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Alternative formats available upon request by contacting:

accessibility@ajax.ca or 905-619-2529 ext. 3347

1. Call to Order

2. Disclosure of Conflict of Interest

3. Approval of Minutes

3.1 June 18, 2015Page 3

4. Presentation/Discussion Items

4.1. Comprehensive Zoning By-law Review (6:00 – 7:00 p.m.)

Gary Muller, *Manager of Planning*

4.2 Region of Durham Transportation Master Plan Update (7:00 – 7:15 p.m.) [H. Ng]

4.3 Traffic Calming Pilot Project: Emperor St. & Seward Dr. (7:15 – 7:30 p.m.) [H. Ng/E. Leung]

4.4 Town of Ajax Transportation Awareness Campaign (7:30 – 7:45 p.m.) [E. Leung]

5. Correspondence

5.1 Durham Region Transit Concerns – P. McCorkell Page 8

6. Update from Council

7. Standing Items

7.1 Work Plan Page 12

8. New/Other Business

8.1. Committee Survey Summary [S. Moore]

9. Adjournment



DRAFT MINUTES
Transportation Advisory Committee
June 18, 2015
River Plate Room, Town Hall
Meeting No. 4

Alternative formats available upon request by contacting:
sarah.moore@ajax.ca or 905-619-2529 ext. 3347

Committee Members: Councillor Marilyn Crawford (exited 6:30 p.m.)
Caryn Antram
Jessica Black
Mary Cunningham
Keith Haines
Wayne Hingston
Stu Logan
Zoilo Amoranto

Staff: Hubert Ng, Senior Transportation Planner
Sarah Moore, Committee Coordinator

Guests: Andrew Jackson, Landscape Architect
Reg Lawrance, Resident
Marjorie Middleton, Resident
Richard Cooke, Resident

Regrets: Elysia Leung

1. Call to Order

Chair Haines called the meeting to order at 6:00 p.m.

2. Disclosure of Conflict of Interest

None

3. Approval of Minutes

3.1 May 21, 2015

Moved By: C. Antram
Seconded By: S. Logan

That the Minutes of the May 21, 2015 Meeting of the Transportation Advisory Committee be approved.

CARRIED

With consent of all Members present, Item 6 Update from Council was brought forward.

6. Update from Council

Councillor Crawford noted that the Town had recently received an award from the Great Lakes St. Lawrence Cities Initiatives, recognizing its progress on water conservation. She provided a summary of the Pan Am Torch Relay event and provided details of an upcoming ticket and Pachi give-away event, only question & answer session and virtual town hall meeting with Mayor Parish (June 24, 2015). The grand opening of Lifetime Fitness was also announced.

Members posed questions relative to the Pan Am signage installed on Westney Road and Highway 401. H. ng acknowledged that the signage denotes the preferred transportation routes to the Pan Am Games Venue as established by the Ministry of Transportation. Members expressed concern for general spectators being advised to take the Westney Road exit to access President's Choice Ajax Pan Am Ballpark due to the volume of traffic anticipated. The Salem Road exit was noted to be for athletes and coaches.

4. Presentation/Discussion

4.1 Multi-use Trails Update

Andrew Jackson, landscape Architect, presented an update on development and construction of the Town's multi-use trail system. He started by reviewing a map of the Ajax Trail system then provided details relative to nine project updates. He noted that the Duffin Bridge at Rotary Park has received new decking and rails. The Shoal Point Road Bridge is now complete with a 130m crossing over Carruthers Creek. There is also a link to the waterfront trail between Rangeline Road and Ashbury Boulevard. Construction of a new pedestrian staircase at the Ajax GO Station (access from Westney Road) was noted to be complete. The stairs replace a worn dirt path used by commuters and the project includes a bike ramp along the side of the stairs. A. Jackson noted that a roof and doors will be installed as well. Members noted concern for placing doors on the staircase, in that it will be difficult for people to open them if they have a bicycle with them.

Trail improvements to the Greenbelt trail (370m) on the Millers Trail at Ritchie were identified. Improvements to the Duffin Trail at Church Street were noted, where Rossland Road winds around to the Hydro corridor and to Church Street. Members inquired whether the trail will be accessible during the closure of Rossland Road. A. Jackson noted that staff will need to look as safe crossings. The Harwood Trail at Moorland Crescent was noted to have been paved into a 130m walkway, primarily used by students at Williamson Drive. Improvements to the Salem Road Trail included 875m of trail at the Salem Road Medical Building on the east side of Salem to the railway tracks. This improvement will provide a link to the Harper Hill trail. The link at the Taunton Road Trail at Audley Road was noted to be completed to the corner. And 2 100m of Carruthers trail from Rossland Road to Taunton Road was noted. The trail continues underneath Rossland Road under the CP Rail Tracks and under the Williamson Bridge. It follows along the plateau of the creek and is anticipated to be completed this year. The total of all nine projects represented 5 025m of trails.

A. Jackson concluded his presentation with an update on the Trans Canada Trail. The Trail is projected to be completed by 2017. With the Rossland Road realignment phase near completion, the trail will be built as part of the Riverside reconstruction. Once completed, connectivity will be provided from Riverside Drive to Rossland Road to Ravenscroft Road to Taunton Road.

Members posed questions relative to future construction, including whether there are plans to construct a trail in Pauly Park. A. Jackson noted barriers to installation because of the terrain on location.

4.2 Active and Safe Routes to School Program

Hubert Ng, Senior Transportation Planner shared background information on the Active and Safe Routes to School Program, noting that it started as a promotional initiative for schools to avoid creating traffic and operational issues. A manual was developed and shared with each elementary school in Ajax. In 2014, two school actively participated in the program. Staff continued to reach out to local schools and school boards for interest, however limited uptake has been received.

Members posed questions relative to participating schools, and whether the program has been shared with School Board Trustees and School Community Councils. Staff noted that it has. The Committee discussed reasons for parents driving their children to school, noting convenience and safety as two main factors. Members shared suggestions for engagement in the program such as the Town providing a fitness instructor to lead a stroller jogging group for a few days to help build momentum for the program. Staff noted that the program is intended to be introduced by the Town then adopted and carried forward by the individual schools. Members were kindly advised to encourage schools to contact the Town if interested in adopting the Active Safe Routes to School Program.

4.3 Transportation Demand Management Plan Update

Hubert Ng discussed the finalization of the Transportation Demand Management Plan and informed the Committee that Council endorsed the Plan on June 4, 2015. The Plan has been submitted to the Region. A Public Information Centre was held during the Trailfest event and once the consultant has formatted the final document, it will be posted [online](#), with accessible alternative formats to be provided on request.

4.4 Bike Month Competition Update

H. Ng provided a brief update to the Bike Month social media competition. He noted that 31 submissions were received from Trailfest along with 7 additional online submissions. He noted that the GO Station giveaway/awareness campaign was a success. Members were encouraged to promote the contest through their networks and contacts.

5. Correspondence

Stu Logan shared two articles of interest with the Committee: [Durham Works Newsletter Spring/Summer 2015 – Durham's First Bus-only Lanes Now Open in Ajax](#), and an editorial from the [June 16, 2015 Toronto Star](#) titled 'Toronto Should Expand Downtown Bike Lanes'. He provided a summary of the Regional Transportation Management Plan Meeting where he expressed concerns with the new bus-only lanes designated on Highway #2. Members participated in discussion relative to concerns with the bus-only lanes and safety barriers for cyclists, specifically without protected/off-road bike lanes.

Moved By: C. Antram

Seconded By: J. Black

That the Transportation Advisory Committee prepare a letter to be submitted to the Region of Durham outlining the Committee's concerns with bus-only lanes on Highway 2 between Harwood Avenue and Salem Road.

CARRIED

S. Logan volunteered to prepare a draft letter to be circulated to the Committee for review and comment.

H. Ng provided an update on the speed cushion installation on Clements Road West between Harwood Avenue South and Monarch Avenue. He noted that the currently the bike lanes on Clements Road are being protected by temporary physical bollards. It was added that through the Hunt Street Environmental Assessment a buffer between the roadway and cycling lanes has been proposed. This project will be part of the 2019 Capital Projects budget.

7. Standing Items

7.1 Work Plan

It was requested by Members that drafting a letter of concern to the Region re: Bus-only lanes be added to the Work Plan.

8. New Business

8.1 Trailfest De-brief

Members requested some time to discuss the June Trailfest event and their experience as volunteers. Those who participated noted that they did not receive substantive orientation or an overview of guidelines on what they should/shouldn't do in certain situations. For future events, Members encouraged staff to provide guidelines for what to do in the event of an incident (lost/injured rider, etc.) and recommended that volunteers be given a safety vest with "Volunteer" printed on it to identify that they were available to assist.

Members discussed that the Mayor's ride is not suitable for families with young cyclists due to its length. It was noted that a greater sense of distance needs to be explained to all participants. The Committee proposed using analogies such as "The Tour d'Ajax is equivalent to cycling from A to Z", so participants have a more realistic expectation of the route distance.

8.2 Durham Region Transit Advisory Committee Meeting

C. Antram noted details of the recent DRTAC meeting she attended, including the shift to printing individual route maps and schedules to be accompanied by a z-fold map identifying service across the Region. She shared information on the new [Triplinx](#) online trip planner and transportation information resource. She noted that As of June 29, 2015 DRT will be modifying its schedules with minor adjustments to align with GO Transit schedule updates. Members posed questions as to how the scheduling process is coordinated as well as the impact the Pan Am Games are expected to have on service levels. C. Antram noted that regular service

will be maintained and that additional shuttle service and fleet resources have been allocated for the Games.

9. Adjournment

Moved By: M. Cunningham
Seconded By: L. Trauzzi

That the June 18, 2015 Meeting of the Transportation Advisory Committee be adjourned. (7:30 p.m.)

CARRIED

Phillip McCorkell
[REDACTED]

August 21st, 2015

Sarah Moore
Committee Coordinator
Accessibility Advisory Committee
Town of Ajax
65 Harwood Ave S.
Ajax, ON
L1S 2H9

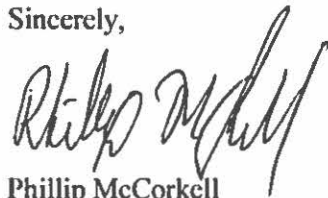
Dear Ms. Moore:

Please find enclosed my letter to Mr. Roger Anderson, Regional Chair, Regional Municipality of Durham in regards to my continued disgust with Durham Region Transit.

Please also be advised that I would be very interested in attending your Advisory Committee meeting on October 14th, 2015 if this is possible? I would like to attend the meeting on September 16th, but have an appointment and tests at The Toronto General and cannot guarantee that I would be back in time.

Thank you for your time on this matter.

Sincerely,



Phillip McCorkell

Phillip McCorkell
19 Delaney Drive
Ajax, ON
L1T 2K4

August 21st, 2015

Mr. Roger Anderson
Regional Chair
Regional Municipality of Durham
605 Rossland Road East
P.O. Box 623
Whitby, ON
L1N 6A3

RE: DRT 2 Hour Transfer Policy on Community Bus 291/2 Discriminates Against People with Disabilities & Other AODA Violations

Dear Mr. Anderson:

On Saturday August 15th, 12:31pm, bus # 8975, I once again got into a dispute with one of your drivers at Pickering Town Centre over not accepting a transfer that expired at 11:11pm. I have been in disputes with him and one other driver in the past about this. I explained to him that the policy discriminates as it only offers me one bus every two hours. That's policy was his reply, then he accused me of trying to get free transit. I responded with your breaking the law again, he then said something but I am not sure what it was, I am hearing impaired. The second fare was paid.

The Community Bus is used mostly by seniors and people with disabilities. DRT drivers have always made allowances for this. I believe that this driver and the other one (* complaint filed against) are indeed discriminating against me.

"Persons with disabilities must be given the opportunity equal to that given to others to obtain, use and benefit from the goods or services. O. Reg. 429/07, s. 3 (2)." These driver(s) have violated this.

"AODA Section 38 If a provision of this Act, of any accessibility standard or of any other regulation conflicts with the provision that provides the highest level of accessibility for the person with disabilities with respect to goods, services, facilities, employment, accommodation, buildings, structures or premises shall prevail". 2005, c .11, s. 38. Again these drivers have violated the Legislation and my rights at the same time.

There is a requirement to make reasonable accommodations, this driver has not.

There is a duty to accommodate, this driver has not.

I wonder what their undue hardship is? Should this be his (or DRT's) claim.

I have had similar disputes with this driver on Saturday August 8th, Saturday July 25th, and Tuesday July 15th.

I had a similar experience on Saturday June 20th at 12:35pm (I believe it was bus 8976 but not sure) coming home from Pickering Town Centre with another driver. I was required to pay a second fare. For this incident I told the driver that he was in violation of the Ontario Human Rights Code and that I was considering filing a complaint against him. He did not seem to care.

On June 25th, I made a complaint to Durham Region Transit via their online "Feedback Form". To date, almost two months later, I have received no reply. And again we have another violation of the Legislation.

On June 27th, I was in another dispute with this driver at approximately 11:00am at Walmart. On this occasion I refused to pay another fare and told him to get on his radio and I demanded that he get his supervisor down to meet us. He was on the radio for some time before we were moving. Nothing further was said. In this case it was only a matter of a few minutes. No apology was offered by him.

So where is the evidence that these drivers have had any "customer service" or "sensitivity" training as required by the "Customer Service Standard?" I don't see it! Yet another violation.

Mr. Anderson, my question to you is: How does one bus every two hours (291/2 via Church, Rossland, Westney) compared to (900) as many as eight over a two hour period (Saturday), or as many as 15 in a two hour period on weekdays? Even other routes that only have half hour service at best of times presents an unfair comparison. I ask you, is this fare?

How does this comply with AODA Section 38?

And from your website, your definition of disability is indeed consistent with that of the Accessibility for Ontarians with Disabilities and The Ontario Human Rights Code. Yet in practise there are still to many of your drivers who only recognise a disability as wheelchair, working animal or white cane. Again violations of both Act's!

Over the years several complaints of this nature have been made with Mr. Joe Dickson, MPP, Ajax-Pickering, Tracey Tyner Cavanagh, Accessibility Coordinator, The Regional Municipality of Durham and Durham Regional Transit. In the case of Durham Region Transit, apologies are offered but become empty and meaningless as time passes and things return to the way they previously were.

For that reason they have not been copied too.

Other issues:

-From, The Oshawa Express, "Accessibility improvements continue in Oshawa", May 14th, 2014. "The transit service has implemented smart technology on all busses and verbal and visual displays to announce stops, he explains," DRT General Manager Vincent Patterson. At the time of printing this was simply not true, they were in the process of installing them. Currently all busses have them but after 15 months they are not functional and are plagued with problems. Poor quality audio, extremely low audio and in some cases no audio at all. The visual displays are inaccurate most of the time, sometimes not functional at all, from nothing displayed to codes, "MID 113" or "J1708 down". Simply having these on board does not meet compliance with Legislation. And drivers do not call out stops as required when the system is non-functional. Not that they ever have. I have stressed this to them many times in the past yet nothing changed even though they (DRT) will and have made claims to the contrary.

-Some drivers have trouble stopping with the door open, at least a foot from the curb in either direction. The idea is to eliminate barriers not create new ones.

-Drivers who cannot line their front door up with a cement platform. An excellent example of this is at Westney and Magill. This platform is just over 33 feet yet there are too many who cannot stop the bus in front of this platform, yet can align the door with the biggest piece of mud just beyond it. Same applies to smaller platforms.

-Drivers who will not lower the bus on request or will do so reluctantly.

-When I was at Durham College, some drivers would put everyone off at back door only. This created a barrier when the side or back door was away from the curb. Again barriers are created, not eliminated.

-When I was at Durham College, many times students on the 915 would be told to put up the accessibility seats and people were made to stand without the driver asking if students had disabilities and when I did I was harassed about it.

-Same goes for baby carriages, they have a bigger priority than people with disabilities.

-Drivers who get pissed off with you if you remain seated until the bus comes to a full stop.

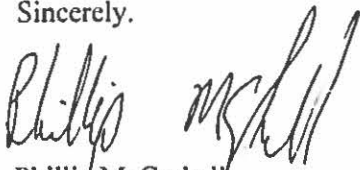
-And as I mentioned before, bad attitudes. No evidence of any "customer service" or "sensitivity" training.

Durham Region Transit does however have some really good people who go out of their way, above and beyond. It must be a real insult and slap in the face to them when their coworkers are so insistent on showing such contempt for the ridership, The Accessibility for Ontarians with Disabilities and The Ontario Human Rights Code.

I expect better from Durham Region.

Mr. Anderson, it's about time for some change! What is your action plan?

Sincerely,



Phillip McCorkell

cc: Joe Dickson, MPP, Ajax-Pickering
cc: Tracy Tyner Cavanagh, Accessibility Coordinator, The Regional Municipality of Durham
cc: Steve Parish, Mayor, Town of Ajax
cc: Sarah Moore, Committee, Coordinator, Accessibility Advisory Committee, Ajax
cc: Editor, Metroland Media Group

Meeting Date	Objective / Project	Task	Lead	Timeline	Status
03/26/2015	<ul style="list-style-type: none"> Trailfest and Bike Month Hunt Street EA – PIC Williamson Dr Bike Lanes 	<ul style="list-style-type: none"> Introduction to TAC Attend and discuss Hunt St EA PIC Review and comment on the proposed bike lanes on Williamson Drive 	Hubert Ng Elysia Leung		
04/16/2015	<ul style="list-style-type: none"> TAC Bike Month Trail Etiquette Temporary Signage Traffic Calming Warrant Update Highway 401 EA 	<ul style="list-style-type: none"> Review and comment on the listed projects 	Hubert Ng Elysia Leung		
05/21/2015	<ul style="list-style-type: none"> TAC Bike Month Update Big Brothers Big Sisters Transportation Demand Management Plan 	<ul style="list-style-type: none"> Presentation by Big Brothers Big Sisters Review and comment on the TDM Plan 	Hubert Ng Elysia Leung		
06/18/2015	<ul style="list-style-type: none"> AT Facilities and Trails Implementation Update Active Safe Routes to School 	<ul style="list-style-type: none"> Presentation on AT Facilities by Andrew Jackson Review and comment on ASRTS 	Hubert Ng Elysia Leung Andrew Jackson		
09/17/2015	<ul style="list-style-type: none"> Region of Durham Transportation Master Plan Update Traffic Calming – Clements Road Pilot Project 	<ul style="list-style-type: none"> Comment on the Region's multi-modal transportation policy and infrastructure needs Provide an update on the findings of the Clements Road Pilot Project 	Hubert Ng Elysia Leung		
10/22/2015	<ul style="list-style-type: none"> Traffic Calming – Emperor Street and Seward Crescent Projects Lake Driveway and Rotary Park Improvement Plan Road Watch Committee 	<ul style="list-style-type: none"> Provide updates on the design of traffic calming projects Discuss the key transportation issues that pertain to Lake Driveway and Rotary Park and what improvements are feasible? 	Hubert Ng Robert Salewysch		
11/19/2015	<ul style="list-style-type: none"> Future Bicycle and Pedestrian Master Plan Update Wayfinding Strategy on AT Facilities 	<ul style="list-style-type: none"> Discuss the key issues these projects should consider. 	Hubert Ng Elysia Leung		
12/17/2015	<ul style="list-style-type: none"> Highway 407 East Extension 	<ul style="list-style-type: none"> Provide an update on the construction of the 407 East Extension 	Hubert Ng Elysia Leung		