



AODA Intersection Improvements: Challenges in Implementation

Transportation Services Presentation
MEA Annual Workshop

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Accessibility for Ontarians with Disabilities Act (AODA) Legislation

- Applies to:
 - “Extensive” work
 - Newly constructed or redeveloped public spaces
- Does not apply to:
 - Maintenance
- When practical:
 - Not at dual lefts
 - Not at temporary traffic control signals
- No deadline for complete implementation



Dufferin Street at Kirby Road - Before



Dufferin Street at Kirby Road - After



Bathurst Street at Tower Hill - Before



Bathurst Street at Tower Hill - After



Improving As We Go

Weston Road at Chatfield Drive – Recent Installation

What Constitutes AODA Elements at Signalized Intersections



Accessible Pedestrian Signals

- Raised tactile arrow points in the direction of the pedestrian crossing
- Arrow vibrates when activated (after holding button for 3 seconds)
- “Cuckoo” for north-south
- “Chirp” for east-west
- Locator tone on rapidway and by request



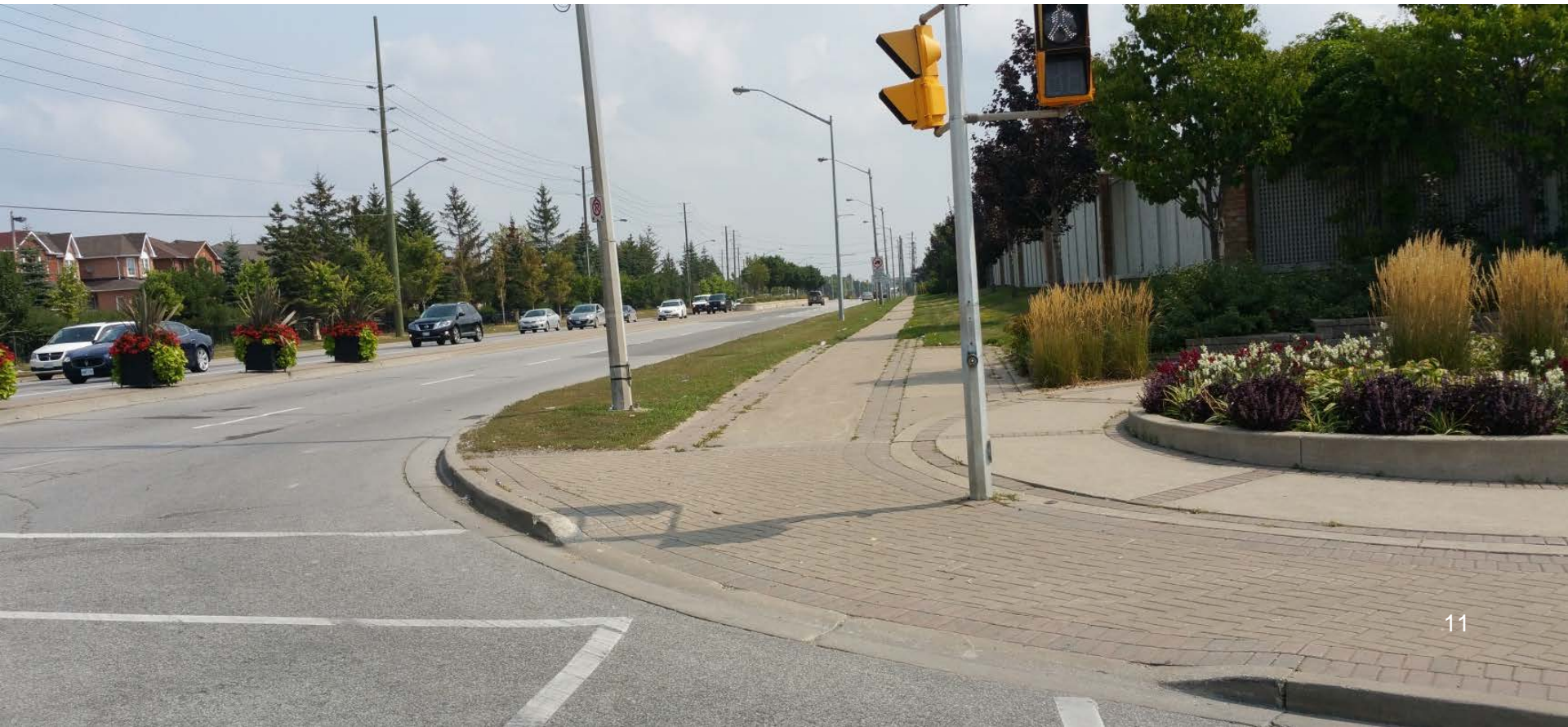
Tactile Walking Surface Indicators

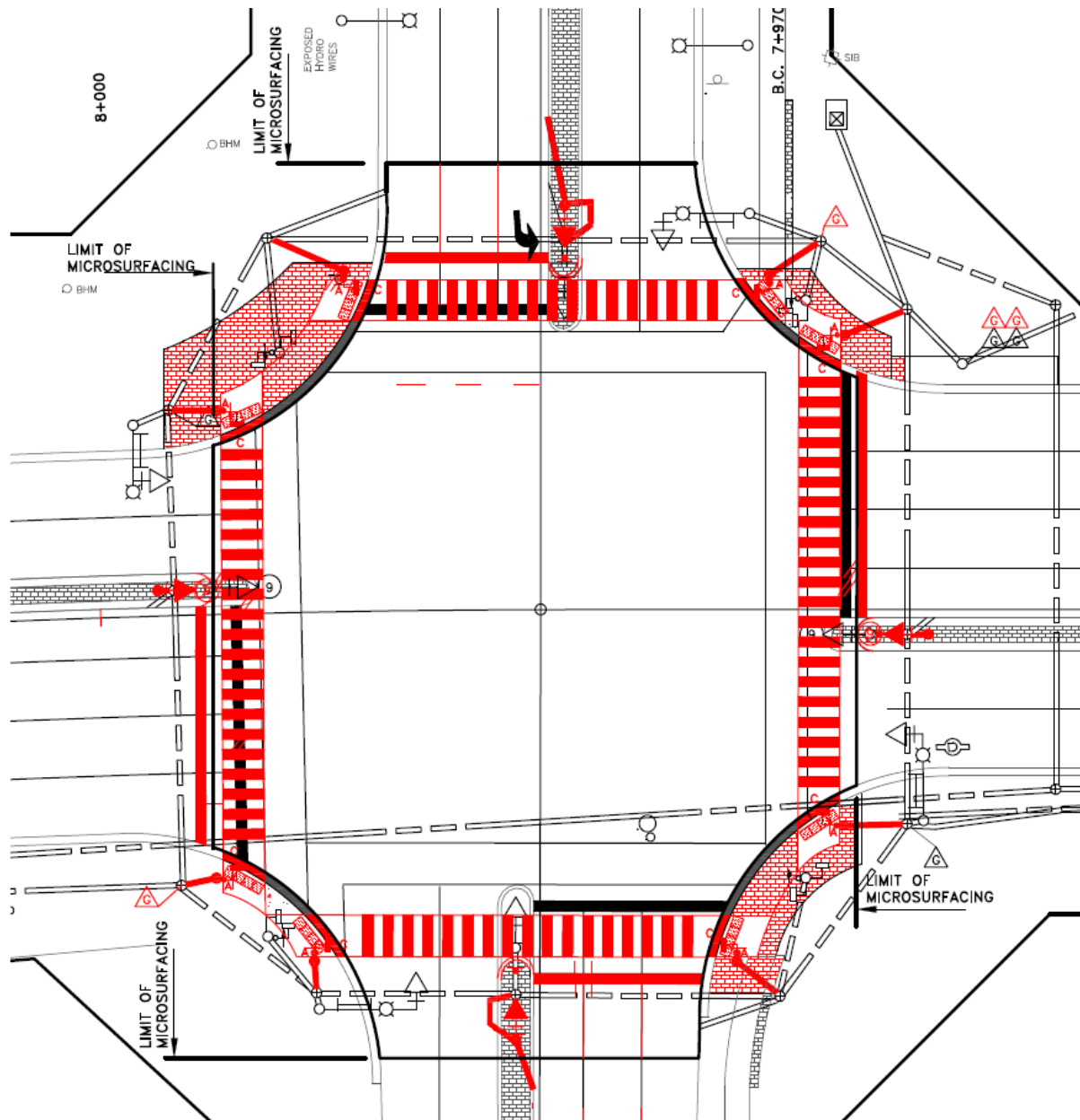
- Cast iron plates inlaid into concrete
- Set back from the back of curb
- Intended to be detectable under foot when walking
- Cast iron will become rust coloured (patina) over time



Curb Ramps

Until recently, York Region's standard was to have pedestrian crossings meet at a common curb ramp







**SIDEWALK
CLOSED
PEDESTRIANS
USE
OTHER
SIDEWALK**

Melville Ave







Challenging Intersections











Installation



Acceptable



Not so much





New Construction vs. Maintenance

- Legal interpretation: must be accessible when newly constructing or redeveloping public spaces
- For maintenance activities, AODA requirements need not apply
- For pavement rehabilitation, AODA applies only for continuous milling activity



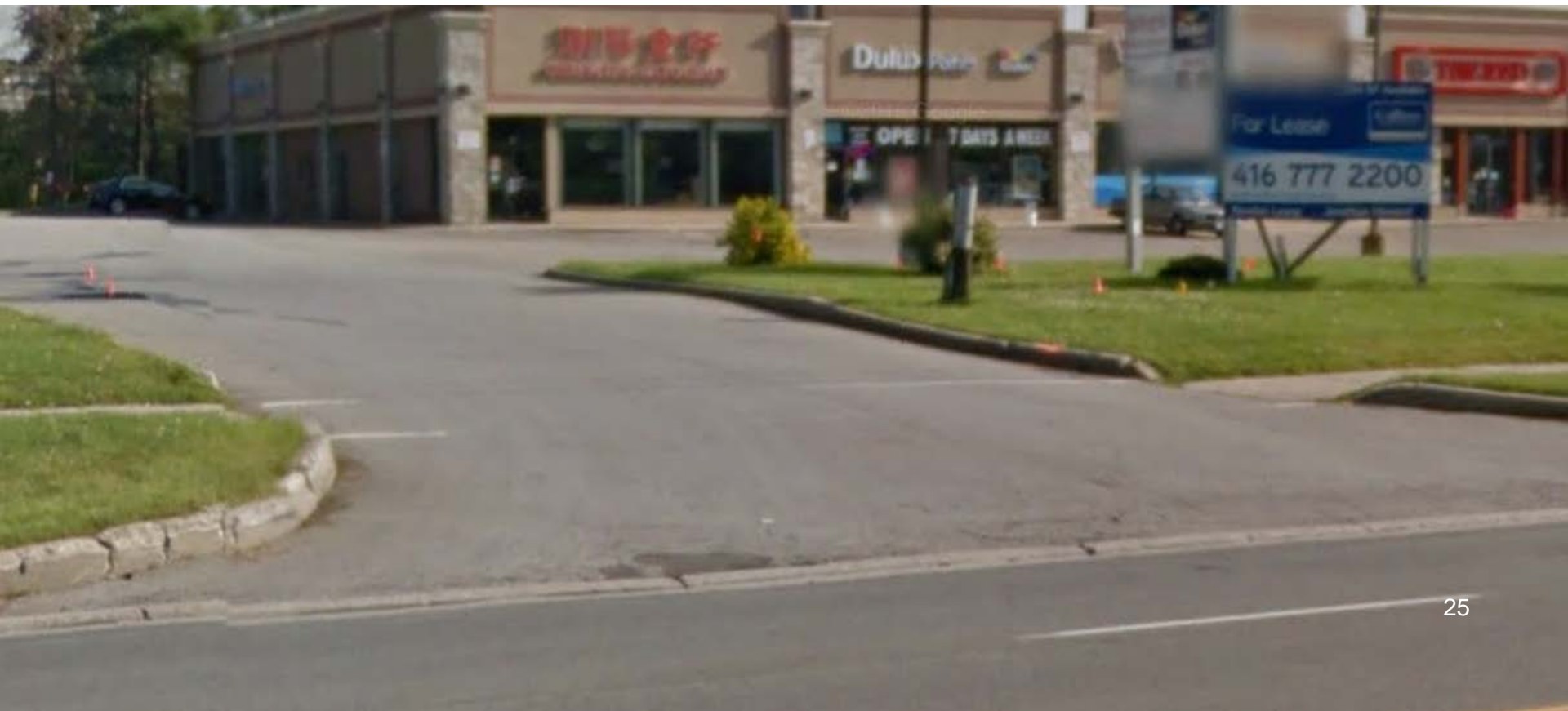
Rural Intersections

- Accessibility elements (for example, tactile plates) are generally not provided at rural intersections because there are no sidewalks or multiuse paths
- The primary focus is at urban intersections with higher volumes of pedestrians



Driveways / Entranceways

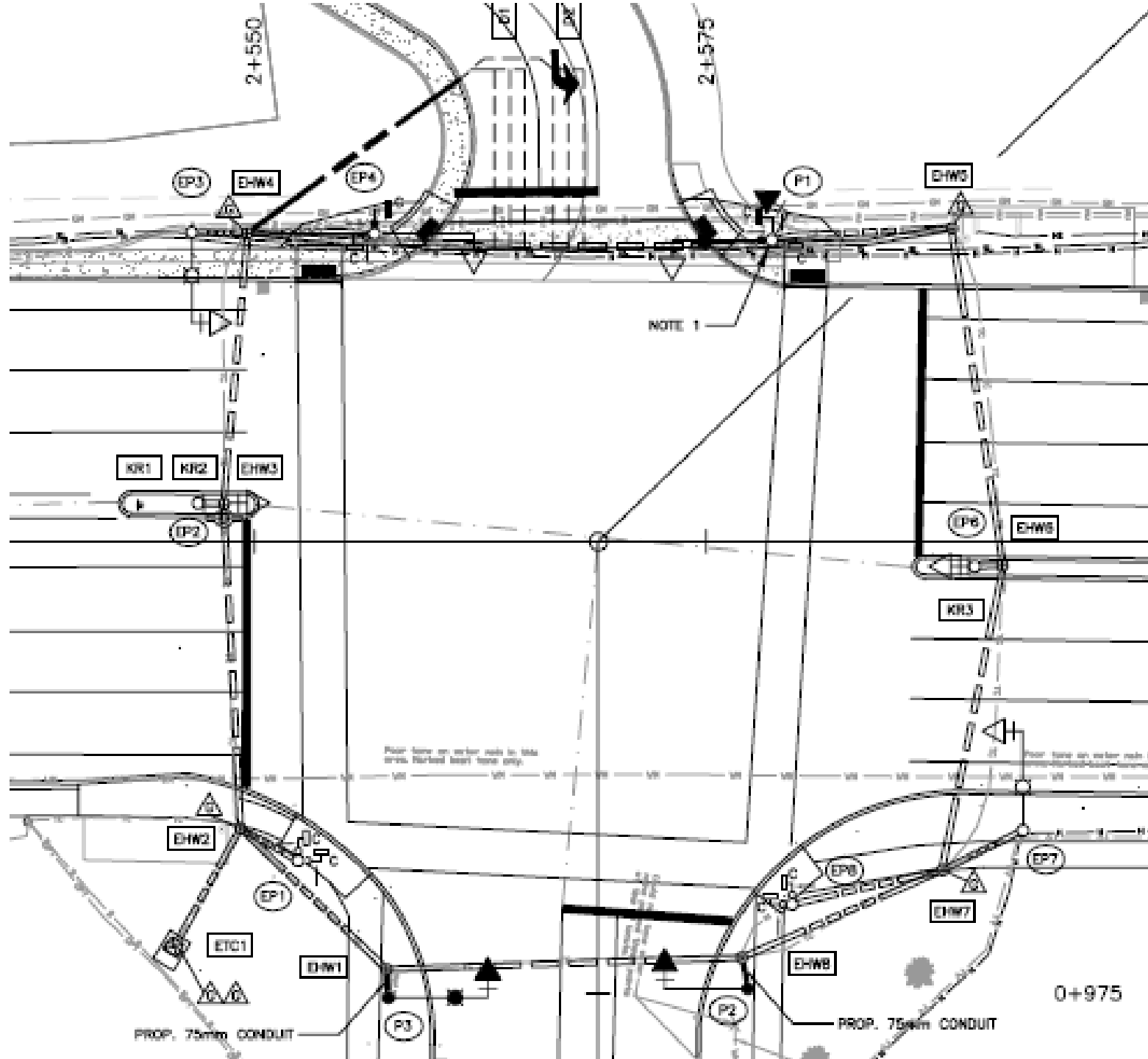
- Some municipalities specify asphalt through driveways and entranceways





Developer Initiatives

- Developers will often add the fourth approach to an existing signalized intersection
- MTO policy states when more than two approaches are affected, AODA applies
- Developers will be requested to make the fourth leg meet accessibility requirements
- York Region is exploring options

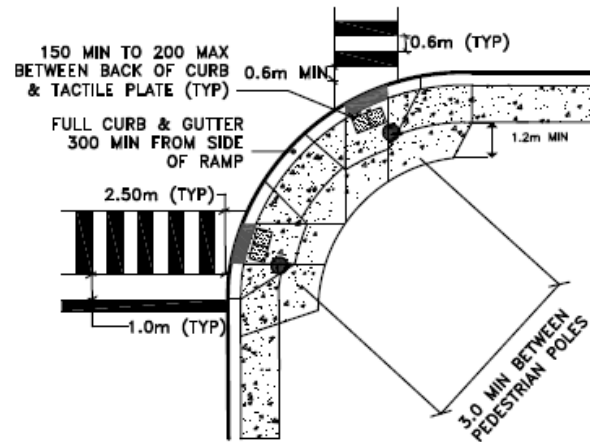


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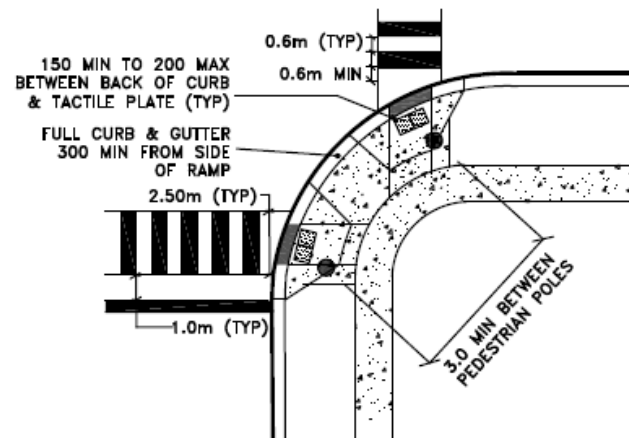
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RAMP WITHOUT BOULEVARD



RAMP WITH BOULEVARD

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SEE STANDARD DRAWING DS-400 FOR PAVEMENT MARKING LEGEND
3. THIS STANDARD IS TO BE USED AS A GUIDE ONLY AND WILL REQUIRE ADJUSTMENTS TO SUIT FIELD CONDITIONS
4. THE FIRST ZEBRA MARKING MUST BE 0.6m FROM CURB
5. SEE STANDARD DRAWING E-6.07 FOR DETECTABLE WARNING PLATE DETAILS
6. TACTILE WARNING PLATES MUST EXTEND THE WIDTH OF THE DROPPED CURB RAMP
7. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT
8. SEE STANDARD DRAWING DS-121 FOR RAMP DETAIL



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PEDESTRIAN EQUIPMENT AND
CROSSWALKS WITH TACTILE
WARNING PLATES
(SIGNALIZED)

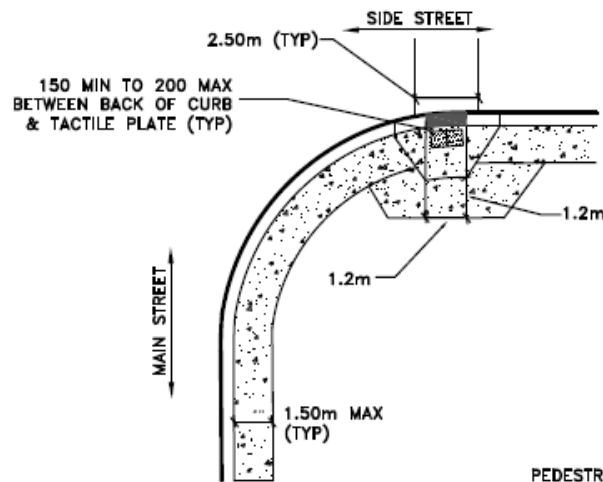
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REV.

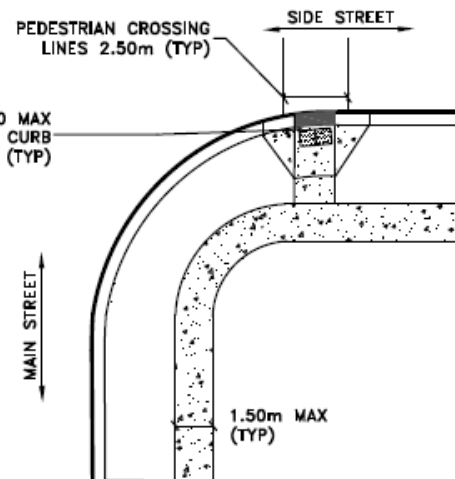
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DS-119



RAMP WITHOUT BOULEVARD



RAMP WITH BOULEVARD

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SEE STANDARD DRAWING DS-400 FOR PAVEMENT MARKING LEGEND
3. THIS STANDARD IS TO BE USED AS A GUIDE ONLY AND WILL REQUIRE ADJUSTMENTS TO SUIT FIELD CONDITIONS
4. TACTILE WARNING PLATES MUST EXTEND THE WIDTH OF THE DROPPED CURB RAMP
5. SEE STANDARD DRAWING E-6.07 FOR DETECTABLE WARNING PLATE DETAILS
6. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT
7. SEE STANDARD DRAWING DS-121 FOR RAMP DETAIL



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PEDESTRIAN CROSSWALKS WITH
TACTILE WARNING PLATES
(UNSIGNALIZED)

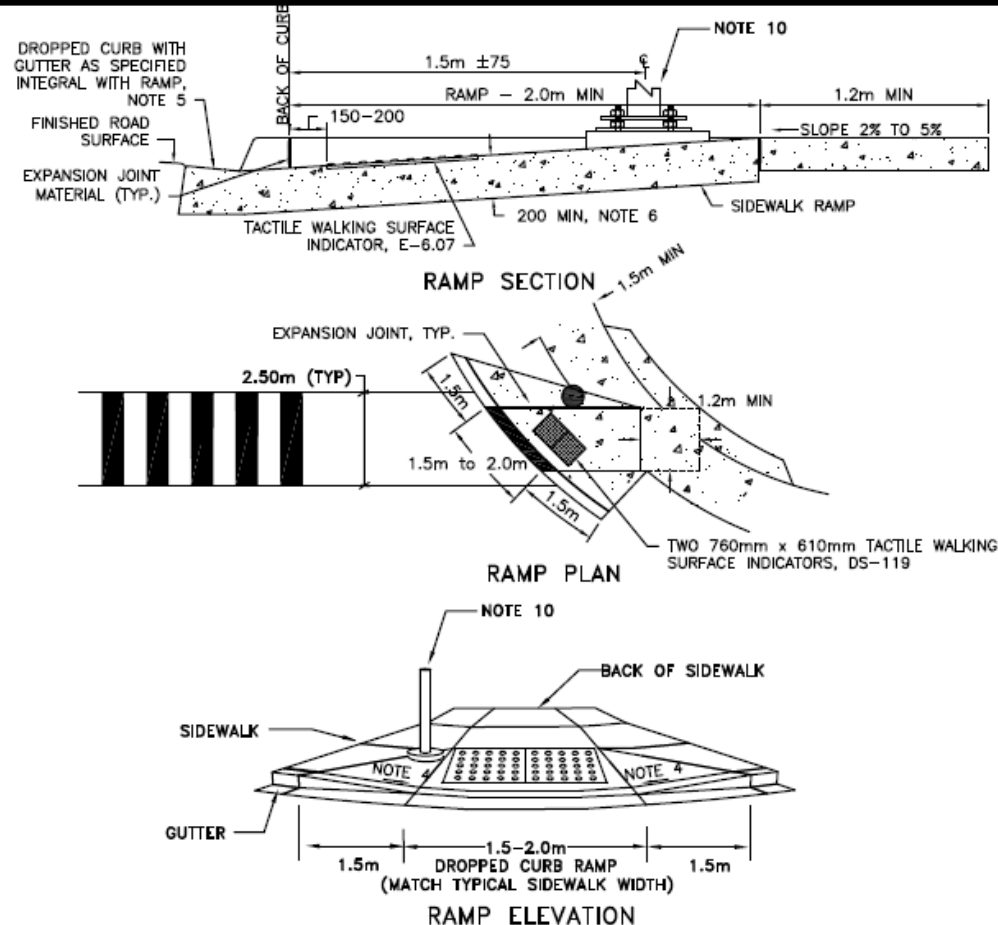
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REV.

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DS-120



NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SLOPE OF RAMP SHALL NOT EXCEED 10%.
3. CROSS SLOPE OF RAMP SHALL NOT EXCEED 2% IN EITHER DIRECTION.
4. CROSS SLOPE OF FLARED SIDE OF RAMP SHALL NOT EXCEED 10%.
5. DROPPED CURB AT RAMP SHALL BE MODIFIED TO ELIMINATE 30 mm STEP AT GUTTER LINE.
6. MINIMUM THICKNESS OF RAMP IS 200mm. MINIMUM THICKNESS OF SIDEWALK AND FLARED SIDES ADJACENT TO RAMP IS 150mm.
7. TACTILE WARNING PLATES SHOULD EXTEND THE WIDTH OF THE DROPPED CURB RAMP.
8. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT.
9. ACCESSIBLE PEDESTRIAN SIGNAL POLE FOR SIGNALIZED INTERSECTIONS ONLY.



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CONCRETE SIDEWALK RAMPS AT INTERSECTIONS

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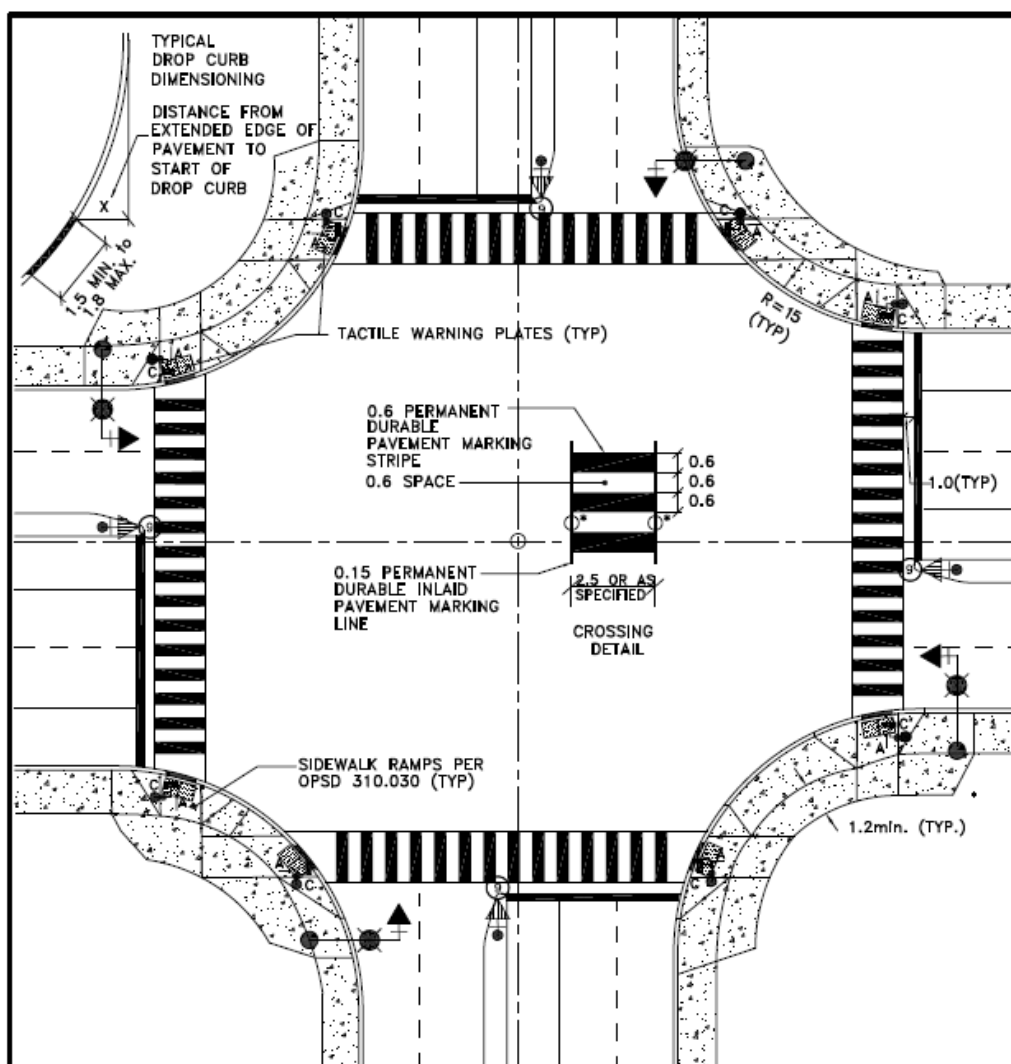
SCALE N.T.S.

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DS-121



NOTES

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. SEE STANDARD DRAWING DS-400 FOR PAVEMENT MARKING LEGEND.
3. SEE STANDARD DRAWING DS-119 FOR A MORE DETAILED CURB, PEDESTRIAN EQUIPMENT AND TACTILE PLATE LAYOUT
4. DUE TO SLIPPAGE, THE FIRST STEP FROM THE CURB SHALL NOT LAND ON A ZEBRA BAR.
5. THIS STANDARD IS TO BE USED AS A GUIDE ONLY AND WILL REQUIRE ADJUSTMENTS TO SUIT FIELD CONDITIONS.



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**AODA COMPLIANT TYPICAL PEDESTRIAN
EQUIPMENT USING PEDESTRIAN
SIGNAL POLES AND CROSSWALKS
WITH TACTILE WARNING PLATES**

DATE: OCTOBER 2015

SCALE N.T.S.

REV.

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X

DS-408