



**Good Evening, Mayor Post,
Council, Staff
and members of the Public**

Thank you for allowing me to delegate this evening on this very important issue.

AN ACCESSIBLE ONTARIO BY 2025?

ONTARIO ACCESSIBILITY IS IN CRISIS

- People like me are not being seen.
- Seniors are not being seen.
- People with disabilities are not living or leaving their homes because there are too many barriers.



I AM HERE TO TALK TO YOU ABOUT ACCESSIBILITY.

ACCESSIBILITY AFFECTS US ALL WHETHER WE'RE OLD OR YOUNG, WHETHER OUR DISABILITY IS VISIBLE OR NOT. OUR GOVERNMENT ESTABLISHED A LEGISLATED COMMITTEE TO OVERSEE MUNICIPAL SITE PLANS FOR ACCESSIBILITY.(SECTION 29 OF AODA)

AS A FULL-TIME INDEPENDENT WHEELCHAIR USER AND ADVOCATE FOR ACCESSIBILITY I HAVE OFTEN RUN INTO FACILITIES THAT DO NOT MEET THE INTEGRATIVE ACCESSIBILITY STANDARDS (IAS) OR THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT(AODA).

REMEMBER ONTARIO WAS SUPPOSED TO BE FULLY ACCESSIBLE BY JANUARY 1, 2025.



MUNICIPAL ACCESSIBILITY ADVISORY COMMITTEES ARE KEY IN LOCAL EFFORTS TO IDENTIFY AND BREAK DOWN BARRIERS FOR PEOPLE WITH DISABILITIES IN THEIR COMMUNITIES. (SUBSECTION 29 OF THE AODA)

ONE OF THE MAIN ACTIVITIES OF AN ACCESSIBILITY ADVISORY COMMITTEE IS TO REVIEW SITE PLANS AND DRAWINGS. (DESCRIBED IN SECTION 41 OF THE PLANNING ACT)

FOR EXAMPLE. SITE PLANS FOR:

- *SUBDIVISIONS*
- *MUNICIPAL OFFICES*
- *COMMUNITY CENTERS*
- *RECREATIONAL CENTERS*
- *PUBLIC SPACES*



Integrative Accessibility Standards

The accessibility advisory committee is to be consulted about :

- How to implement the provinces Accessibility standards
- The preparation of your municipalities, accessibility compliance reports
- And any other matters, the committee advises would be helpful

By law, you must consult your Accessibility advisory committee about :

- Establishing, reviewing and updating your multi year accessibility plans
- Developing accessible design, criteria in construction, renovation, or placement of bus stops, and shelters
- Determining the proportion of on-demand accessible taxis needed in your community
- The need, location, and design of the accessible on street parking spaces when building new or making major changes to existing on street parking spaces
- Building new or making major changes to existing recreation trails to help determine particular trail features
- The needs of children and caregivers with various disabilities in their community when building new or making major changes to existing outdoor play spaces
- The design and placement of rest areas along the exterior path of travel when building new or making major changes to existing exterior paths of travel

WHEN PLANNING FOR GROWTH YOU MUST PROVIDE SITE PLANS AND DRAWINGS FROM DEVELOPERS TO YOUR ACCESSIBILITY ADVISORY COMMITTEE IN A TIMELY MANNER.

For example, site plans for :

Subdivisions

Municipal offices

Community centres

Recreational centres

You must seek the committees advice on
Accessibility for people with disability on
buildings that the municipal council :

Constructs

Purchases

Significantly renovates

Leases or declares municipal capital facility

Elements of a site plan that impact accessibility could include :

Buildings

Driveways

Entrances

Curbs or ramping

Parking areas

Sidewalks

Landscaping

Fences

Exterior lighting

Municipal services

You can engage with your Accessibility advisory committee in all other circumstances where it appears appropriate to seek its advice on how to remove barriers for people with disabilities.

THE TOWN OF ORANGEVILLE IS NOT FULFILLING ITS OBLIGATION TO HAVE SITE PLANS REVIEWED BY THE ACCESSIBILITY ADVISORY COMMITTEE.

IT IS LEGISLATED LAW THAT THE TOWN FORM AND ACCESSIBILITY ADVISORY COMMITTEE AND INVOLVE THE COMMITTEE IN YOUR PLANNING PROCESSES.



*SPECIAL THANK YOU
FOR ALL
ACCESS ORANGEVILLE
COMMITTEE MEMBERS
WHO DONATE THEIR TIME!!*



EXTERIOR PATHS OF TRAVEL

Section 80.23

When constructing New or Redeveloping existing exterior paths of travel that they intend to maintain, obligated organizations, other than small organizations, shall ensure that new and redeveloped exterior paths of travel meet the following requirements:

1. **The exterior path must have a minimum clear width of 1.5 m, but this clear width can be reduced to 1.2m to serve as a turning space where the exterior path connects with a curb ramp.**
2. Where the headroom clearance is less than 2.1m over an exterior path, a rail or other barrier with a leading edge that is cane detectable must be provided around the object that is obstructing the head room clearance.
3. The surface must be firm and stable.
4. The surface must be slip resistant.
5. Where the exterior path has openings in its surface,
 - i. the opening must not allow passage of an object that has a diameter of more than 20mm, and
 - ii. any elongated openings must be oriented approximately perpendicular to the direction of travel.

AN EXAMPLE OF A CLEAR LEVEL TURNING SPACE CONNECTED TO A RAMP



*A POOR EXAMPLE
NOT MEETING INTEGRATED ACCESSIBILITY STANDARDS*



**Steep incline with no flat turning space.
This is a common deficiency found in our town.**

SLOPE IS IMPORTANT

Section 80.23

The maximum running slope of an exterior path must be no more than 1:20.



This is a poor example of a ramp. (in Orangeville)

There are many formulas that go into calculating slope in different situations and planners should refer to the IAS.

*PARKING REQUIREMENTS
FOR PRIVATE PARKING
LOTS ARE GOVERNED BY
MUNICIPAL BY-LAWS*



PARKING STANDARDS

- Parking is not up to Integrated Accessibility Standards (IAS) in almost all businesses in Orangeville.

Types of Accessible Parking Spaces

Section 80.34

Off street parking facilities must provide the following two types of parking spaces for the use of persons with disabilities.

1. Type A, a wider parking space which has a minimum width of 3.4m and signage which identifies the space as “Van Accessible”
2. Type B, a standard parking space which has a minimum width of 2.4m.



PARKING ACCESS AISLES

Parking Access Aisles are IMPORTANT

- SECTION 80.35
 - Access Aisles, that is the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for ALL parking spaces for the use of persons with disabilities in off street parking facilities.
 - Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off street parking facility and must meet the following requirements.
 1. They must have a minimum width of 1.5m.
 2. They must extend the full length of the parking space.
 3. They must be marked with high tonal contrast diagonal lines, which discourage parking in them, where the surface is asphalt, concrete or some other hard surface.

Minimum number and type of Accessible Parking spaces

- SECTION 80.36 –please refer to the Integrative Accessibility Standards.



Example of Type A and B parking spaces and signage.



I was asked why I thought I should be allowed to make this presentation because I am not a resident of Orangeville??

I would like to present a small list of reasons for those who are concerned:

- I live on the border of Orangeville and Caledon.
- I am caregiver to my mom who is an Orangeville resident.
- Both of my children are ODSS graduates.
- My children learned to swim and skate here.
- My son played for the Orangeville Northmen.
- Our family shops here and dines here.
- Our doctors and Hospital are here.
- I serve on two volunteer committees at Headwaters Healthcare.
- I am a member in good standing of the Dufferin Board of Trade.
- I care about accessibility for all seniors and people with disabilities.
- I am looking for answers as to why Town of Orangeville has not been following the Integrated Accessibility Standards. We all deserve an answer.

This concludes my presentation.

Thank you for your time this evening.

