
AGENDA

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Disclosure of Interest

Approval of the Agenda

THAT the Agenda for the January 27, 2015 meeting of Brockville Municipal Accessibility Advisory Committee be approved.

Chair's Remarks

Adoption of the Minutes

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THAT the minutes of the Brockville Municipal Accessibility Advisory Committee meeting dated November 25, 2014 be adopted as circulated.

New Business Arising from the Minutes

Delegations/Presentations

Nil.

Correspondence & Communications

Nil.

Staff Reports

Nil.

Capital Budget - Review

Sub-Committee and Member Reports/Project Updates

- 1 BMAAC Support of Age Friendly Communities
- 2 Conventional Bus Trials

New Business

- 1 Good/Bad List

7 - 8 2 Accessible Home Street

Adjournment

THAT the BMAAC meeting be adjourned until its next regular meeting scheduled for February 24, 2015.

Committee Minutes

ROLL CALL:

Mr. Ryan Billing, Chair
Ms. Janet Jones, Vice Chair
Mr. Joseph Boisvenue
Ms. Mary Ann Greenwood
Mr. Doug Hone
Ms. Shannon Stilnovich
Mr. Mel Watson

ABSENT:

Mr. Ryan Annable
Councillor M.J. McFall

STAFF:

Ms. Lynn Murray, Deputy City Clerk (Recording Secretary)

The meeting was called to order 1:00 pm.

DISCLOSURE OF INTEREST

Nil.

APPROVAL OF THE AGENDA

Moved by: Mary Ann
Seconded by: Mel

THAT the Agenda for the November 25, 2014 meeting of Brockville Municipal Accessibility Advisory Committee be approved.

CARRIED

CHAIR'S REMARKS

Nil.

ADOPTION OF THE MINUTES

Moved by: Janet
Seconded by: Mel

THAT the minutes of the Brockville Municipal Accessibility Advisory Committee meeting dated October 28, 2014 be adopted as circulated.

CARRIED

NEW BUSINESS ARISING FROM THE MINUTES

1. Visual Alarms

There was a discussion surrounding the City facility's that will require visual alarms. It is believed that the Art Centre already has them, then the needs are as follows; Museum, Library, City Hall, Memorial Centre and the Youth Arena.

Ryan confirmed that costs need to be pursued, and this should be a top priority. Ryan will speak to Sandi.

2. Museum

The group agreed that the front walkway needs to be addressed immediately.

Moved by: Mary Ann
Seconded by: Janet

THAT two railings be installed on the front walk way at the Museum for a maximum cost of \$8,500.

CARRIED

3. Museum - Accessible Parking spots

Mel suggested that when the accessible parking spot is added at the Museum, it may need to go in the rear parking lot. This is due to the curbing along Henry Street.

Mary Ann suggested maybe they could put a spot on the lawn area in the north west corner instead.

4. Library Book Drop off

There was a discussion about the location of the book drop off. Ryan feels the location (under the carport) is great until the CAO parks her car in there. The committee discussed the option of installing a book drop off box in-front of the library but this would pose a whole new set of problems (i.e. security, unloading) and could be quite costly at approximately \$12,000. The committee discussed options for alternate parking for the CAO so access to the current drop off would be left unobstructed. No solutions were reached at this time.

DELEGATIONS/PRESENTATIONS

Nil.

CORRESPONDENCE & COMMUNICATIONS

Nil.

STAFF REPORTS

Nil.

1. Request for funding - Staff Accessible Document Training

Lynn explained the need for funding for city staff to take an "Accessible Document Training" course. She explained that this training is mandatory and should be completed by January 2015. Lynn was unsure of the cost but would have a better idea at the January 2015 meeting.

The committee was not in agreement that they should have to fund this training. They do not feel they should be the sole source of funding for this project.

Shannon suggested Lynn look into a Canada/Ontario job grant to see if any funding could be derived from there.

CAPITAL BUDGET - REVIEW

1. Capital Budget at October 28, 2014

The Committee would like to see things added to the list that are "in the works". For example the visual alarms and accessible picnic tables etc.

SUB-COMMITTEE AND MEMBER REPORTS/PROJECT UPDATES

1. Good/Bad list - rough draft

The time did not allow a discussion on this item. Ryan will address this list at the January 2015 meeting.

NEW BUSINESS

Ryan offered that he had been asked by the Sandi MacDonald to speak to the committee about the accessible parking spots and the possibility of painting the symbol on the ground. Ryan shared that the City staff have received a number of complaints because this is not their practice. They have required signage and don't paint the symbols on the pavement as it is an added cost and in our climate the pavement can be covered with snow for half the year.

The Committee's only concern was who's budget would pay for this, but they were in support of engaging in this procedure.

Mel circulated a map he has been working on that outlines the most accessible routes in the downtown area. He explained that he has been using a 1:15 ratio. Mel added that he had done a presentation on this to the City's Tourism last week.

Ryan was asked to speak to Conal regarding a potentially dangerous area on the Brocktrail behind the Grist Mill Restaurant.

ADJOURNMENT

Moved by: Mary Ann

THAT the BMAAC meeting be adjourned until its next meeting scheduled for January 27, 2015.

CARRIED

The meeting adjourned at 2:26 pm.

Home Street, Brockville & Accessibility

Context

Accessibility is often viewed within the context of a specific location but there is a need to examine and improve the accessible links between those centers of attraction or activity. In this respect Downtown Brockville has a broadly accessible Waterfront and an accessible Main Street but the gradients of the streets in the core of the City, namely Broad St, and both Market Streets have significant portions steeper than 1 in 15 . We would benefit from a defined and advertised accessible route to link Main Street to The Waterfront.

Standards

In simple terms our current legislation defines ramps as 1 in 20 but makes allowance for special ramps as steep as 1 in 10. The same legislation, in a practical way, records that if a sidewalk is alongside a roadway, there is no limiting rule. Whilst this legislation is for new construction it provides us with parameters for judging what we could accept as an accessible route.

Choices

Home Street is the first Street West of Broad Street which has a sidewalk with a gradient better than 1 in 15 and most of that sidewalk is 1 in 20 or better. The first Street to the West with the ideal gradient or better (i.e. 1 in 20) is John St, opposite the Old Mill; this so some way from the core circulation area of the town. On the other hand Home Street is close to the centre of the shops on Main Street and is between Hardy Park and the Aquatarium with excellent access to the Waterfront.

Recommendation

As a first step in developing an accessible route plan for Downtown it is recommended that Home Street is identified as the route linking the Waterfront to Main Street and that this is designated as such on the next Tourist Map to be published in conjunction with the opening of the Aquatarium.

Drafted Jan 22, 2015. Mel Watson

PART EXTRACT FOR ILLUSTRATION (cut and pasted)

ONTARIO REGULATION 191/11
INTEGRATED ACCESSIBILITY STANDARDS

PART IV.1
DESIGN OF PUBLIC SPACES STANDARDS (ACCESSIBILITY STANDARDS
FOR THE BUILT ENVIRONMENT)

Exterior paths of travel, technical requirements

[80.23](#) When constructing new or redeveloping existing exterior paths of travel that they intend to maintain, obligated organizations, other than small organizations, shall ensure that new and redeveloped exterior paths of travel meet the following requirements:

Item 6. The maximum running slope of the exterior path must be no more than 1:20, but where the exterior path is a sidewalk; it can have a slope of greater than 1:20, but it cannot be steeper than the slope of the adjacent roadway

[80.24 \(1\)](#) Where an exterior path of travel is equipped with a ramp, the ramp must meet the following requirements:

item 4. The ramp must have a maximum running slope of no more than 1:15.

[80.10](#) Obligated organizations shall ensure that beach access routes that they construct or redevelop, and that they intend to maintain, meet the following technical requirements: Technical requirements for beach access routes, general

6. The maximum running slope of a beach access route is 1:10