has concerns. Hanna says the train goes by twice a day, but they have done a rail safety analysis and it's good. The train through there are mostly shunting, so they're not moving fast.

Hanna notes that there are trails in Guelph significantly closer to tracks and they are following all rail safety guidelines from Transport Canada.

Lytle asks if there's any deviation from 17 feet from trail to track. Hanna says that's the minimum, there are portions of the trail where the distance is wider. Adds that there's going to be a railing and the fence along the cemetery will be removed so people don't feel boxed in.

Root suggests that they add signage to make people aware of the length the trail till the next accessible exit. Sometimes disabled people need the security of knowing how far they have to go.

Hanna notes that there's a driveway entrance to the cemetery in the middle of the trail, and another spot 50 metres in from the Woodlawn entrance. Root says she would still like to see that info provided, driveways aren't always accessible as they seem.

Lytle says he'd be comfortable with supporting the motion provided. This is just preliminary. Root asks if staff are coming back with this, and Hanna says she can bring this back if asked, and she acknowledges the notes.

### **Recommended Motion**

That the Accessibility Advisory Committee support the preliminary design of the Guelph Junction Railway Multi-Use Trail from Woolwich Street to Woodlawn Road.

So motion:

AAC supports prelim design and consider adding accessible signage to show people next accessible trail exit.

This motion is approved!

Next, and last, Emma Street to Earl Street Active Transportation Bridge. Jackie Kay - Project Engineer, Design and Construction, Engineering and Transportation Services will present.

Since the last time this was at the AAC staff have confirmed the steel girder bridge design, there will be lighting in the hand rails, and it's been established the type and height for the rails. Detailed design is 60% complete.

McPherson asks about elevation change on either end of the bridge. Kay says the plan is to have the bridge slope down to grade at max 2% on either side. There's an existing sidewalk on the Emma side they'll extend to.

Lytle asks if there will be pavement on the bridge surface. Consultant says pavement on the approach and concrete on the deck.

Root says the report was very detailed and appreciates the lengths that staff went to putting their feedback into action. She's comfortable with the direction of the project.

Motion that the AAC receive the report for the Emma Street to Earl Street Active Transportation Bridge by Lytle/Cameron and approved unanimously.

#### **Announcements**

1. The Design of Public Spaces Standards Development Committee recommendations are now posted for public feedback. Share feedback on these initial recommendations to help make the design of public spaces more accessible. The feedback deadline is Aug 29.

(cont'd)

2. New additional Accessibility Coordinator introduction - Kealee Wazonek

3. Clerk's Office, Board and Committee Coordinator announcement - Liz Barber

4. Please watch for calendar holds for upcoming AAC meeting dates to be sent to Committee

Next Meetings:

Tues Aug 20 from 3-5 p.m.

Tues Oct 15 from 3-5 p.m.

Tues Dec 17 from 3-5 p.m.

Future Topics:

Recreation Inclusion Programming

Playground Replacement Project

HCDProject Plan and Guidelines

Active Transportation Wayfinding Strategy

AAC Handbook - Appendix A

That's a wrap for this AAC meeting!



@threadreaderapp unroll please!

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