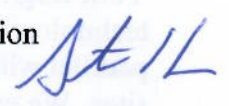


MEMORANDUM

TO: Chair and Members of the Accessibility Advisory Committee (ACC)

FROM: Steven Kemp, Director, Traffic Management & Intelligent Transportation Systems 

DATE: September 15, 2011

RE: Accessible Pedestrian Signal Program Status 2011

PURPOSE

In response to an operational inquiry from the public, and a request for information from Councillor Spatafora, the following provides a status report for the York Region Accessible Pedestrian Signal Program as of September 2011.

This memorandum provides:

- background and current status information on York Region's Accessible Pedestrian Signal (APS) Program;
- information concerning the new Transportation Association of Canada guidelines for APS; and
- an overview of the planned operational updates for the intersection of Yonge Street at 16th Avenue / Carrville Road to assist local pedestrians with disabilities at these traffic control signals.

BACKGROUND

Since 1999, York Region has deployed Accessible Pedestrian Signals (APS) at 37 intersections across the Region (see Appendix A for a complete list). At its meeting of December 9, 1999, in response to a growing number of requests for APS, Regional Council adopted a policy, Clause 8, embodied in Report No. 16. This policy provides staff with criteria to determine the suitability of accessible pedestrian signals (APS) at a requested location. Also in 1999, Regional staff and the Canadian National Institute for the Blind (CNIB) prepared installation guidelines which have since served York Region in its physical installation and operational design practices for APS devices.

In 2007, the Transportation Association of Canada (TAC) issued its "National Guidelines for the Use and Installation of Accessible Pedestrian Traffic Signals". These guidelines were developed cooperatively with contribution and support by the CNIB, mobility specialists, and public

agencies with APS experience from across Canada (including municipal and provincial agencies and Transport Canada). These guidelines significantly updated the previous provisions for APS within the TAC Manual of Uniform Traffic Control Devices for Canada (MUTCDC). The guidelines provide updated assistance on the placement of APS at intersections, their operation (both from a public-user perspective and from the operating agency perspective), and their maintenance.

York Region is currently in the process of updating our deployed APS system inventory to newer technology that better suits the current APS guidelines. This upgrade process is proceeding in parallel with our new APS installations, and will not delay the deployment of newly requested sites. We expect this upgrade process to be complete in 2012.

The CNIB has reported significant safety benefits of APS for people with low vision. The CNIB reports that these safety benefits have improved the quality of life for a number of their patrons, and training programs on the proper use of these devices are provided by the CNIB in their mobility-training programs.

ANALYSIS

Program Expansion

As each APS request is received from the community, the request is reviewed using the guidelines developed with the CNIB, and the design guidelines provided by the Transportation Association of Canada (TAC). CNIB is advised of each request. Typically, through the year, the CNIB and the Region receive approximately five requests for APS devices. As a result, the program expansion is based upon requests received from the community, and installation opportunities through capital programs (e.g. the vivaNext program is installing APS at each rebuilt intersection).

The Transportation Services Department funds the installation of APS through a Capital Program dedicated to making improvements required under Accessibility for Ontarians with Disabilities Act (AODA) legislation. This Capital Program also pays for pedestrian ramp installations, pushbutton installations, and other facilities that improve the pedestrian environment for people with disabilities. Within our AODA budget planning process, York Region expects to install approximately five APS installations per year.

Current Status

To-date in 2011, activities in York Region's Accessible Pedestrian Signal (APS) Program have included:

- A training program to familiarize Regional staff with the new Transportation Association of Canada (TAC) design guidelines for Accessible Pedestrian Signals;
- A continuation of York's program to upgrade the APS technologies already deployed to suit the new TAC guidelines; and
- Design work for the requested installation sites.

The APS locations scheduled for installation include:

Main Street	Side Street	Status
Yonge Street	16 th Avenue/Carrville Road	Installation in Autumn 2011 (October/November)
Yonge Street	Regatta Avenue	
Yonge Street	Bloomington Road	
Yonge Street	Davis Drive	
Davis Drive	Patterson/Roxborough	
Bayview Avenue	Romfield Circuit North	Expected installation in 2012
Kennedy Road	Helen	
Woodbine Avenue	Riverglenn	
Woodbine Avenue	Arlington	
Woodbine Avenue	Morton Avenue	
Davis Drive	Leslie Street	
Yonge Street	St. John's Sideroad	

This number of installations represents an increase in activity over previous years. Additional new installations will be considered as needs arise. However, as part of the vivaNext program, APS will also be installed in conjunction with the vivaNext rapidway construction.

Planned APS Operation for Yonge Street at 16th Avenue / Carrville Road

A preliminary installation and operational design has been completed for this site, and it is anticipated that the installation will proceed in October/November of this year. APS pushbuttons will be installed on each corner of this intersection, and for each direction of pedestrian travel.

CONCLUSION

Currently, York Region has 37 signalized intersections across the Region that is equipped with APS. The Region continues to install new APS as requests are received, and to notify CNIB of requested locations. Upon completion of the APS locations schedules for installation, the total number of signalized installations with APS will be 49 locations.

Appendix A

Existing Accessible Pedestrian Signal Locations in York Region
As of September 1, 2011

Install Date	Main Street	Side Street
07-Dec-10	Warden Avenue	Enterprise Way
16-Sep-10	King Road	Highway 27
15-Jul-10	Bayview Avenue	Green Lane / Shouldice Hospital
15-Jun-10	Yonge Street	Blackforest Drive / Worthington Avenue
11-Jun-10	Yonge Street	King Road
09-Mar-10	Keele Street	Drummond Road
27-Feb-10	Highway 7	Bullock Drive / Markham Mews Plaza
04-Jun-09	Highway 7	Robinson Street / Bakerdale Road
11-Mar-09	High Street	Middle Street
07-Nov-08	Major Mackenzie Drive	Essex Avenue / Newkirk Road
07-Nov-08	Yonge Street	Baif Boulevard / Observatory Lane
01-Nov-08	16th Avenue	Mintleaf Gate / Swan Lake Boulevard
02-Sep-08	Yonge Street	Weldrick Road
13-May-08	Highway 7	McCowan Road
27-Nov-07	Yonge Street	Bantry Avenue / Scott Drive
09-Nov-07	Metro Road	Simcoe Avenue
20-Jun-07	Davis Drive	Ashton Road/ Carlson Drive
11-Apr-07	The Queensway	Metro Road / Morton Road
08-Mar-07	Leslie Street	Commerce Valley Drive
2007	Dufferin Street	Confederation Parkway

2007	Yonge Street	Oak Avenue / Northern Heights Boulevard
26-Sep-06	Warden Avenue	Clegg Road
23-Aug-06	Davis Drive	The Tannery Entrance
15-Jun-06	Yonge Street	Clearmeadow Blvd. / William Roe Blvd.
05-Jun-06	Yonge Street	Harding Boulevard
22-Mar-06	Yonge Street	Wellington Street
01-Apr-06	Yonge Street	Beresford / Westwood Lane
30-Nov-05	Yonge Street	Ashfield Drive / Maple Grove Avenue
10-May-05	Mulock Drive	Columbus Way / Doubletree Lane
10-May-05	Warden Avenue	Denison Street
08-Dec-03	Yonge Street	Clark Avenue*
05-Dec-03	Yonge Street	Savage Road N. / Sawmill Valley Drive
15-Aug-01	The Queensway	Glenwoods Drive
16-Dec-00	Bathurst Street	Clark Avenue*
31-May-99	Bathurst Street	Keith Avenue
31-Mar-99	Dufferin Street	Glen Shields Avenue N / Draper Blvd.
31-Mar-99	Yonge Street	Royal Orchard Boulevard*

*Planned for APS technology update

GL:jm