

ACCESSIBILITY IMPROVEMENTS AT INTERSECTIONS

York Region Accessibility Advisory Committee

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Wednesday, June 20, 2018

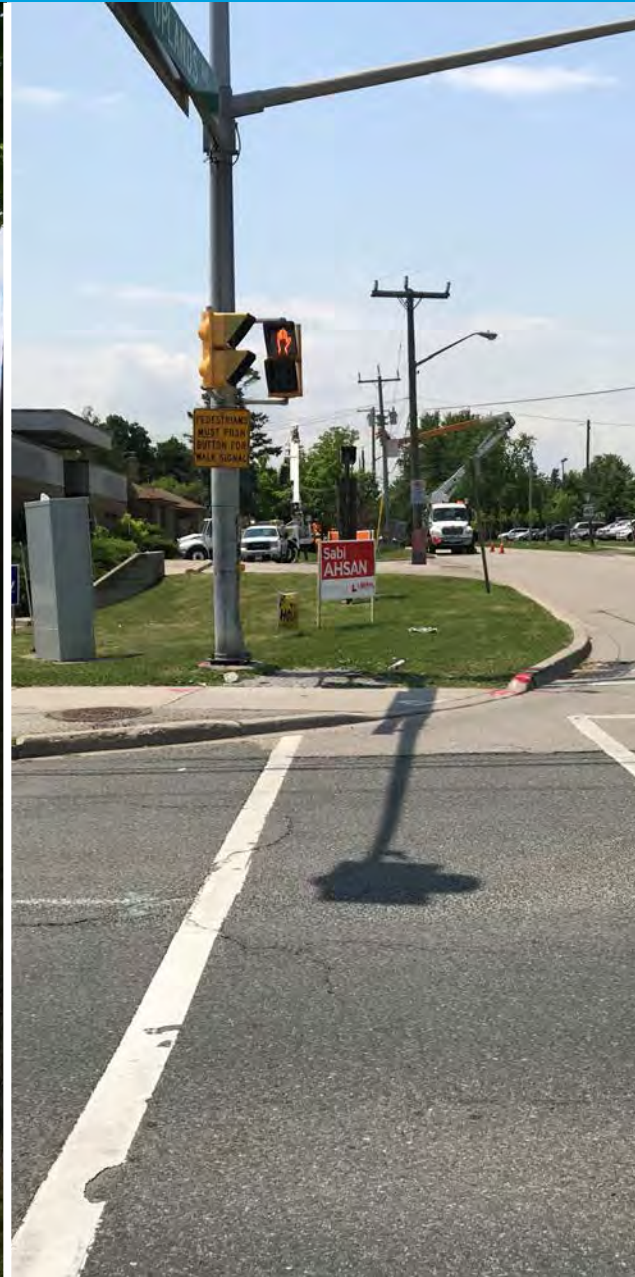


OVERVIEW

- To present an update on accessibility improvements at intersections
- Originally presented in April 2016
- Existing intersection challenges
- Meeting AODA requirements
- Completed projects
- Responding to community needs
- Existing constraints and lessons learned



EXISTING INTERSECTIONS



BATHURST STREET AT MILNER GATE / CHABAD GATE



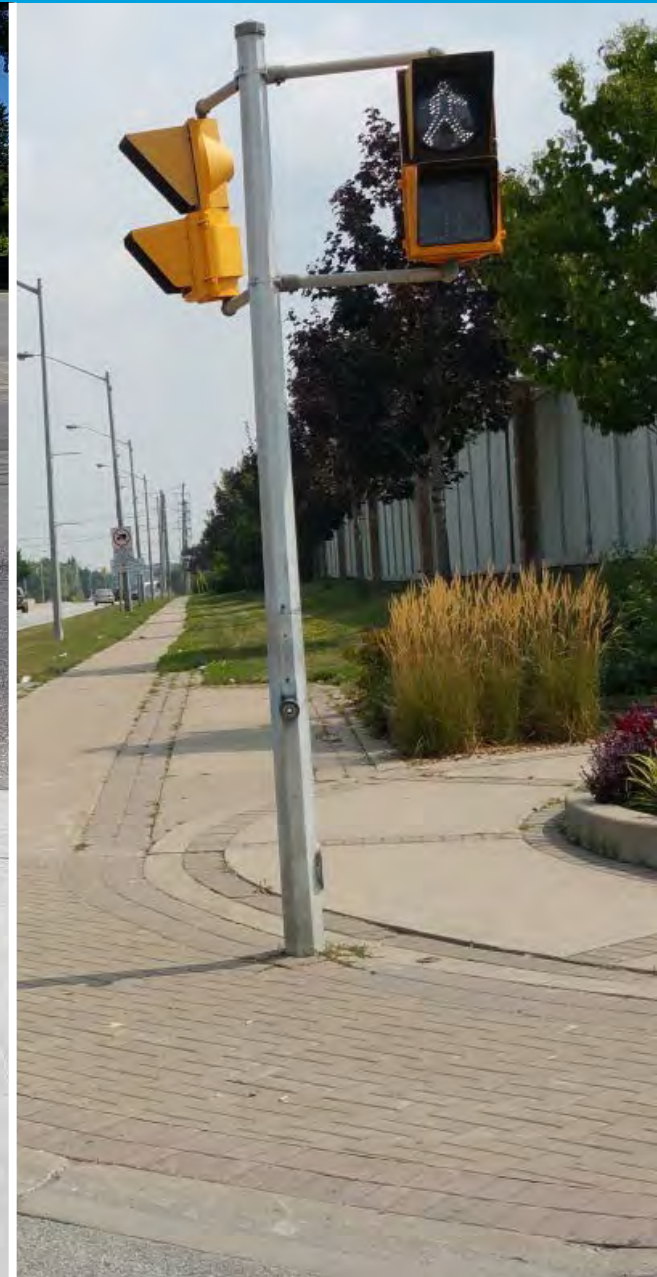
YONGE STREET AT UPLANDS AVENUE



KEELE STREET AT FIELDGATE DRIVE / CROMWELL ROAD



MEETING AODA REQUIREMENTS



ACCESSIBLE PEDESTRIAN PUSH BUTTONS

- Raised tactile arrow points in the direction of the pedestrian crossing
- Arrow vibrates when activated (after holding button for 3 seconds)
- “Cuckoo” for north-south
- “Chirp” for east-west
- Locator tone

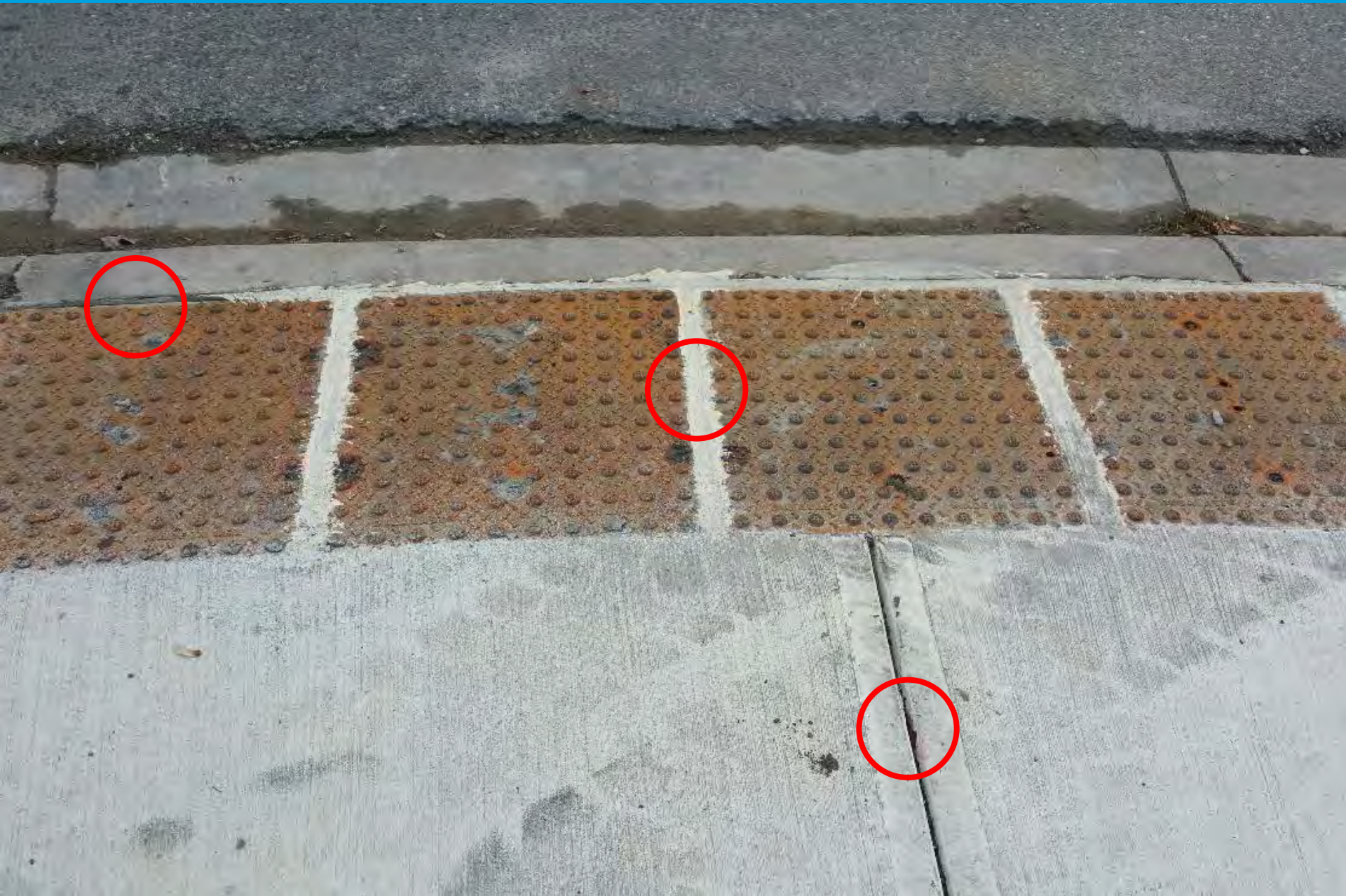


TACTILE WALKING SURFACE INDICATORS

- Cast iron plates inlaid into concrete
- Set back from the back of curb
- Intended to be detectable under foot when walking
- Cast iron will become rust coloured (patina) over time
- The photo below is of an acceptable installation



AN UNACCEPTABLE INSTALLATION



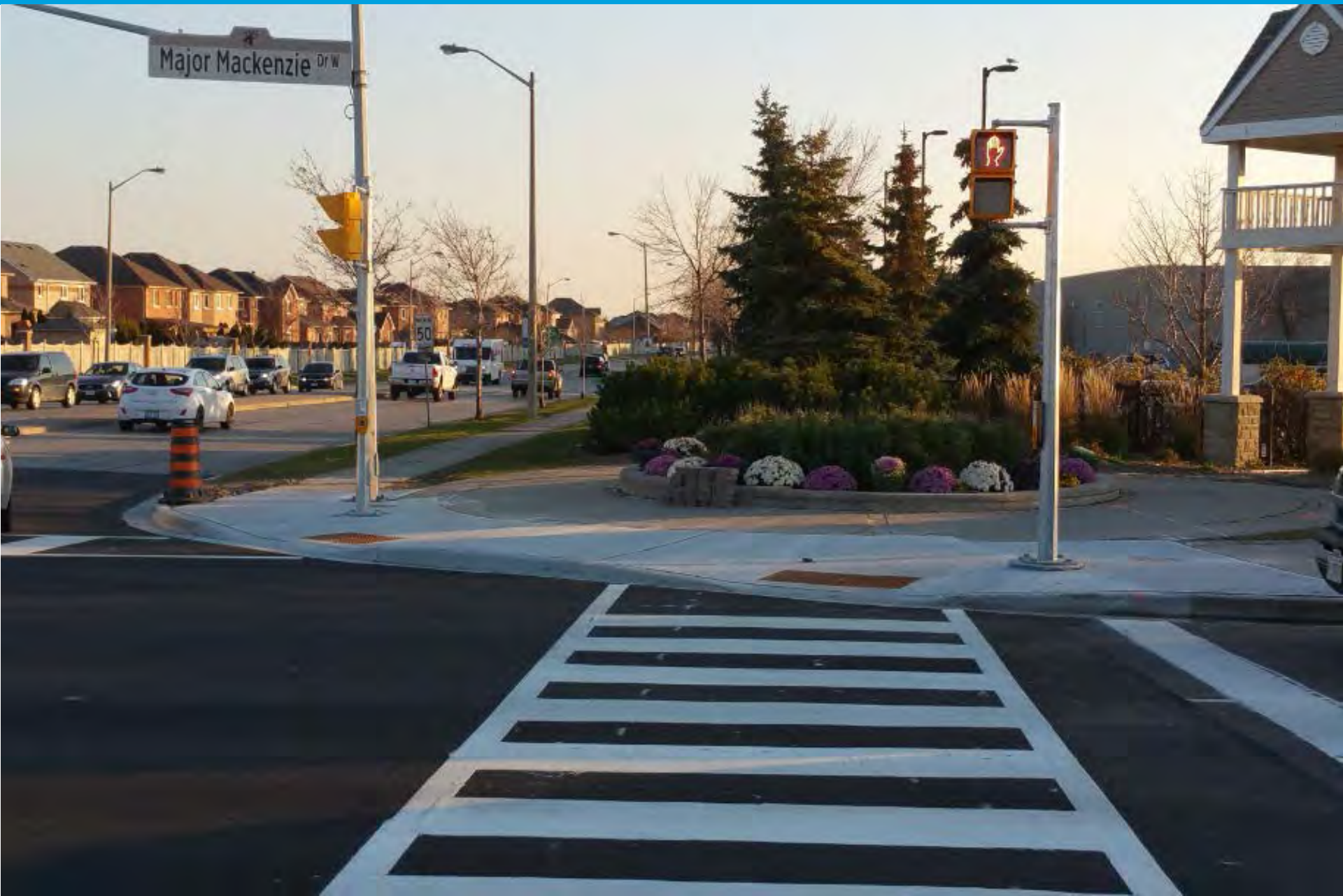
WAYFINDING (CURB RAMPS)

Until recently, York Region's standard had pedestrian crossings meet at a common curb ramp.

The solution is to separate the ramps by direction.



NEW WAYFINDING STANDARD



COMPLETED PROJECTS



DAVIS DRIVE AT EAGLE STREET — BEFORE RECONSTRUCTION



DAVIS DRIVE AT EAGLE STREET — AFTER RECONSTRUCTION



MAJOR MACKENZIE DRIVE AT COLBORNE AVENUE



KENNEDY ROAD AT UNIONVILLE GATE



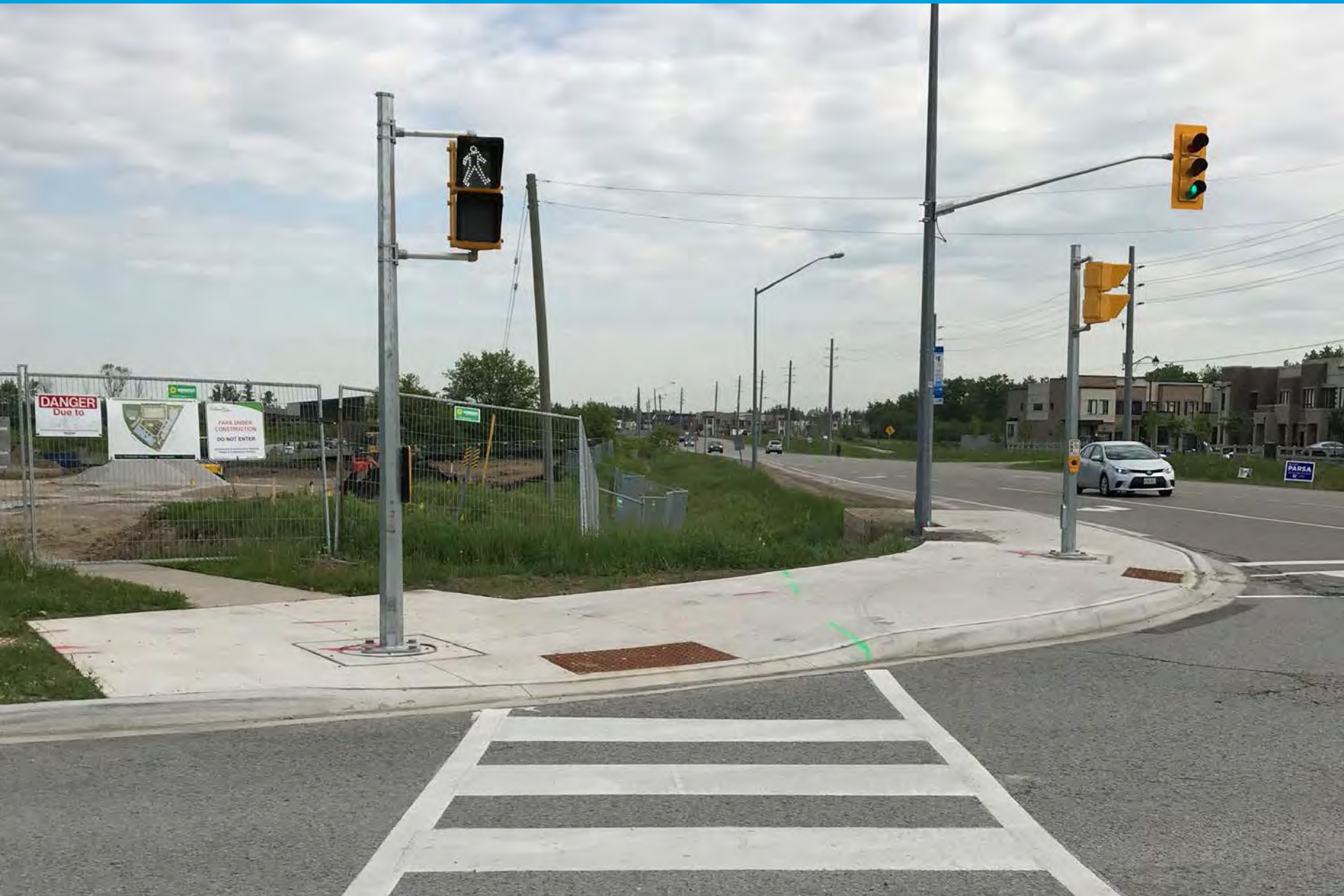
HIGHWAY 27 AT NASHVILLE ROAD



RUTHERFORD ROAD AT ISLINGTON AVENUE



BAYVIEW AVENUE AT DARIOLE DRIVE / BAYVIEW PARK LANE



14TH AVENUE AT RIVERWALK DRIVE



RURAL INTERSECTIONS - DUFFERIN STREET AT KIRBY ROAD



BATHURST STREET AT TOWER HILL



CONSTRUCTION IS DISRUPTIVE



QUESTION:

Based on your experience, is there anything that we can improve upon when it comes to intersection design?

RESPONDING TO COMMUNITY NEEDS

- Receive complaints from residents and these locations are prioritized
- There is funding dedicated to meeting the AODA requirements at intersections
- In 2018 two intersections will be reconstructed specifically for the purpose of meeting the AODA requirements
 - Keele Street at Dina Road
 - Keele Street at Cromwell Road / Fieldgate Drive

KEELE STREET AT DINA ROAD



KEELE STREET AT DINA ROAD



YONGE STREET AT BRISTON ROAD - BEFORE



YONGE STREET AT BRISTON ROAD - AFTER



EXISTING CONSTRAINTS — HIGHWAY 27 AT NASHVILLE ROAD



CONSTRAINTS - RUTHERFORD ROAD AT ISLINGTON AVENUE



LESSONS LEARNED



LESSONS LEARNED



ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT (AODA)

- Legislation ingrained in all we do
- Applies to:
 - “Extensive” work
 - Newly constructed or redeveloped public spaces
 - When practical
- Does not apply to:
 - Regular maintenance activities
- Ongoing implementation

CURRENT PRACTICE

- Implement AODA elements at intersections
- Monitor and maintain current inventory
- Respond to community needs
- Evaluate and update standards as necessary
- Support of Regional Council
- \$10M for improvements in 10-year Roads budget
- Informed by legislation, York Region resources, and trial and error

QUESTION:

What are your challenges when approaching and crossing an intersection?

THANK YOU

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