



**PUBLIC AGENDA
SASKATOON ACCESSIBILITY
ADVISORY COMMITTEE**

Friday, September 8, 2017, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Committee Members:

Mr. J.D. McNabb, Chair
Ms. J. Dawson, Vice Chair
Councillor H. Gough
Councillor Z. Jeffries
Ms. M. Baxter
Ms. G. Kozlow

Director of Community Development L. Lacroix
Director of Facilities & Fleet Management T. LaFreniere
Ms. O. Nicholson
Ms. C. Warlow

	Pages
1. CALL TO ORDER	
2. CONFIRMATION OF AGENDA	
3. DECLARATION OF CONFLICT OF INTEREST	
4. ADOPTION OF MINUTES	
5. UNFINISHED BUSINESS	
6. COMMUNICATIONS	
6.1 Accessibility for People with a Disability [File No. CK. 6120-1]	3 - 8
A letters dated May 29, 2017 and August 18, 2017 from Mr. Al Muir are provided regarding the above matter.	
Mr. Muir will be present to answer questions.	
Recommendation	
That the information be received.	
6.2 Preston Crossing - Walk Signal at Intersection [File No. CK. 6150-3]	9 - 9

A letter dated August 11, 2017 from Ms. Pat Funk is provided on the above matter.

Recommendation

That the information be received.

6.3 Garbage Collection Assistance [File No. CK. 7830-3]

10 - 10

A letter dated August 29, 2017 from Ms. Michelle Lee is provided on the above matter.

7. REPORTS FROM ADMINISTRATION

7.1 Report of the Access Transit Manager (CK. 225-70)

A verbal update will be provided.

Recommendation

That the information be received.

8. MATTERS FOR FOLLOW UP (CK. 225-70)

11 - 18

The Matters for Follow Up as of August 28, 2017, is provided to the Committee to review.

Recommendation

That the information be received.

9. STATEMENT OF EXPENDITURES (CK. 1704-5)

19 - 19

The Statement of Expenditures as of August 28, 2017, is provided for Committee to review.

Recommendation

That the information be received.

10. ADJOURNMENT

C. A. (Al) Muir
711 Braemar Crescent
Saskatoon, Saskatchewan S7V 1A2

May 29, 2017

Sarina Gersher, City Counsellor
City of Saskatoon
222 – 3rd Avenue North
Saskatoon, Saskatchewan S7K 0J5

Accessible Parking in the City of Saskatoon

Thankyou Sarina for your quick response to my inquiry. I have very recently begun to use a wheelchair van and quickly became aware that there are no designated wheelchair accessible parking spaces any where in Saskatoon. At least none that I have been able to find. I did an on-line search of the City of Saskatoon's bylaws and regulations. If there is a section that deals with this issue I was not able to find it.

I did, with relative ease, find Accessibility information for many Canadian cities. I will specifically reference the City of Toronto's Regulations and Guidelines as I found them to be very coherent and easy to follow.

- City of Toronto "Accessibility Design Guidelines" Figures #24 to # 29 graphically illustrate Van Accessible parameters.
- City of Toronto "Regulations Applying to Accessible Parking Spaces" Refer to Chapter 200 Parking Space Regulations and Chapter 200.15 Regulations Applying to Accessible Parking Spaces.

In addition, I have attached an excerpt from "The Americans With Disabilities Act" (ADA). This excerpt is short and quite comprehensive in respect of achieving access for persons with disabilities. I was particularly impressed that it recognizes that cost is a factor of consideration.

The cost to upgrade several strategically placed handicap parking spots to van accessible parking spots down town would be minimal. Each upgrade, depending on location, may impact one regular parking spot. Access to Malls, medical services, etc. is also an issue, but this is well covered in the referenced material.

Golden Mobility is the Saskatoon company that deals with wheelchair van conversions, sales and service. I asked them for their "best guess" as to the number of wheelchair vans operating in Saskatoon. Their best estimate is approximately 100. There are also numerous Senior's Housing complexes and other agencies that operate vehicles with wheelchair transportation capability.

I would ask Sarina, that you pursue this issue with Administration and then advise me if I need to prepare a brief for discussion with Administration and/or City Counsel.

Thanks for your assistance.



Al Muir

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Accessible Parking

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The U.S. Department of Justice (DOJ) issued new regulations under the Americans with Disabilities Act (ADA) in 2010. The new rules affect state and local governments (Title II of the ADA), as well as public accommodations and commercial facilities (Title III). The regulations include the new 2010 ADA Standards for Accessible Design, outlining minimum accessibility requirements for buildings and facilities.

Existing Facilities

New construction projects must meet minimum standards with very few exceptions; alterations are also subject to strict requirements, although they may be more affected by existing structural conditions. Existing buildings and facilities which are not undergoing planned alterations are viewed a little differently.

Title II: Program Access

State and local government agencies that offer programs, services, or activities in existing facilities need to make sure that people with disabilities can gain access and participate in these activities. There are a variety of ways that agencies can ensure access to programs, but making structural improvements is often necessary.

Title III: Barrier Removal

Both commercial facilities and public accommodations must follow standards for new construction and alterations. Additionally, public accommodations (private businesses that are open to the general public, like retail stores, restaurants, banks, parking garages, and many others) must remove barriers when it is "readily achievable" to do so; readily achievable means "easily accomplishable and able to be carried out without much difficulty or expense." Designating accessible parking is often readily achievable, and is considered a top priority because it enables many people with disabilities to "get in the door."

Safe Harbor

The 2010 regulations include a "safe harbor" for features that already comply with the 1991 standards, but may not meet the new 2010 standards. *For example:* A retail store's parking lot has a total of 250 parking spaces; in compliance with 1991 standards, the lot includes seven accessible spaces, one of which is van-accessible. The 2010 standards would require two van-accessible spaces, but the store does not have to modify its parking lot to provide the additional space until the lot undergoes a planned alteration (re-stripping, re-surfacing, etc.) after March 15, 2012. If the lot is altered after that time, it will then be brought into compliance with the 2010 standards, to the maximum extent feasible.

How many accessible parking spaces are needed?

One of every six accessible parking spaces, or fraction thereof, must be "van-accessible." For example: A parking lot with 400 total spaces needs eight accessible spaces, and two of those eight spaces must be van-accessible.

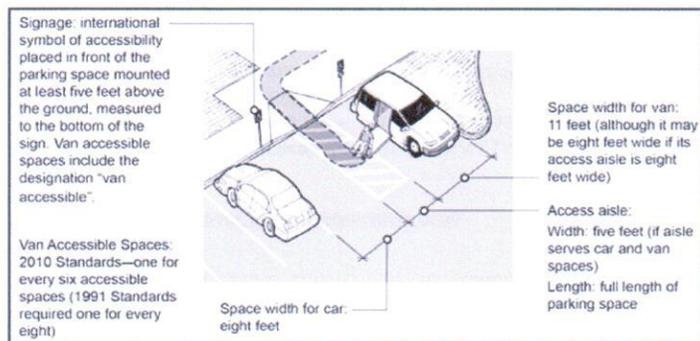
Accessible spaces must connect to the shortest possible accessible route to the accessible building entrance or facility they serve.

Total Number of Parking Spaces in Parking Facility(Lot or Garage)	Minimum Number of Accessible Parking Spaces Required
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2% of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

where a parking facility serves multiple buildings or accessible entrances, accessible parking spaces should be dispersed to enable people to park near as many accessible entrances as possible. *For example:* A shopping center has fifteen stores, each with a separate entrance. There is one large parking lot with 1000 spaces. The twenty accessible parking spaces should be dispersed to provide some options for people to park close to the different stores.

Where separate parking facilities serve the same building or entrance, accessible spaces may be grouped together, as long as the number of spaces provided is determined according to each of the separate parking facilities. *For example:* A sports stadium has an adjacent parking lot with 1000 spaces and a separate parking lot several blocks away with an additional 1500 spaces. The adjacent lot needs 20 accessible spaces (four of which need to be van-accessible), and the remote lot needs 25 accessible spaces (five of which need to be van-accessible). Since accessible spaces need to be as near as possible to the facilities they serve, the 45 accessible spaces (including nine van-accessible) can be located in the lot adjacent to the stadium.

What do accessible parking spaces look like?



Medical Facilities

- Certain types of medical facilities need more accessible parking.
- Hospital outpatient facilities need 10% of patient/visitor spaces to be accessible.
- Rehabilitation facilities that specialize in treating mobility-related conditions and outpatient physical therapy facilities need 20% of patient/visitor spaces to be accessible.

The number of van-accessible spaces is still one of every six accessible parking spaces, or fraction thereof.

For example: An outpatient physical therapy facility has a parking lot with 50 total spaces for employees only. Following basic requirements, that lot will need two accessible spaces, one of which will be van-accessible. A separate lot with 200 total spaces is provided for patients and visitors; this lot will need 40 accessible spaces, seven of which will be van-accessible.

Exceptions

- Parking facilities that are used exclusively for buses, trucks, delivery vehicles, law enforcement vehicles, and vehicular impound are not required to include accessible spaces, but if such lots are accessed by the public (e.g. impounded vehicle retrieval) then an accessible passenger loading zone must be provided.

Dimensions (all dimensions are minimums): Accessible parking spaces are eight (8) feet wide; van-accessible spaces are eleven (11) feet wide. Access aisles for either type of space are five (5) feet wide. These adjacent aisles, which can be shared between two spaces, provide room for individuals to deploy vehicle-mounted wheelchair lifts and/or unload and use mobility devices such as wheelchairs, walkers, etc. An alternate design allows a van-accessible space to be eight (8) feet wide if the adjacent access aisle is also eight (8) feet wide.

Access aisles must be marked (e.g., painted with hatch marks) to discourage parking in them. This is especially important where the alternate design is used and an access aisle at a van-accessible space is the same size as the space.

The surface of accessible spaces and access aisles must be smooth, stable, and virtually level in all directions to ensure safe use for people with disabilities, including those who must load, unload, and use wheeled mobility devices.

Additionally, van-accessible spaces, their associated access aisles, and the vehicular routes serving them must provide vertical clearance of at least 98 inches to allow for the height of typical wheelchair lift-equipped vehicles.

Signs

Accessible parking spaces must be identified by signs that include the International Symbol of Accessibility. Signs at van-accessible spaces must include the additional phrase "van-accessible."

Signs should be mounted so that the lower edge of the sign is at least five (5) feet above the ground. This helps ensure visibility both for motorists and local enforcement officials.

Exceptions

- Parking lots that have four or fewer total spaces do not need to designate the accessible space with a sign. This means that for the purposes of local enforcement (at least in most jurisdictions), anyone, with or without a disability, can park in the accessible space. This is intended to excuse very small entities from having to reserve 25% to 100% of their available parking for individuals with disabilities.
- Residential facilities where parking spaces are assigned to specific dwelling units are also exempt from the requirement to post signs at accessible spaces.

Note that these two exemptions are only related to signs; accessible parking spaces must still be provided in appropriate numbers and with other required features (minimum width, etc.).

Maintenance

It is important that accessible features be maintained, and outdoor spaces can be especially challenging because of weather and other conditions. Accessible parking spaces, aisles, and routes should be maintained in good repair and kept clear of snow, ice, or fallen leaf build-up.

The ADA establishes these requirements to ensure that when parking facilities are provided by entities covered by Title II or Title III, accessible spaces with certain features are available. Many state and local governments have their own requirements, which may be more specific or more stringent in some ways.

Each state also establishes criteria and procedures to issue accessible parking permits (often in the form of distinctive license plates or placards) to individuals with disabilities. Enforcement activities related to these issues (fraudulent use of permits, illegal parking in accessible spaces, etc.) are typically carried out by state and local authorities, such as city police departments.

Other requirements may be relevant in different situations or under different laws. For example, the Fair Housing Act requires covered housing providers to make "reasonable accommodations" for residents with disabilities, which could mean reserving a parking space for a specific individual.

Content was developed by the Mid-Atlantic ADA Center, and is based on professional consensus of ADA experts and the ADA National Network.



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**Note: If you need answers to your ADA questions, email us.

Have an ADA question? Call 1-800-949-4232 or Email Us

The ADA National Network is funded through the Department of Health and Human Services, National Institute on Disability, Independent Living, and Rehabilitation Research (<http://www.acl.gov/programs/NIDILRR/>)

August 18, 2017

Al Muir's Notes to the Committee

Thank you for this opportunity to address the Accessibility Advisory Committee.

When I first inquired specifically about the lack of wheelchair van parking in Saskatoon David LeBoutillier phoned and asked "What do you want".

I have given that question a lot of thought. My initial concern was, as I said, the lack of wheelchair van parking but, as is often the case, an initial concern opens a larger can of worms.

To put the Accessible Parking issue into some perspective I have determined there are approximately 100 wheelchair vans operating within Saskatoon and there are, as of August 18th this year, 9,829 Active Handicap Parking Permits issued within Saskatoon. I don't have statistics to determine what %age of Parking Permit users require mobility aides, but I can safely guess that the majority do use mobility aides. Our growing senior citizen population will see the number of permits increase for years into the future.

The Committee members have received my letters, and hopefully read them, so I won't reiterate that material other than to point out there are only a handful of Accessible Parking spots in downtown Saskatoon most of which are not suitable for off-loading mobility aides, none are wheelchair van accessible and most of the City of Saskatoon spots are on the fringe of downtown.

Back to David's question "What do I want?"

First and foremost, I would like to see our City implement a comprehensive Accessible Parking Policy similar to the one attached to my first letter and similar to the Canadian example referenced in my first letter. One major benefit of being late to the post is that the "heavy lifting" and trial and error has already been accomplished by other jurisdictions. David referenced Zoning Bylaw 8770. This bylaw regulates accessible parking on private and commercial property such as privately-owned parking lots, Malls, medical centres and so on. Bylaw 8770 would need to be amended as well.

Second, as cost is always a consideration, I would like to see a comprehensive phase-in policy that will bring Saskatoon up to national standard over a defined period of time.

In conclusion, what I would like to see is;

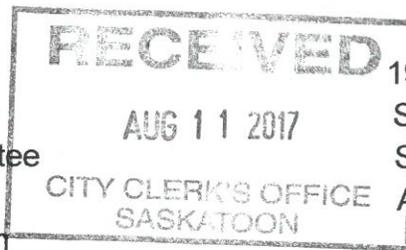
1. Accessible parking spots that are consistently 11' wide and adjacent to a curb cut.
2. One of every 6 accessible spots van-accessible.
3. In the downtown street parking area 20 accessible parking spots for every 1,000 parking spots, plus 1 additional accessible spot for every additional 100 parking spots.
4. The implementation of a comprehensive Accessible Parking Policy that contains provisions similar to the material referenced in my first letter.
5. A defined phase-in period of the new Accessible Parking policy.
6. An update to Zoning Bylaw 8770 that will require commercial lots to comply with the above.

In conclusion; the City has implemented an extensive net work of bike lanes in the City core that is used by several hundreds of bikers during our short summer and a mere handful of dedicated biking enthusiasts during our five-month winter. Surely, for ten thousand users, we can consider upgrading our Accessibility Bylaws to a standard enjoyed by an overwhelming number of jurisdictions in North America

Respectfully,

Al Muir

J.D. McNabb
 Chairperson,
 Accessibility Advisory Committee
 to City Council,
 c/o City Clerk, Holly Thompson



1910 – 1223 Temperance St.,
 Saskatoon, SK,
 S7N 0P2
 August 4, 2017

Dear Mr. McNabb;

Re: walk signal button @ Preston Crossing Mall intersection

At the end of July I was leaving Preston Crossing Mall on the Canadian Tire side when I had to decide the route I should take @ the above to get to the City Transit bus stop. I must use a walker to ensure the safest travel after shopping & using City Transit.

I was quite dismayed to find myself @ the bottom of a steep curb of a triangular concrete block that housed the traffic light post. I had to leave my walker on the road to get up that curb & very cautiously take the 3 or 4 steps to push for the walk signal as the signals did not automatically include the walk signal. I felt my return steps to my walker to be very precarious, at possible risk for a serious fall, perhaps even into the line of traffic.

I spoke to Goran Lazic of the city department responsible for traffic lights August 1st. I told him of my above experience. This date I received a call from Ms Baubais who was making follow-up contact at his request. She advised this roadway is one of several being reviewed for the anticipated “rapid transit system”. As the study is ongoing, it is likely that it will be February or March of 2018 before the report from the study will be available. As a consequence, no lane changes, no transit stop changes, nor traffic light location changes will be undertaken until the study results become available.

I send you this letter now to have it tabled for consideration by your Committee in the time frame when the results of this study are to become available.

Thank you to all of your Committee for your work in dealing with matters such as these & so many others.

(Mrs.) Pat Funk
 Pat Funk,
funkpj@sasktel.net
 ph. 306 652 2631

✓ c.c. Ms Holly Thompson,
 City Clerk,
 City of Saskatoon

Subject: FW: Garbage collection assistance

From: Michelle Lee [mailto:michellebobett@icloud.com]
Sent: Tuesday, August 29, 2017 1:05 AM
To: Thompson, Holly (Clerks) <Holly.Thompson@Saskatoon.ca>
Subject: Garbage collection assistance

Hi Holly,

This is Michelle Lee and we spoke on the phone yesterday about my letter:

When garbage collection first switched to single home rollout bins, I was physically unable to get my bin out to the back alley. I phoned garbage collection, and was told I could get special pickup to the front street. At the time, I was asked if I needed someone to come into my yard to get my bin I declined.

I am disabled, and unable to put my garbage bin to regular pickup in the back alley. I already receive special pickup to the front of my house, but I am now unable to put the bin onto the street without assistance.

I contacted garbage collections to get someone to get my bin from my yard and was told this program no longer existed.

I am not sure exactly how many elderly or physically challenged people have benefited from this program in the past or who would benefit now from this small act of kindness now, but I for one am at a total loss as to how I will dispose of my garbage.

Please rethink the actions put into place to discontinue this helpful and necessary program.

Michelle Lee
113 Avenue N South

Saskatoon Accessibility Advisory Committee

Matters for Follow-up

Snow Removal

Accessibility and Criteria for Snow Removal on Sidewalks and Accessibility of Saskatoon Streets

May 12, 2017

The Chair and Committee Member Nicholson were in attendance on behalf of the Committee at the Snow and Ice Co-Design Session.

February 10, 2017

Director of Roadways and Operations Harris was in attendance to provide an update on the snow clearing status. Mr. Harris advised the Committee of the formal level of service and the main areas of concern for the Division related to accessibility. The Committee was informed that a pilot project related to the logistics around snow removal, which will include a detailed engagement exercise, will help assist in resolving common problems and issues. The Committee will be notified once project is underway.

January 13, 2016

Committee Assistant to request Administration attendance for update on snow clearing on roadways and sidewalks.

October 15, 2015

Director of Community Standards, Hildebrandt gave a brief update on the snow removal clearing bylaw. Mr. Hildebrandt stated that it was Community Standards main goal to keep the sidewalks clear and putting the responsibility on the homeowner rather than the City.

June 12, 2015

Dir. of Community Standards Hildebrandt gave a brief update on the snow clearing bylaw similar to what was presented to the Committee in Feb. 2015.

May 8, 2015

Email from M. Simmonds was discussed. No further updates were provided.

March 13, 2015

Dir. of Community Services Lacroix informed the Committee that awareness campaigns continue to be worked on in order to help make the city more accessible for everyone. The City also understands that they have to be role models by ensuring snow is being removed from City-owned property.

February 13, 2015

Dir. of Community Standards Hildebrandt gave an update on sidewalk snow clearing enforcement report being presented to City Council at their Feb. 23/15 mtg.

Saskatoon Accessibility Advisory Committee

Matters for Follow-up

January 9, 2015

Dir. of Transportation Gardiner and Dir. of Community Standards Hildebrandt gave an update on snow removal bylaw enforcement report.

Saskatoon Accessibility Advisory Committee Matters for Follow-up

Accessible Audible Pedestrian Signals (APS)

The matter has been put back on the follow-up list after Sept. 11/15 meeting to further determine course of action.

October 9, 2015

80/275 signalized intersections in Saskatoon are equipped with audible pedestrian signal devices. There is work being done to retrofit existing high pedestrian traffic intersections with APS. New development areas will have APS installed.

February 12, 2016

Planning and Development, Senior Planner Lau spoke and answered questions of the Committee regarding pedestrian signals in the Downtown area.

October 9, 2015

Traffic Operations Engineer, Transportations Lazic gave an update on the downtown audible pedestrian signals. Mr. Lazic reported that since the last Committee meeting held on September 11, 2015 that all audible pedestrian signals have been replaced, or fixed.

September 11, 2015

G. Lazic and J. Magus both with COS Transportation Division presented a letter written by the Transportation & Utilities Department to the AEBC, Saskatoon Chapter addressing this matter. Mr. Lazic will update the Committee in Oct. on the 25th St. & Idylwyld Dr. intersection.

Saskatoon Accessibility Advisory Committee

Matters for Follow-up

Persons with Disabilities Parking

The matter has been put back on the follow-up list after Sept. 11/15 meeting to further determine course of action.

April 21, 2017

In the absence of the Chair, the Committee Assistant reported that the Standing Policy Committee on Transportation, at its meeting held on April 4, 2017, resolved that the matter of a term-limit and tracking of loading zones in residential areas be referred to the Administration for a report.

March 10, 2017

Special Projects Manager, Permitting and Policy Services Russell and Transportation Engineer Marvoux were present to speak to the loading zone placards and disabled parking signage.

Special Projects Manager, Permitting and Policy Services Russell spoke to the parking programs available to disabled persons. The Committee was informed of the City of Saskatoon Disabled Parking Permit and that it can be obtained at a low cost. The Committee raised concerns regarding the lack of information available to the public regarding the additional option of the City of Saskatoon Disabled Parking Permit. The additional permit would provide more parking options for those in need.

Transportation Engineer Marvoux spoke to the issuing of signs and disabled parking zones. The residential parking zones and loading zones are self-regulated based on requests submitted and approved based on the criteria required. Enforcement on these zones are on a call-in basis. The use of these zones are not monitored and typically are requested for removal as a ticket is issued if reported.

Access Transit Manager Howe advised that the Access Transit bus drivers will be requested to provide locations where additional loading zones are required.

Discussion followed and the Committee agreed that there is a need of a term-limit on loading zones in residential areas including follow-up tracking regarding the removal of the signs. A term-limit would assist in removing the unnecessary residential loading zones if the resident moves or passes away thus minimizing the misuse of the zone.

ACTION: Letter to the Standing Policy of Transportation recommending that the Administration explore options for placing a term-limit on loading zones in residential areas and options for follow-up regarding tracking of these signs when no longer required; and update the Committee at the appropriate time.

February 10, 2017

Follow up to discussion the Committee requested to have the Director of Community Standards to attend the next meeting to address loading zone placards loading zone signage in residential areas and disabled parking signage.

Saskatoon Accessibility Advisory Committee

Matters for Follow-up

Sept. 9/16 – Y. Li, Transportation & Utilities, reviewed the submitted report regarding proposed loading zones policy & disabled parking zones policy. The Committee resolved that the Admin look into options for placing a term-limit on residential loading zones and look into options for follow-up regarding tracking the removal of these signs & update the Committee at a later date. L. Saar, Community Services updated the Committee regarding loading zone placards and loading zone sticker issuance along with the installation of loading zones.

Feb. 12/16 – Community Standards, Director Hildebrandt spoke and answered questions of the Committee regarding the disability placards and stickers for parking.

Nov. 13/15 – The Committee discussed the availability of Handicapped Parking Stalls in front of businesses in Saskatoon. The Committee suggested that the Director of Community Standards Hildebrandt attend the January 8, 2016 meeting.

Oct. 9/15 – Director of Community Standards, Hildebrandt provided an update on the intent of future work to more accessible parking spots and their size; loading zones; and asked the Committee their views on the permit parking policy and what they believe is needed. The Committee agreed that the City should continue to use both the stickers and vehicles tags, as well as, moving to more defined impaired parking spots.

Sept. 11/15 – It was determined to invite Dir. of Community Standards Hildebrandt to the Oct. mtg. to provide an update.

Jun 12/15 – Dir. of Community Standards Hildebrandt provided an update on the intent of future to accessibility spots and their size, loading zones, and a review of the permit parking policy. Administration welcomes feedback from the public on any parking services project.

May 8/15 – G. Kozlow circulated a Star Phoenix article on the shortage of downtown disabled parking. It was suggested to invite parking services administration for an update.

Mar 13/15 – There are a few glitches with the new system that are being rectified. Max. time currently allowed to park is 90 mins., meters work by inputting the vehicle license, payment at the meters can be cash, credit card or PayPal, parking ambassadors are patrolling the streets to assist the public with the operation of the new meters.

Jan 9/15 – Parking issues/concerns are to be addressed to Community Standards Division. Parking policies are being reviewed through the 2015 Parking Study.

Saskatoon Accessibility Advisory Committee

Matters for Follow-up

Public Transit and Access Transit

Follow up as appropriate

April 21, 2017

Access Transit Manager Howe reported that the new automated reminder system for Access Transit is active and provides reminder phone calls. This system will assist in the late cancellations and no shows.

January 13, 2016

Approximately 30 Access transit buses in the current fleet. All buses have automated voice announcements.

October 9, 2015 – Access Transit Manager, Bob Howe was in attendance and provided an update to the Committee on the Access Transit Annual Report. Mr. Howe updated the Committee on the following:

- Seeking information from the public regarding their personal limitations with Transit and Access Transit buses.
- The future idea is to have all buses be more accessible for those with mobility issues, including turning radius, announcements over the speakers, and digital destination boards.

Operations Managers, Michael Moellenbeck and Harold Matthies spoke and answered questions of the Committee on Transit updates. Mr. Matthies and Mr. Moellenbeck updated the Committee on the following:

- Transit is looking at developing a mobile app based system for the public to use regarding public transit.
 - Training bus drivers to become more of a 'tour guide bus driver' to aid those impaired when taking the bus to aid the public that take the bus.
-

September 11, 2015 – Committee members shared experiences from Aug. 26/15 regarding their participation with Saskatoon Transit Voice Announcement System (ITS). On-going issues remain with bus drivers not calling out bus stops.

May 8, 2015 – Access Transit Manager Howe was updated on staff inconsistencies with calling out bus stops.

March 13, 2015 – All buses are now part of the new tracking system implemented due to the new City website. Some staff continues to not call out bus stops.

Saskatoon Accessibility Advisory Committee Matters for Follow-up

Sidewalks and Access Ramps

Action Plan for Accessibility and Safety Sidewalks and Access Ramps Accessibility of Saskatoon

January 12, 2016

Curb ramps are being installed in new neighbourhood designs. The city developed a 10 year plan to address priority locations for curb ramps.

February 12, 2016

Major Projects, Traffic Management Engineer Frank spoke on the city-wide sidewalk assessment study that took place and answered questions for the Committee and answered questions of the Committee regarding the city-wide sidewalk assessment study. Discussion ensued regarding sidewalk safety and access ramps in the Downtown area. The Committee shared their appreciation toward the improvements made so far on the sidewalks.

Planning and Development, Senior Planner Lau spoke and answered questions of the Committee regarding plans for 2016 sidewalk improvements. Mr. Lau shared Urban Design's upgrade to the tree grates on the sidewalks and the improvements they have made to them and future plans pertaining to tree grates.

Transportation, Traffic Management Engineer Matt spoke and answered questions of the Committee regarding access ramps throughout the city. Discussion ensued regarding the condition of access ramps and funding for improvements.

Saskatoon Accessibility Advisory Committee Matters for Follow-up

Establishing Accessible Design Standards for New Buildings, Renovated Buildings and New Areas of Saskatoon.

Ensuring an enhanced accessibility level

April 21, 2017

Director of Building Standards, Kara Fagnou provided a presentation highlighting changes to the National Building Code with respect to barrier free accessibility.

Ms. Fagnou addressed questions related to the implementation of the new National Building Code. The Committee was advised that home owners and building owners can become barrier free at any time. It was noted that older properties would be exempt to the new Building Code standards however, renovations or a change in use could require modifications as set out in the Code.

January 13, 2017

Committee discussed the sidewalk accessibility at the new hotel site adjacent to the Saskatoon Fieldhouse. Director of Recreation and Community Development Lacroix to provide an update regarding the site plan related to accessibility. Accessibility at linear parks was another subject of discussion.

01-5576-103 - ACCESSIBILITY ADVISORY COMMITTEE - 2017 BUDGET - \$3,000

DATE	NUMBER	DESCRIPTION	DEBIT	CREDIT	BALANCE	GL	TOTAL SPENT	BUDGET REMAINING
		Beginning Balance			0			\$3,000
		Remaining Balance						\$3,000