

**Disability Issues Advisory Committee
Comité consultatif sur les handicaps**

**Agenda 3
Ordre du jour 3**

**Thursday, March 16, 2000 - 12:30 p.m.
Le jeudi 16 mars 2000 - 12 h 30**

**Fuller Room, Terrace Level
Bytown Pavilion, City Hall**

**Salle Fuller, Niveau Terrasse
Pavillon Bytown, hôtel de ville**

**Adoption of Agenda
Adoption de l'ordre du jour**

**Confirmation of Minutes
Ratification des procès-verbaux**

Minutes 2 (February 15, 2000)

Procès-verbal 2 (Le 15 février 2000)

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Deadline for material to be included in the next agenda

Date limite de présentation des documents à inclure dans le prochain ordre du jour

Should you wish to include an item on the next agenda, please submit the information to the Assistant by **Noon on Tuesday, April 4, 2000**.

Si vous désirez ajouter un article au prochain ordre du jour, veuillez le faire parvenir à l'adjointe d'ici au **mardi 4 avril 2000, à midi**.

Next Meeting

Prochaine réunion

The next regular meeting of the Committee will take place on **Thursday, April 20, 2000, at 12:30 p.m.**, in the Fuller Room, Bytown Pavilion, Terrace Level, City Hall.

La prochaine réunion ordinaire du Comité aura lieu le **jeudi 20 avril 2000, à 12h30**, dans la salle Fuller, pavillon Bytown, niveau terrasse, hôtel de ville.

Members' Reports - Enquiries

Rapports des membres - demandes de renseignements

Bob Brown, Chairperson/Président

Barry McMahon, Vice-Chairperson/Vice-président

Michael Brady

Jennifer-Ann Eastham

Leonard Grace

Nicole Hudson

Tom Parker

Surat Turcot

Sylvia Weiser-Picciano

Non-Voting Member
Membre sans droit de vote

Councillor/Conseiller Jim Bickford

Adjournment
Levée de la séance

CAL



February 17, 2000

CC2Z2000064

(File: ACV3224/0110)

Ward/Quartier

City Wide

1. Bus Ticket Reimbursement

Remboursement des billet d'autobus

Memo / Note de service

To / Destinataire
Présidents des comités consultatifs

le 14 février 2000

From / Expéditeur
P. G. Pagé
Directeur, Services au Conseil et services
officiels
Services intégrés

N/Réf.
ACS1999-CC-PPB-0018

Subject / Objet: Remboursement des billets d'autobus

Lors de sa réunion du 3 novembre 1999, le Conseil municipal a donné son aval au lancement, le 1^{er} décembre 1999, d'un projet pilote de 12 mois qui prévoit le remboursement des billets d'autobus aux résidants qui assistent aux réunions du Conseil, des comités permanents et des comités consultatifs, s'ils en font la demande et s'ils produisent une correspondance d'autobus valide. Le projet fera l'objet d'un examen en janvier 2001.

Veuillez donc noter que, conformément à l'approbation du Conseil et aux pratiques de vérification courantes, des reçus doivent être produits (sous forme de correspondances d'autobus).

Cette exigence est stipulée au calendrier des réunions publié dans les quotidiens locaux et sur tous les avis publics affichés à cet égard.

Il serait apprécié que vous assuriez votre concours au personnel chargé d'administrer ce dossier.


P. G. Pagé

SEF:sef

c.c. Membres du Conseil municipal



City of
Ville d' **Ottawa**



December 8, 1999

CC2Z1999329
(File: ACS1384/0300)

Ward/Quartier
City Wide

3. Accessible Taxis
Taxis accessible



February 15, 2000

ACS2000-CV-DIA-0001
(File: ACS1300)

Disability Issues Advisory Committee

Ward/Quartier
City Wide

- Policy, Priorities and Budgeting
Committee / Comité des politiques, des
priorités et des budgets

Action/Exécution

3. Licenses - Taxis - Accessible Cabs Permis - Taxis - Taxis Accessibles

Recommendations

1. That the Department of Urban Planning and Public Works and the Office of the City Solicitor develop the legislative requirements in the format of an application for special legislation for the “new” City of Ottawa to license, regulate and govern accessible taxicabs separately from taxicabs, and submit a report to City Council for its consideration.
2. That City Council, on approving the report referred to in Recommendation 1, forward the item to the “new” City of Ottawa requesting that the legislative authority be obtained as a priority.
3. That City Council, on approving Recommendation 1, forward its decision to the Transition Board so that the Board is aware of the community need for accessible taxicab service and request that the Board take whatever action it considers appropriate in the transition phase for the “new” City of Ottawa.

Bob Brown
Chairperson

CL:cl

Contact: Bob Brown 731-1989
Carole Langford - 244-5300 ext. 1-3617

Financial Comment

Mona Monkman
City Treasurer

XX:xx

Executive Report

Reasons Behind Recommendation

At its meeting of November 18, 1999, the Disability Issues Advisory Committee discussed the current accessible cab situation in the Region including the regulatory framework (Provincial legislation and municipal licensing), the reasons the private sector has not seen fit to offer the service in quantity, and the options that might be available to the City to ensure adequate accessible cab service.

The views of the Committee were in regards to OC Transpo's suggestion, repeated in the newspaper editorial, that to encourage provision any licensed accessible cab should be granted access to able-bodied fares throughout the Region instead of just within the boundaries of the municipality of license. The Committee agreed that while any first steps are welcome the idea is at best only a partial solution. For example, there would be no guarantee that priority service would be given to persons with disabilities, there would be no guarantee that a "critical mass" of accessible cabs would be provided, and without one broker managing a "fleet" there would be no central call and dispatch centre, and no assurances that there would be around-the-clock service.

The Committee discussed several options, including:

- accessible cabs to pick up able-bodied fares but with persons with disabilities somehow assured priority;
- to write the Editor of the Citizen with DIAC's views on the O-C Transpo (and editorial)suggestion
- to write Mayor Watson requesting that he ask the Province for changes to the legislation;
- to recommend legislative changes by way of submission to PP&B and CC

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Consultation

The Department of Urban Planning and Public Works, City Solicitor and Taxi Advisory Committee

DIAC at its meetings of November 18, 1999 and February 15, 2000 discussed the above-noted item.

Disposition

Department of Urban Planning and Public Works and Office of the City Solicitor.

March 8, 2000

CC2Z2000082
(File: ACS1300)
Ward/Quartier
City Wide

5. Outline of Presentation on DIAC's Role (Michael Brady)

Grandes lignes de l'exposé sur le rôle du Comité consultatif sur les handicaps (Michael Brady)

Outline of Presentation on DIAC's Role
DRAFT

1. What is it?

- a) Mandate
- b) Composition
- c) Brief History

2. Goals and Objectives

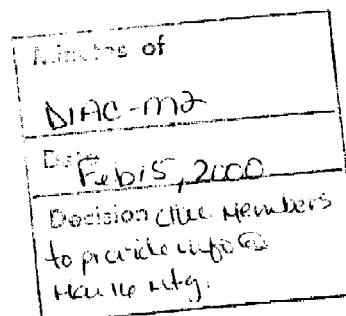
(See Annual Report)

3. Current Focus

- a) Consultant, advisor to Council
- b) Site Plan Review
- c) Advisory Role on Taxi Committee
- d) Liaison with Equity and Diversity Committee
- e) Transition to new Municipal Structure

4. Major Issues

- a) Awareness.....training councillors and municipal staff of new city ;creating award to recognize developers, architects whose design is noteworthy for its sensitivity to the needs of the disabled
- b) Accessibility to Facilities... program to audit public facilities and assign a rating of their accessibility; promoting the posting of a sign on premises based on Hotel Canada access symbol standards and publishing such info. in tourist guides and other media
- c) Ontario Disabilities Act....
ensuring all stakeholders are consulted, providing input to provincial ODA committee
- d) Taxi Service to Disabled Community... revision to provincial law(s) giving municipalities freedom to create a separate class of licensees whose primary role is to serve the disabled community
- e) Promotion of Barrier Free Housing Design for new or renovated houses... waiver/reduction of building permit fees
- f) Appropriate Number of Disabled Parking Spaces in Public and Private lots...revision to municipal bylaw: space credit to owners who exceed minimum requirements
- g) Deficiencies in legislation, building codes e.g. all new public parking garages should be barrier free
- h) Presence of access barriers in major public facilities e.g. shopping malls
- i) Para Transpo service...identifying deficiencies e.g. St. Laurent Shopping Centre pick-up of movie patrons in the evening





March 8, 2000

CC2Z2000081
(File: ACS1300)

Ward/Quartier
City Wide

- 6. Update - Ontario Disabilities Act (Barry McMahon)**
Mise à jour - Loi de l'Ontario sur les handicaps (Barry McMahon)

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December 8, 1999

CC2Z1999326
(File: ACS1300)
Ward/Quartier
City Wide

9. Traffic Calming Measures Evaluation Study

Étude de l'évaluation des mesures de modération de la circulation

December 2, 1999

TAC3000/0202

Distribution List

Dear Sir/Madame:

Subject: Traffic Calming Measures Evaluation Study

The City of Ottawa and the Region of Ottawa-Carleton have implemented a number of traffic calming measures in recent years as pilot projects with the intent to evaluate these from a technical, safety, environmental, community, and to a limited degree, economic cost/benefit perspective. To ensure a consistent evaluation methodology for the pilot measures on city and regional roads, many of which resulted from joint traffic calming studies and plans, the city and region have initiated a joint evaluation study and has retained the services of a consultant to assist in undertaking the joint evaluation. The results of the evaluation is intended to assist in the development of a traffic calming policy for the City and possibly for the Region.

The consulting firm retained for the joint evaluation study is Synectics Consulting Inc. This firm has strong expertise in both the technical aspects of transportation planning and engineering and the softer environmental and community considerations that are important in assessing how well traffic calming measures have achieved their technical and community objectives. Also, Synectics has not been involved in any of the traffic calming initiatives of the City or Region which will allow them to bring objectivity to the evaluation study, while drawing on their experiences in similar projects in other jurisdictions. This is considered important for the traffic calming evaluation study.

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A critical element of the work of the consultant will involve developing and administering a consultation program using a variety of techniques to gather input from residents along streets and within areas where traffic calming measures have been implemented, as well as from a variety of roadway users including cyclists, pedestrians, and commuters in addition to technical agencies such as emergency services, transit, school bus operators, and roadway operations. The consultation program will be initiated over the coming weeks and will involve public meetings within selected communities, distribution of questionnaires, and focus group sessions with various groups and agencies.

Your organization has been identified as a group whose input on experiences and concerns is considered important in the evaluation study. Towards this end, a representative from Synectics will be in touch with your organization in the near future to arrange either a focus group session, telephone interview, or you may be sent a questionnaire to be completed and returned. This will be confirmed by the Synectics representative when your group is contacted.

For your information, the attached listing identifies the locations where measures are being evaluated. This is a selected group of locations to represent a cross-section of measures, locational characteristics, and urban/traffic conditions.

Should you have any questions, or should you wish additional information, please call Mr. John Smit, at 244-5300-1-3866.

Yours truly,

Richard Hewitt
Director, Licensing, Transportation and Buildings

JS:js
AG EXP DIAC 3.wpd

c.c. Regional Councillors (Holmes, Meilleur, Davies, Doucette, Byrne, Stewart)
City Councillors (Arnold, Emard-Chabot, Little, Berg, Kolbus, Bickford)
Synectics Consulting Inc.
John Buck, ROC
Geoff Noxon, ROC

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LOCATIONS AND MEASURES TO BE EVALUATED

The specific location of devices to be evaluated and details of the specific traffic calming features associated with each location are summarized as follows:

Centretown

- Lyon Street speed humps and raised intersection, including the Gladstone Avenue approach,
- Cartier Street raised blocks, raised intersections and curb extensions

Sandy Hill

- Stewart Street speed humps
- Sandy Hill curb extensions (Laurier Avenue, Chapel Street, Osgoode Street)

Parkdale Area

- Parkdale Avenue curb extensions, medians, and parking changes
- Sherwood Avenue curb extensions

Carlington

- Laperriere Avenue speed humps and raised median islands

Island Park, Kirkwood, Churchill Area

- Merivale Road speed hump,
- Narrowings, raised intersection on Scott Street and Churchill Avenue,
- Narrowings on Clearview Avenue

Old Ottawa South

- Sunnyside/Grosvenor raised intersection
- Riverdale speed hump

Somerset Heights/Dalhousie

- Cambridge Street North chicane

Glabar Park

- Lenester Avenue curb extensions and mini traffic circle



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City of
Ville de **Ottawa**

Kimberwick/Quinterra

- Kimberwick speed humps

Britannia

- Britannia whole block curb extension and raised median island

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Disability Issues Advisory Committee (Agenda 3 - March 16, 2000)
Comité consultatif sur les handicaps (Ordre du jour 3 - Le 16 mars 2000)

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March 8, 2000

CC2Z2000085
(File: ACS1300)
Ward/Quartier
City Wide

10. CSA Barrier-Free Guidelines - Electric Wheelchairs

Lignes directrices de l'ACNOR sur la conception - Fauteuils roulants électriques

Langford, Carole

From: Peart, Grant
Sent: Tuesday, February 29, 2000 11:39 AM
To: Langford, Carole
Cc: Brown, Terence
Subject: Accessibility Question to Ask the Disabled Issues Advisory Committee - Electric Wheelchairs

Hi Carole:

As we embark on accessibility improvements, one issue has surfaced which Terry Brown and I would like to ask the DIAC Committee to provide some input on. That is - Do the current CSA Barrier-Free Guidelines adequately address the needs of persons using electric wheelchairs?

It would appear that more and more people are using these mechanical wheelchairs, but it would seem that these chairs have different capabilities and requirements. For instance, they are higher than the more traditional wheelchairs and so, do they require a higher clearance distance below sinks, counters, etc. beyond the existing guidelines. Another is the question as to whether they can achieve as tight a turning radius as the traditional chairs can, so as to allow, for example, the user to navigate what is considered an accessible washroom cubicle opening of 1500 x 1500?

It would be appreciated if you could put this issue on the next DIAC agenda, and provide any input that may assist us.

Thank you.

Grant

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Comité consultatif sur les handicaps (Ordre du jour 3 - Le 16 mars 2000)

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March 11, 2000

CC2Z2000086

(File: ACS1300)

Ward/Quartier

OT10 - Alta Vista - Canterbury

11. Automatic Doors - Canterbury High School

Portes automatiques - École Secondaire Canterbury

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February 13, 2000

Dear chairperson, (DIAC)

My name is Sutida Marie Turcot. I am a grade twelve student at Canterbury High School in Ottawa. Earlier this school year, it came to my attention that although our school serves as an educational facility for 21 physically challenged students and has a fully-functional orthopedic unit, we do not have an easy access, automatic door. Before the Christmas break, I talked to Mr McMahon, our principle about my concern. He was very enthusiastic and supportive and thought it was a good idea. In January, I was pleased to see that ramps were being built for the portables at the back of our school to make it possible for all students to have access.

To date, we have already obtained a preliminary estimate through the board of education of approximately \$5 000. Mr. McMahon assures me that a more precise estimation will be available shortly (from the same people that installed the ramps). I am waiting for this information before I go on to the next step of forming a committee of students willing to head the project. Generously, the school will be paying for half the costs (it is already budgetted) and the other half will be done by fundraising through the students. The general school population does not yet know what is going on so the first task will be to heighten awareness. I have started by writing an article for the school newspaper. I have also talked to various other groups around school such as Students' Council and COAP (the Community Outreach Awareness Program). I have also talked to the organizers of the annual school Fashion Show and Oscar Night who have shown their support and have said it would be likely that the profits from these events will go toward the door (usually, a charity would be picked).

The feeling I am getting from the people that I have talked to is very positive. A lot of people couldn't believe we didn't already have an automatic door installed, and that no one had ever thought about getting one installed before. I guess sometimes it's not the first thing you see.

Generally, this is what has come to pass so far. Any advice from the committee about fundraising activities or about fun ways to raise awareness would be much appreciated. I am very proud that our city has such a committee established; it reminds of what a great country Canada is. Thank you very much for your time and your interest and concern in this matter. I hope to hear from you.

Yours Truly,

Sutida Marie Turcot

(Sutida Marie Turcot)

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March 11, 2000

CC2Z2000087
(File: ACS1300)
Ward/Quartier
City Wide

12. Report on Advisory Committee Structure
Rapport sur la structure des comités consultatifs

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March 13, 2000

ACS2000-CV-DIA-0002
(File: ACV1354/0110)

Disability Issues Advisory Committee

Ward/Quartier
City Wide

- Policy, Priorities and Budgeting Committee / Comité des politiques, des priorités et des budgets
- City Council / Conseil municipal

Action/Exécution

12. New Municipal Model - Advisory Committee Structure Translation

Recommendations

1. That City Council include in the new municipal model an Advisory Committee structure such as the ones currently in place in City of Ottawa.
2. That the current Advisory Committees of the City of Ottawa, in collaboration with similar Committees from the other municipalities which will form the new City of Ottawa, where appropriate, be included in the transition process as Advisory Committees to the transition board.

Chairperson

BB:be

Contact:

Carole Langford 244-53001-3617

Draft • Ébauche

Financial Comment

Mona Monkman
City Treasurer
XX:xx

Executive Report

Reasons Behind Recommendation

All Advisory Committees met individually and approved the above motions. The Advisory Committees have listed what Advisory Committees bring to a new city. By having Advisory Committees, Council has access to a larger variety of knowledge, expertise and experience to make informed decisions.

Advisory Committee on Equity Diversity (ACED)

The Committee was established towards the realization of a National Capital which, will be a model City for harmonious race relations in Canada

The Committee was established to monitor and advise on the implementation of the Multiculturalism Policy by:

- S Cooperating with local and regional bodies to ensure the avoidance or the elimination of racial discrimination in their policies and practices.
- S Cooperating and supporting other organizations, associations and bodies with similar objectives.
- S Encouraging the formation and development of visible minority groups which, through activities and services of a self-help nature, can better meet the needs of their own members.
- S Promoting a better understanding of different cultures and values.

The Committee is providing external advocacy as per City Council approved policy in the



following areas:

- S Constitutional Issues
- S Policing/Community Relations
- S Human Rights

Advisory Committee on French Language Services (ACFLS)

Among other things, the role of the City of Ottawa Advisory Committee on French Language Services (ACFLS) is to advise the City and report on community concerns and trends in regard to official languages and City services.

Given that Ottawa City Council has recognized French-language service delivery as a priority issue for the new city, and that the City of Ottawa has the most comprehensive policy and structure to address the issue of French-language services, we ask that City Council make its Advisory Committee on French Language Services available to the Transition Team.

Disability Issues Advisory Committee (DIAC)

Environmental Advisory Committee (EAC)

The EAC provides an opportunity for residents to have input to City Council as outlined in its mandate:

- to advise on the effectiveness of policies and programmes of the City directed to the preservation of the quality of the natural environment.
- to advise on the state of the natural environment in Ottawa and environs.
- to advise on private and Government programmes affecting the natural environment.
- S** to hold public hearings, solicit advice and undertake research.
- to advise on other programmes and measures on protection and enhancement of the natural environment.

To this end the EAC attracts people who have a personal interest, an educational and/or business background relating to environmental issues. Having such a wealth of expertise to draw on at such a low cost has proved invaluable to Council and staff on all aspects of the environment. The sub committee structure used by the City of Ottawa EAC would also be a

great model for the new City of Ottawa EAC, with the anticipated size and diverse issues that will be faced by the new EAC.

Local Architectural Conservation Advisory Committee (LACAC)

LACAC members feel strongly that the New City should include voluntary citizens participation in municipally administered Advisory Committees. Such committees would be comprised of members selected for their expertise and abilities to advise the new council.

The existing Advisory Committee members at the City of Ottawa and around the region of Ottawa-Carleton are in a position to offer their assistance to the transition team. It is LACAC's hope that the transition team would take advantage of such expertise.

Taxi Advisory Committee (TAC)

The Taxi Advisory Committee to the City of Ottawa Council believes that the restructuring of services that will take place as a result of the Transition to one City should include input from the local area municipalities' Advisory Committees. These groups are composed of ratepayers who have debated many of the issues you will be grappling with. They have been established with a variety of mandates and purposes in order to advise on these complex and highly important issues within the respective communities. These communities could provide valuable assistance with the immense challenge that the Transition Board has been tasked.

Disposition

That City Council forward the recommendations to the Transition Team

List of Supporting Documentation

Document 1 Why Advisory Committee are established



Part II - Supporting Documentation

S WHY ARE ADVISORY COMMITTEES ESTABLISHED?

To provide:

- * advice on major public issues and social trends
- * advice on organizing public input to a city study or project
- * specific technical expertise and advice, either on a short-term basis or an on-going long-term basis
- * a test of public attitudes and opinions on sensitive issues and initiatives
- * an enrichment of an existing public consultation process
- * resolution of clearly defined issues by the provision of options or direction for action

**THESE ARE TIED TO MUNICIPAL ISSUES AND CONCERNS
UNLESS OTHERWISE APPROVED BY COUNCIL**

HOW ARE ADVISORY COMMITTEES ESTABLISHED?

There are different categories of citizens advisory groups:

Council Advisory Committees which provide ongoing advice to City Council; the creation, membership, etc., is approved by City Council.

Corporate/Departmental Advisory Committees which provide ongoing advice to one or more departments and are recruited, selected and appointed by the lead department.

Task Forces which provide short term advice on specific matters. The terms of office, individuals or organizations, are approved by Council, with the exception of Task Forces set up by the Mayor.

Citizens Study/Project Committees which provide advice on very specific projects or studies. Criteria, etc., is approved by City Council, but the selection process and appointment is carried out by the lead department.

ADVISORY COMMITTEE RESPONSIBILITIES

i Advisory Committees are responsible to:

- . work towards the fulfilment of their mandates as approved by City Council
- . provide the best possible advice to City Council
- . follow City Council's procedures, by-laws and policies
- . provide City Council with annual reports on their accomplishments, priorities, etc.
- . meet with their standing committee at least once per year, usually when their annual report is before the standing committee



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City of
Ville of **Ottawa**

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October 8, 1999

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Ward/Quartier
City Wide

13. Committee Objectives year 2000
Les objectifs l'an 2000 du comité

**Year 2000 Objectives
for the
Disability Issues Advisory Committee**

| <i>OBJECTIVES</i> | <i>PROGRAMS/MISCELLANEOUS</i> | <i>MEMBER/SUB-COMMITTEE NAME</i> |
|---|-------------------------------|----------------------------------|
| S Working with the CAO's Office | | |
| S Working with UPPW on Task Force on Accessibility and; Accessibility Audit | | |
| S DIAC Forum | | |



| <i>OBJECTIVES</i> | <i>PROGRAMS/MISCELLANEOUS</i> | <i>MEMBER/SUB-COMMITTEE NAME</i> |
|---|-------------------------------|----------------------------------|
| S Provide advice to Council | | |
| S Represent TAC Represent ACED | | |
| S Breaking Barriers Award | | |
| S Organize an event to foster cross-disability cooperation; set common goals between groups | | |