

Access Design Subcommittee Review

October 5, 2022



Committee Advice Summary Form

This form allows Administration to request advice from advisory committees. The intent of this form is to encourage a meaningful and valuable experience for both Administration and Council-appointed (BCCs) and/or administrative committees when advice is sought.

The form is organized into four sections. We ask that you, as Administration seeking advice of a committee, complete **Section A** and return the form to the committee's administrative support a minimum of two weeks in advance of the committee meeting.

After the meeting, the committee's chair will complete **Section B**. The committee's administrative support will then return this form to you when this section has been completed.

Section C should be completed subsequently, within four to six weeks of attending the committee meeting.

At any point during the process, please provide any feedback regarding your experience in **Section D**.

Section A:

To be completed by **guest presenter**:

1. Seeking advice from the following committee(s) (can select more than one):

- Access Design Sub-Committee (AD)
- Advisory Committee on Accessibility (ACA)
- Anti-Racism Action Committee
- Cultural Leadership Council
- Calgary Local Immigration Partnership (Immigrant Advisory Table)
- Calgary Aboriginal Urban Affairs Committee
- Family & Community Support Services Forum
- Gender Equity, Diversity and Inclusion Sub-committee (GEDI)
- Seniors Age-Friendly Strategy (Older Adult Advisory Table)
- Social Wellbeing Advisory Committee (SWAC)

2. Policy, Strategy or Project Name:

16 Ave at 29 Street NW Pedestrian Overpass

3. Council Report Date (if applicable)

Click or tap to enter a date.

Calgary



4. Presentation type:
- To seek committee advice
 - To provide the committee with an update for information
5. Reason for seeking committee advice: (can select more than one)
- Council directed
 - Administration request
 - Review identified in committee's work plan or strategy
 - Other
6. Which of these Social Wellbeing Principles are you seeking advice on? (can select more than one)
- Strive to provide equitable services, including removing barriers to access and inclusion.
 - Advance the active and shared process of Truth and Reconciliation in collaboration with the community.
 - Seek opportunities to support and grow culture in Calgary.
 - Aim to stop social problems before they begin using a prevention approach.
7. What is your project? Why is it important? (Please keep to five bullet points)
- The pedestrian bridge will:
- provide a safe crossing alternative for the existing intersection at 16th Avenue NW and 29 Street NW
 - provide a north-south link between the Calgary Cancer Centre and UxBorough development
 - provide access to the Bus Rapid Transit (BRT) stations on both north and south sides of 16th Avenue
 - Connect the communities to the north and south of 16th Avenue NW
8. What questions do you have for the committee? (Max three questions)
- We have considered the site constraints (utilities, development plans, etc.), and would like to present the ramp design. The ramp design on the south side includes slopes steeper than 5%.
 - Stairs design concept. Stair design is underway and is anticipated to include bicycle rails. We would like to discuss bicycle rails, railing, and width of stairs.
 - Visual and tactile features (landings, stair treads, railings)



Section B:

To be completed by the **committee chair** following the meeting.

1. Summary of committee's advice¹:

- Members expressed concern with concern with the curvature of the proposed ramp.
- It was noted that a 1-12 ramp slope will not feasibly meet Access Design Standards. Members noted a higher priority concern regarding the curve followed by the concern of the ramp slope.
- Members anticipate project challenges with the double change in direction design of the ramp advising manual wheeled device users are likely to struggle with this design.
- Suggestion for project team to consider rectilinear design rather than curved design.
- Suggested to consider employing a consistent slope over the width of the ramp.
- Numerous members voice concern of the design given the location of the health centre. Members encouraged the project team to be mindful of a higher probability of wheeled device users.
- Multiple members echoed accessibility priority should be focused on those who are using wheeled devices rather than cyclists, prioritizing functionality over aesthetics as aesthetics cannot be more important than the safety and mobility of our most vulnerable hospital users.
- Members encouraged the project managers to approach Alberta Health Services client to advocate for alternative ramp design options.
- Members highly encouraged the project team to create ramp modeling to test design feasibility.
- All members welcome Jason to return to Access Design Subcommittee to present on the next project iteration.

2. Recommended further engagement with:

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- Advisory Committee on Accessibility (ACA)
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- Calgary Urban Aboriginal Affairs Committee
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- Social Wellbeing Advisory Committee (SWAC)

¹ Document to be included as an attachment in Committee minutes. A Summary of Committee advice should be included as an attachment to relevant Administration reports to Council to ensure transparency.

Calgary



Section C:

To be completed by the **guest presenter** as follow up to attending the committee meeting:

1. Were you able to integrate the committee's advice?

- Yes, integrated all/most advice.
- Yes, integrated some advice with constraints.
- No, I was unable to integrate the advice.

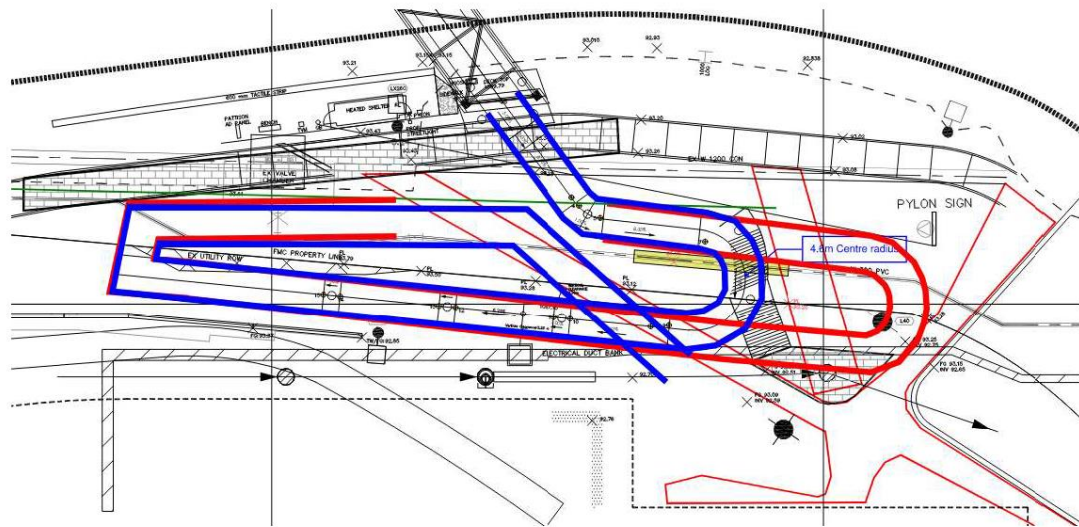
2. How was the committee's advice used? If you were unable to use the committee's advice, please provide the rationale. Please be descriptive.

Design team has received and reviewed the committee's concern of wheel chair users and advice on eliminating the curvature of the ramp, specially the double curvature on the South ramp alignment. Alignment has been updated eliminating the double curvature and providing a flat surface at the curved switchback portion of the ramp.

Design team has also received and reviewed the committee's advice on providing maximum 1:12 slope. Design team has looked at alternate alignments with 1:12 slope which will require about 140m of ramp instead of 90m currently used. To accommodate this longer ramp length, it needs to be extended East, West or add additional switchback. Please see sketch below. Given the site constraints, ramp cannot be extended towards West. Extending the ramp further East will use up the entire plaza space. AHS plans to use that plaza space for future crane pad location for lifting devices into their building. Extending the ramp towards East will also conflict with the emergency pylon sign visibility and will require realignment of N-S pathway under the bridge due to insufficient head clearance. Similarly, doing a switchback again from west end will conflict with the utility and pathway and will require to go under the bridge. However there is not enough clear space under bridge for the landing. This will also require realignment of the NS pathway, and, this will require encasing the entire 300 diameter water pipe. Based on our review and the feedback received from AHS, we could not provide 1:12 slope on the south ramp.

Note that the north ramp and the bridge has only 2-3% slope. Only the south ramp is 1:16 slope with flat landing at every 9m and the entire curved switchback is flat as well.

Design team also reviewed the design of the stairs and is providing a wider 3m clear wide stair on the north side with an intermediate handrail separating the biker from the pedestrian.



3. What constraints did you face, if any?

The constraints faced are those related to the limitations of the site. The various constraints includes multiple underground utilities, pre-existing infrastructure in the area, adjacent stakeholders, private property lines and limited City right-of-way.

4. Presenter request to return to the committee for more feedback by date: (optional)

Click or tap to enter a date.

January 4, 2023



Committee Advice Summary Form

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At any point during the process, please provide any feedback regarding your experience in **Section D**.

Section A:

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1. Seeking advice from the following committee(s) (can select more than one):

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2. Policy, Strategy or Project Name:

16 Ave at 29 Street NW Pedestrian Overpass

3. Council Report Date (if applicable)

1/4/2023



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- Strive to provide equitable services, including removing barriers to access and inclusion.
 - Advance the active and shared process of Truth and Reconciliation in collaboration with the community.
 - Seek opportunities to support and grow culture in Calgary.
 - Aim to stop social problems before they begin using a prevention approach.
7. What is your project? Why is it important? (Please keep to five bullet points)
- The pedestrian bridge will:
- provide a safe crossing alternative for the existing intersection at 16th Avenue NW and 29 Street NW
 - provide a north-south link between the Calgary Cancer Centre and UxBorough development
 - provide access to the Bus Rapid Transit (BRT) stations on both north and south sides of 16th Avenue
 - Connect the communities to the north and south of 16th Avenue NW
8. What questions do you have for the committee? (Max three questions)
- We have considered the comments received and the site constraints (utilities, development plans, etc.), and would like to present the updated ramp design. The ramp design on the south side has removed the double curvature portion of the ramp and includes a flatter surface at the curved portion
 - Stairs design update. Design team also reviewed the design of the stairs and is providing a wider 3m clear wide stair on the north side with an intermediate handrail separating the biker from the pedestrian.



Section B:

To be completed by the **committee chair** following the meeting.

1. Summary of committee's advice¹:

- Members applauded the design team on the amended ramp design and return to the committee.
- Members applauded the design team on the amended ramp design.
- One member inquired into the possibility of including a seated area at the leveled off areas including a fold down bench for those who do not utilize mobility aids though still struggle to walk long distances. The project team will consider the suggestion, the design would likely have to be widened to accommodate the space needed to avoid the seating becoming an obstruction in the clear path of travel.
- A member noted continuous handrails serve as guidance for those with vision loss. The member wondered if benches were incorporated into the ramp design, would the benches interrupt the continuous handrail?
- Stairs on the north ramp have a bicycle rail providing cyclists the option to wheel their bike up the stairs allowing pedestrians to have a handrail on both sides. One member expressed concerns that the bicycle handrail does not always extend far enough to prevent one's foot from slipping into the bike rail.
- A recommendation was made that the bicycle rail design be incorporated into the amended Access Design Standards.
- Another member suggested promoting consistent design by incorporating a bike rail on the south staircase as well. The project advised the south staircase was not able to accommodate another bike rail due to width constraints.
- Members suggested incorporating wayfinding differentiation, such as handrail cues, to support pedestrians to understand which direction has the preferred staircase for pedestrians travelling each direction.
- Regarding tactile and lighting considerations, a suggestion was made to align with [CNIB Clearing our Path](#).
- There was a question about snow and ice removal. The response was that the snow and ice on the ramp will be cleared and salted in accordance with other bridges maintenance standards. The snow will be fully cleared, not left on edges or in piles.
- One member asked what safety precautions were considered with regards to the staircase placement. Given the width of the stairs, they asked if there is a risk to someone using a mobility device that would benefit from the use of a safety gate. The project team responded that the landing area will be very flat, providing sufficient time and visibility to warn pedestrians of the staircase.
- On the south side, the cluster area of the pathways is quite lengthy. There may be an opportunity to provide a more direct connection to create more direct path of travel for those with mobility devices.
- One member asked if the handrails on the ramp could extend to the sidewalk. The project team will look into the possibility of extending the railing. The project team will take the members' questions/comments regarding the improvement of wayfinding to the ramp back to the team.

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2. Recommended further engagement with:

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- Advisory Committee on Accessibility (ACA)
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Section C:

To be completed by the **guest presenter** as follow up to attending the committee meeting:

1. Were you able to integrate the committee's advice?

- Yes, integrated all/most advice.
- Yes, integrated some advice with constraints.
- No, I was unable to integrate the advice.

2. How was the committee's advice used? If you were unable to use the committee's advice, please provide the rationale. Please be descriptive.

Most of the advice were integrated into the design such as elimination of double curvature of the ramp, providing flat landing at the curve, providing bike ramp on the stairs, tactile strips on the stair top and landing, tactile cue on the handrail, lighting on the bridge, extending and bending the handrail from edge of stair, return the bent rail to the post and also extending the handrail on the ramp landing.

Below are items that were not possible to accommodate fully:

- Seating on the deck: Team has reviewed this and is not able to provide seating on the deck . Seating on the deck would require a wider ramp, which is not feasible due to the site constraints. Also, seating on the ramp will cause the handrail to be discontinuous. Instead of seating on the deck, a bench has been provided at the south stair landing area.
- Length of travel time at the cluster of pathways: The team has reviewed the ramp alignment and stairs. The team could not provide the ramp or stair landing access closer to the BRT platform due to the site constraints.
- Intermediate handrail on the south stair: On the south side, it is not possible to accommodate an intermediate handrail as the stairs cannot be wider than 2.25m due to limitations of the site (utilities and space constraints). An intermediate handrail would require minimum 1.5m from the bike ramp side (750mm for biker +750mm for bike) which would leave only 750mm for pedestrian. This would restrict the maneuverability of the pedestrians. Hence the team could not provide intermediate handrail for the south stair.

3. What constraints did you face, if any?

-Utilities: There are several critical utilities which are not relocatable and require continuous operation at all times. The bridge structure is required to maintain certain horizontal and vertical clearances from these utilities.

-Space: City property area is very limited for providing a ramp and stairs. Utilization of private property is required in order to fit the ramp in its current alignment and design.

4. Presenter request to return to the committee for more feedback by date: (optional)

Click or tap to enter a date.