

INFORMATION NOTE

Title: Key2Access Accessible Pedestrian Signal Location

Date Prepared: May 27, 2019

Report To: Inclusion Advisory Committee

Councillor and Role: Councillor Hope Jamieson, Council Champion

Ward: N/A

Issue: In follow up to the Decision Note – Key2Access Accessible Pedestrian Signals, the City has met with CNIB and selected locations for the implementation of a proof of concept project.

Discussion – Background and Current Status: Key2Access is wireless technology that allows people to cross roads without having to reach a button on a pole. Receivers and virtual beacons are easily installed within current infrastructure, adding a form of accessible pedestrian signal (APS) possibilities without significant additional wiring or pole realignment.

In consultation with CNIB, the following intersections are recommended for installation of this infrastructure. These locations were selected based on amenities in the area such as MUN and the Health Science Centre, current high pedestrian traffic, as well as locations identified by people with lived experiences.

- CNIB Entrance and the Boulevard
- Kenna's Hill and the Boulevard
- Westerland Road and Prince Philip Drive
- Kenna's Hill and Winter Avenue
- Elizabeth Avenue and Newtown Road
- Elizabeth Avenue and Freshwater Road

Appendix A depicts the proposed proof of concept project and relevant expenses. Currently, the federal government is funding 50% for projects such as this as indicated in the quote, resulting in a cost to the City of \$11,545.30.

In addition to the quote, the City would be responsible for installation. The conditions present at each intersection would dictate the cost of this but a basic installation would likely be on the order of \$2,500 to install at each of the intersections.

Key Considerations/Implications:

1. Budget/Financial Implications:
 - a. Currently, \$50,000 per year is allocated to APS installation

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- b. Equipment cost of \$11,545.30 and installation at 6 intersections running 6*\$2,500. If council were to endorse this proof of concept project, then funds from the existing APS budget could be allocated if needed, however this would reduce the capacity of the current APS program.
 - c. Monthly \$5 subscription per each of six (6) sites to IoT network as indicated in the quote (included in quote above for first 12months only).
2. Partners or Other Stakeholders:
 - a. Key2Access
 - b. CNIB
 - c. Inclusion Advisory Committee
3. Alignment with Strategic Directions/Adopted Plans:
 1. A Sustainable City: Sustainable economically now and for future generations
 2. A City that Moves: Promoting healthy transportation and ensuring accessibility to places people want and need to go
 3. A Connected City: A City where people feel connected, have a sense of belonging, and are actively engaged in community life
 4. An Effective City: A city that performs effectively
4. Legal or Policy Implications:

None at this time.
5. Privacy Implications:

None at this time.
6. Engagement and Communications Considerations:
 - a. A communications plan should be established to update residents on the proof of concept project, notifying them of the App and where to get a phone or fob
 - b. Targeted promotion through CNIB locally would also be done to help reach those in our community impacted by blindness.
7. Human Resource Implications:
 - a. Field implementation to be assigned to Transportation Engineering
 - b. Ongoing maintenance of user messages and information.
8. Procurement Implications:

Sole source
9. Information Technology Implications:

None at this time.
10. Other Implications:

N/A

Conclusion/Next Steps:

It is recommended that the City of St. John's partake in this proof of concept project, installing Key2Access technology at locations identified above, totaling the City expenditures of no more than \$25,000. Should the proof of concept project prove sustainable, additional intersections should be considered. Those intersections with current APS equipment should remain, thus increasing accessible intersections in the City and ensuring fiscal responsibility.

Prepared by/Date: Sherry Mercer, Inclusive Services Coordinator, May 27, 2019

Reviewed by/Date:

Approved by/Date: Garrett Donaher, Manager – Transportation Engineering, July 9, 2019
Natalie Godden, Manager – Family and Leisure Services, July 9, 2019

Attachments:

Key2Access Quote