

Meeting Minutes



City of Guelph

Accessibility Advisory Committee (AAC) - Draft

City Hall, Marg MacKinnon Meeting Room 112

February 18, 2020

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

Meeting Chair: Mike Greer

Vice-Chair: Malcolm McLeod

Agenda Items

3:05 – Meeting called to order.

Welcome to all.

Introduction of new coordinator, Chris Lytle, Accessibility Coordinator and Liaison to AAC.

Introduction of new members Mike East and Bryan McPherson.

Attendance: Mike Greer, Malcolm McLeod, Deborah Stienstra, Ted Stevens, Harold Grace, Elizabeth Lowenger, Lorilei Root, Sarah Mathison, Donna McMurdo, Leanne Warren; Paul Gray Senior Supervisor Guelph Transit, Mike East, Bryan McPherson, Elyse Trudell, Chris Lytle

Regrets: Lynn Jeurond, Brooke Sillaby, Jason Dodge

Item 1, 2 and 3

Item 1, Approval of the Agenda

Approved: Ted Stevens

Seconded: Malcom McLeod

Carried

Item 2, Declaration of Conflict of Interest – None heard

Item 3, Approval of Minutes of December 17, 2019

Approved: Deborah Stienstra

Seconded: Mike Greer

Carried

Item 4

Guelph Transit Updates – **For Information**– Paul Grey, Senior Supervisor Guelph Transit

Paul presented the RideCo End of Pilot Report and statistics from November 2018 verses November 2019.

AAC raised concerns regarding issues with the pilot project including backtracking, wait times, peak hours, travel time and the new fare boxes. AAC noted the new fare boxes are not working on some of the buses. Also, in some cases the fares are not accurate. For instance, seniors are being charged the full \$3.00 and not the discounted rate of \$2.25.

Paul advised wait times have been adjusted from 15 minutes before scheduled pick up and 15 minutes after scheduled pick up, to 5 minutes before scheduled pick up and 15 minutes after scheduled pick up, for a total wait time of 20 minutes. In regards to backtracking, this is the system attempting to pick up all passengers within a 15-minute window. Drivers may need to go back to pick up new passengers within scheduled pick up time, causing passengers already on the bus to pass their drop offs and stay on the bus longer. As for overall travel time, depending on the distance the passenger is going, the travel time could be up to one hour.

It was asked if the future goal is to have more flexibility so that passengers can call, schedule and go without the concern of peak hours. Paul confirmed the overall goal is to be more flexible. Wait times will improve with more drivers and more busses, however there will most likely still be peak times. As of right now, they are focusing on the pilot project and even expanding the service to anyone and include certain drop off and pick up points where there is high volume.

AAC suggested it may be worth while to reach out to bus drivers and get a sense of the comments they are receiving regarding the pilot project. Paul agreed hearing the driver's notes is beneficial and always encouraged.

Paul will look into a timeframe for a better system on Mobility and more flexibility for passengers and will follow up with Leanne and Chris with more information for the next meeting.

Item 5

Community Road Safety Strategy– **For Recommendation**– Liraz Fridman, Transportation Safety Specialist, Engineering and Transportation Services

In July, Engineering and Transportation Services are wanting to bring forth a Community Road Safety Strategy. This strategy is meant to look at road safety as a whole. Liraz conducted a quick pole for the AAC to vote on their concerns based on 10 topics, ranking from first, second, and third priorities. The topics included distracted driving, impaired driving, pedestrian safety, aggressive driving, speeding, cycling safety, school zone safety, transit safety, senior safety, and railway safety. Liraz will take the information back to incorporate into the Community Road Safety Strategy. At a quick glance, the top three concerns for the AAC were pedestrian safety, distracted driving, and speeding.

There were several other worries raised by the AAC to do with roads safety, including red light running, railway protocol, and certain Downtown Guelph intersections known to be dangerous for pedestrians. This is all the type of data Liraz is looking to collect and use education, engineering, and/or enforcement to help with these issues.

Concern was raised by the AAC in regards to the plans for Downtown street closures. Currently, the downtown core closes to traffic in September on Friday and Saturday evenings for the University Students. This is very problematic as people with mobility issues are not able to be dropped off at their destination and are therefore unable to access the downtown core for a period of time. There are future plans to close off the downtown core for longer periods of time, and is something that will need further discussion.

For next steps, this project will be posted on haveyoursay.guelph.ca and over the next few weeks there will be informal drop-in sessions to conduct more open forums. The Engineering and Transportation Services Team will be taking all of the feedback and putting it into a strategy to

present to Council in July, 2020. Their intention is to stay in touch to get as much feedback as possible and create safer roads for the community. When the forum opens up online, Liraz is to send Leanne the link so that she can distribute to the AAC and they can continue to engage.

As new implementations are made, it was requested if someone could come back and speak with the AAC, as new strategies could cause new issues.

Item 6

Parks and Recreation Master Plan- **For Engagement**- Tiffany Hanna, Park Planner
Parks and Recreation.

Tiffany presented the Parks and Recreation Master Plan goals and engagement objectives. There are four phases of the project methodology and we are currently in Phase 2; inventory and analysis and needs assessment.

Tiffany let the AAC know there are two things they are looking to gather from this meeting, which is what's working and what's not working for members of the AAC and what the priorities should be for parks and recreation.

The first notable thing missing in regards to park and recreation is an indoor walking track. The South End Community Centre was supposed to have a track, has there been any thought during this process to add a walking track in Guelph? Tiffany confirmed the South End Community Centre does have a proposed walking track, which is happening to the best of her knowledge.

Other noted issues on what is not currently working were woodchips on playgrounds, accessible water fountains, the lack of adult recreation programs and swimming centres, paths to and from facilities cannot be accessed by wheelchairs and strollers, and Howitt Park connectivity. Also, Riverside Park field has become increasingly rough and is impossible to get through when using a wheelchair.

Another issue mentioned was with the Evergreen Seniors Centre and the amount of accessible activities/field trips. Some residents are unable to take part in some of the trips. Tiffany confirmed the Group Seniors Association runs some of the programs at Evergreen Senior Centre, however it's something she has noted to look into further.

One last improvement request was for better signage on trails. It would be beneficial to know if trails are wheelchair accessible, how hilly or flat a trail is, and the surface texture. It would be beneficial to post this not only on the trail signs themselves, but also on the website so it can be known prior to travelling to the trail.

It was asked if issues arise after this meeting where could the AAC member send their comments. Leanne confirmed you could reach out to herself and Site Plan will be involved as well.

The AAC agreed the Enabling Gardens are working very well, and would like to see more of this in Guelph. Also, water therapy is working well. The Royal Recreation and TransCanada trails are in wonderful shape, and the new playground at Riverside is gorgeous.

The AAC made the following motion:

That Parks Planning meet with the AAC Site Plan Sub-Committee regarding recommendations for the Parks and Recreation Master Plan. These recommendations shall be made back to the AAC in June 2020.

Approved: Malcom McLeod

Seconded: Elyse Trudell

Carried.

Item 7

Uber and vehicle for hire—further discussion regarding use of funds generated - **For Recommendation** – Leanne Warren

In the previous AAC meeting it was discussed that in 2018 the City began collecting funds from non-taxi ride for hire companies operating in the City. The City approached the AAC on how to spend the funds. It was decided the funds be reserved until the committee could determine a recommendation.

\$0.07 cents are collected from each ride with a non-taxi ride for hire, amounting in approximately \$10,000.00 per year. Two ideas were brought forth on how to spend the funds. The funds could be used to help fund the Taxi Script program or a smart phone application for transit could be developed, comparable to how the Uber application works.

The AAC agreed the application feels years off and the transit system doesn't have the infrastructure to support the application. It was recommended that we add more funds for the taxi scripts and increase the number of scripts a person can purchase, which is currently limited to two books per person per month. It was also noted there should be more information to the public regarding the purchase of the taxi script booklets, as it is not a widely-known program.

The AAC made the following motion:

That the funds collected from Uber (\$0.07 per ride) permit an eligible rider to access one additional book per month while non-taxi ride for hire funds are available. To be reviewed by the AAC annually. The AAC encourage Transit to promote this program.

Approved: Malcom McLeod

Seconded: Harold Grace

Carried.

Meeting adjourned 4:58pm

Next Meeting:

To be announced however please hold June 16th, 2020, from 3 – 5 p.m. City Hall 112 as a possible meeting date.

Topics:

- Voting for Chair of AAC
- Accessible housing
- Update on meeting with the Mayor
- Accessible Housing
- Site Plan Sub-Committee Report
- Committee Development