

UNIVERSAL ACCESS-ABILITY ADVISORY COMMITTEE
Tuesday, July 6, 2021

A Regular Meeting of the Universal Access-Ability Advisory Committee convened on Tuesday, July 6, 2021 at 7:06 p.m. in Council Chambers, City Hall, 3000 Guildford Way, Coquitlam, BC, with the following persons present:

COMMITTEE MEMBERS: Councillor Bonita Zarrillo, Chair
Councillor Steve Kim, Vice Chair
Robert Bottos
Kiyō Breiting
Alex Kwan
Heather Lawson
Georgette Reyes
Matthew Sebastiani
Ross Renaud, SHARE Family and Community Services (arrived at 7:07 p.m.)
Husain Vahanvaty

REGRETS: Mary Ong, Tri-Cities Seniors Action Society
Pete Stone, Community Ventures Society
Iris Thompson, Canadian Council for the Blind – BC-Yukon Division

STAFF: Canisius Chan, Transportation Planning Manager
Zak Bennett, Planner 3
Kathy Ho, Senior Transportation Planning Engineer
Payvand Razaghizad, Planner 1
Jeri Hohn, Committee Clerk

CALL TO ORDER

The Chair acknowledged that the City operates on the traditional, ancestral and unceded territory of the kwikwəłəm (Kwikwetlem First Nation).

ADOPTION OF MINUTES

1. Minutes of the Universal Access-Ability Advisory Committee Meeting held on Tuesday, May 4, 2021

The Minutes of the Universal Access-Ability Advisory Committee Meeting held on Tuesday, May 4, 2021 were approved.

NEW BUSINESS

2. Blue Mountain Park Master Plan - Presentation

The Transportation Planning Manager noted that the item had been deferred to a future meeting.

3. **Bicycle Design Guidelines - Presentation**

The Senior Transportation Planning Engineer introduced herself and provided a presentation, referring to on-screen slides titled as follows:

- City-Wide Parking Review – UAAC Meeting – July 6, 2021
- City-Wide Parking Review
- City Parking Policies
- Active Transportation – Bicycle Design
- Bicycle Design Feedback
- Next Steps
- Thank You

The Committee provided input to the following focus questions:

- What are your thoughts about the bike racks in residential buildings, including storage and security?
- What are your thoughts about bike rooms? Do you think wash stations in bike rooms are a good idea?
- What are your thoughts about accessibility, e.g. wheel ramps?
- If you work in a building, what are your thoughts about repair stations/end-of-trip facilities there?

Discussion ensued relative to the following:

- The desire for a greater amount of visual signage to clearly direct special needs youth to bike storage areas
- The intent of proposed wash stations to primarily act as an amenity that would serve the buildings' residents and employees, and encourage greater use of bicycles
- The desire that the Guidelines ensure that bicycle storage facilities are designed so that they are easily accessible (i.e. close to building entrances), safe, and secure for users
- The number of bicycle parking spaces per dwelling unit under the current Bylaw and the proposed increase in the number of bicycle racks for commercial offices
- Examples of what the proposed Guidelines proposed to address relative to access, safety, and security within buildings
- Appreciation for the plan that new developments include infrastructure to support and promote bicycle transportation
- The belief that the lack of end-of-trip bicycle infrastructure in older buildings, strip malls, and parkades acts as a deterrent to bicycle ridership and the desire that they be retrofitted
- That the new Guidelines, if adopted, would only apply to new, private developments
- Concern regarding accessibility disparities could arise in future between older neighbourhoods without bicycle infrastructure and new neighbourhoods with bicycle infrastructure
- The review that the City was undertaking to consider short and long-term solutions to enhancing public bike parking
- That the Guidelines proposed that bike rooms include other basic repair and maintenance tools, in addition to wash stations
- Whether a bicycle education campaign could be undertaken by the City in tandem with the adoption of the new Guidelines to encourage greater bicycle ridership
- The City's plans to enhance and expand bicycle corridor infrastructure

- Details of the “Learn 2 Ride” pilot project being undertaken by the City in collaboration with HUB Cycling and the City of Port Moody
- Details of the “Bike to Shop” campaign being undertaken by the City in collaboration with HUB Cycling and with funding support from TransLink and Vancity
- That under the umbrella of transportation demand management, the City regularly considered different ways to incentivize sustainable modes of transportation
- That the Guidelines considered the provision of charging stations for electric bikes and bike storage facilities and racks to accommodate adaptive and larger bicycles
- The desire that directional and how to signage at locations such as SkyTrain be enhanced and simplified so that they clearly point users to bike storage rooms and/or locker locations and universally explain exactly how to lock up bikes

The Senior Transportation Planning Engineer noted that Phase 2 of the draft Bicycle Design Guidelines would be provided for public input during the July 12, 2021 Public Hearing.

4. Draft City Centre Streetscape Guidelines - Presentation

The Planner 3 and Planner 1 introduced themselves. The Planner 1 provided a presentation, referring to on-screen slides titled as follows:

- Draft City Centre Streetscape Guidelines
- Agenda
- 1 City Centre Area Plan
- 1 Vision
- 1 Implementation of the CCAP
- 1 Demographics in City Centre
- 2 Guiding Principles
- 2 Streetscape Zones
- 2 At the Street Level
- 2 Streetscape Levels
- 3 Safety and Accessibility
- 3 Public Realm Materials and Finishes
- 3 Greenways and Cycling Routes
- 3 Overview of Street Furniture
- 4 Discussion
- 5 Next Steps
- Thank You

A Committee member raised a concern regarding the safety of youth with accessibility issues walking across high traffic intersections located within the City Centre Area. In response, the Transportation Planning Manager spoke to the work being undertaken by Traffic Operations staff to implement leading pedestrian intervals on walk signals at crosswalks within the City to improve pedestrian safety. He noted that he and the Planner 1 could work together to confirm that the concern was addressed within the City Centre Area Plan.

The Committee considered the following focus questions:

- What are the accessibility challenges today in City Centre?
- Are there any gaps in the movement network in City Centre?
- Do you have any feedback on the style and use of the proposed street furniture?

Discussion ensued relative to the following:

- Support for the installation of leading pedestrian intervals at all City crosswalk locations to ensure the safety of residents and visitors, especially those with visual and other accessibility challenges
- Concern with the readability of the type of vertical street sign pictured as an example on the slide titled “3 Overview of Street Furniture” due to its brightness when lit
- The types of street frontages applicable to commercial, mixed use, and residential developments within the Area
- The desire for greater seating allowances and covered and/or shaded seating along boulevards within the Area to improve accessibility in all weather and encourage patronage at local small businesses
- How the Streetscape Guidelines could address the need for shade via seating infrastructure, weather protection canopies, and street trees
- The suggestion that the City install public use washrooms along the sidewalk system in the Area, similar to the self-cleaning and serviced facilities offered in Vancouver
- That the scope of the Streetscape Guidelines did not include public washrooms, however, a number of parks had been identified for future development in the area and the possibility that public washrooms could be accommodated within those parks
- The City’s intention to install water fountains in the downtown areas where high pedestrian traffic is anticipated, and the suggestion that the fountains be capable of refilling a water bottle to support foot traffic and tourism
- That the Streetscape Guidelines provide for spaces for art installations
- Whether the City had consulted with indigenous peoples regarding the possibility of their artwork being used for sidewalk displays
- Some details of the membership and purpose of the Beautification Committee established by the City
- The idea that unique crosswalk umbrellas could be installed to provide pedestrians with protection from both the sun and rain
- The desire that the City continue to advocate for public washrooms to be installed at Coquitlam SkyTrain Stations
- Details of the planned Buchanan Square/Spirit Square neighbourhood greenway
- The City’s intention to ensure that the Area’s spaces are designed for all ages and abilities so that people can easily and comfortably travel to key amenities, parks, and SkyTrain Stations
- The belief that it is important for the City to ensure that any street furniture installed within Area’s streetscape be accessible for people of all abilities

The Committee supported the suggestion that public use washrooms be installed along the Area’s streetscape. Committee members noted the lack of public washrooms at Coquitlam SkyTrain Stations, and spoke to their belief that the availability of public washrooms in the Area would improve accessibility for residents and visitors of Coquitlam.

The Committee members were encouraged to contact the Planner 3 directly with any further input.

5. **Biennial Education Event - Debrief**

The Chair noted the excellence of the panelists, the information they shared, and the learning

that she had personally experienced as a result of her participation. The Chair and Vice Chair spoke to the calibre of the planning, execution, engagement, and content of the event and thanked everyone involved.

At the invitation of the Chair, the Working Group Leader provided a debrief to the Committee, highlighting the panel of speakers and their discussion topics, the provision of ASL interpretation services, the pre-event promotions and a CBC interview, and the theme of the event, “Promoting Accessibility in the Post COVID-19 Era”.

Discussion ensued relative to the following:

- Expressions of appreciation to City staff for facilitating the event
- The excellence of the takeaways from the event
- The seamlessness of the ASL interpreters’ service
- The belief that the sound of the virtual event was superior to past in-person events
- The desire that the question and answer period had been longer
- Whether, in future, a way for participants to mingle with one another virtually could be provided
- The potential for a future event to be a part in-person/part virtual (hybrid) model
- The belief that a virtual model could allow greater accessibility and number of participants
- That, as requested by the Sub-Committee, a follow-up survey would be emailed to the event participants
- The hope that survey results, if any, could be shared during the next meeting

6. Transportation, TransLink and Other Departmental Updates (Standing Agenda Item)

The Transportation Planning Manager provided the Committee with an update, utilizing on-screen slides titled as follows:

- Transportation, TransLink, Other Departments Update – July 6, 2021
- COVID-19 Mobility Trends
- HandyDART Modernization
- Tactile Walking Surface Indicators
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5

The Transportation Planning Manager noted that his presentation would be circulated to the Committee, and asked that the members please consider the Tactile Walking Surface Indicators (TWSIs) alternatives and provide him with feedback by email.

Discussion ensued relative to the following:

- Whether TWSIs were specific to Coquitlam or included other jurisdictions
- That TWSIs were an initiative of TransLink’s and intention was to install them, in future, wherever there was a bus exchange across the Metro Vancouver region
- TransLink’s desire to receive input from municipalities regarding which TWSI alternatives would most likely be chosen for implementation at the City-level

- TransLink’s preference that all agencies work together to ensure consistent accessibility measures at bus stops across Metro Vancouver

The Chair encouraged the Committee to consult with their friends and family members who could offer input regarding TWSIs.

The Chair noted that she would like staff to seek input from the Committee’s representative for the Canadian Council for the Blind – BC-Yukon Division.

7. Accessible Communities Emerging Issues and Updates (Standing Agenda Item)

The Chair invited the Committee to share information regarding happenings and events occurring in their communities, including those related to the COVID-19 pandemic. The following information was shared:

- A concern regarding the intersection of Como Lake and Clarke Road, i.e. why the traffic sign advising drivers travelling south not to turn right on a red light was removed and the belief that it was unsafe for pedestrians crossing the crosswalk
- A concern regarding drivers speeding in the downtown core and whether the City could take action to deter speeders from speeding through the area
- Appreciation for use and effectiveness of the 2D police officer signs on local highways to reduce speeding
- Confirmation that “Constable Scarecrow” was an initiative of the RCMP

The Transportation Planning Manager undertook to follow-up on the traffic safety concerns and report back at a future meeting.

A Committee member raised concerns regarding vulnerable (homeless) people within the community and their access to, and protection from, extraordinary weather events. He suggested that Tri-Cities municipalities could improve proactive planning for such events to ensure that community refuge locations are well-advertised and opened in advance. He noted his belief that vulnerable people are experiencing accessibility barriers as a result of climate change impacts.

The Chair shared her understanding that seniors were disproportionately impacted by the recent extreme heat wave and asked the members to provide feedback regarding how to better reach and assist seniors and those with limited access and mobility during extraordinary weather events, whether the members had (or knew anyone who had) taken refuge in any of the City’s facilities during the recent heat dome, and whether or how they had heard about local cooling centres.

Key suggestions shared by members included getting the word out early and often regarding available community refuge locations, keeping those locations open longer, establishing an extreme weather event action plan, creating an asset map in consultation with community partners and posting it on the City’s website and social media channels, and possibly tapping into the extreme weather messaging services or other parallel systems to share resources and information with the public.

The Chair and the Vice Chair expressed appreciation for the Committee’s feedback and support for the idea that a map of Coquitlam’s community assets could be created and shared

with the public.

The Vice Chair spoke to his understanding of the availability of the City Centre Aquatic Complex for vulnerable people to shower and escape from the heat.

The Chair spoke to the efforts made by the City to provide support to residents and the community during the heat wave.

OTHER BUSINESS

NEXT MEETING DATE – September 21, 2021

ADJOURNMENT

The meeting adjourned at 9:01 p.m.

MINUTES CERTIFIED CORRECT

CHAIR



Jeri Hohn
Committee Clerk