

INFORMATION NOTE

Title: APS and Key 2 Access Update

Date Prepared: January 28, 2021

Report To: Inclusion Advisory Committee

Councillor and Role: Councillor Deanne Stapleton

Ward: N/A

Issue: An update on the current status of Accessible Pedestrian Signal installations and the Key 2 Access Pilot Project.

Discussion – Background and Current Status:

The table provided below provides an update on the status of APS installations within the City of St. John's as of January 29, 2021. The list includes 21 completed intersections, 5 that are planned or partially complete, and 9 that have been requested but are not yet complete.

The Annual Accessible Pedestrian Program is a capital out of revenue fund that Council has allocated in the past with the intention of completing two new APS installations each year. There is currently \$95,067.96 in this budget. As is shown in the table below staff have leveraged several other funding streams including development work and capital funding in order to maximize the work that can be completed using the allocated funds.

Intersection	System	Status	Funding
Allandale Rd @ Confederation Building entrance		Requested	
Captain Whelan @ Hamlyn/Blackmarsh	APS	Completed	Developer / APS Funding
Columbus Dr @ Thorburn Rd	APS	Upcoming upgrades to trail to include APS	APS Funding
Elizabeth Ave @ Freshwater Rd	K2A	Completed	APS Funding
Elizabeth Ave @ Newtown Rd	K2A	Completed	APS Funding
Elizabeth Ave @ Portugal Cove Rd		Requested	
Elizabeth Ave @ Westerland Rd		Requested	
Freshwater Rd @ Anderson Ave		Requested (on Kelly's Brook Path alignment)	APS Funding
Freshwater Rd @ Empire Ave		Requested	

ST. JOHN'S

Intersection	System	Status	Funding
Higgins Line @ Ridge Rd	APS	Requested	
Kelsey Dr @ Kiwanis St	APS	Completed	Developer / APS Funding
Kelsey Dr @ Messenger Dr	APS	Completed	Developer
Kenmount Rd @ Avalon Mall / Polina Rd	APS	Completed	Capital
Kenmount Rd @ Brant Dr / H3	APS	Prepared for future installation	Developer / APS Funding
Kenmount Rd @ Peet St	APS	Completed	Capital
Kenmount Rd @ Pippy Pl	APS	Planned in next phase of Kenmount Road project	Capital
King's Bridge Rd / Kennas Hill @ The Boulevard / New Cove Rd	K2A	Completed	APS Funding
King's Bridge Rd @ Winter Ave	K2A	Completed	APS Funding
O'Leary Ave @ Avalon Mall / Parking Garage	APS	Completed	Developer
Prince Philip Dr / MacDonald @ Portugal Cove Rd	APS	Completed	APS Funding
Prince Philip Dr @ Westerland Rd	K2A	Completed	APS Funding
Rawlins Cross (two signals)	K2A	Completed	APS Funding
Ropewalk Lane @ Empire Ave		Requested	
Ropewalk Lane @ Mundy Pond Rd	APS	Completed	Signal Maintenance
The Boulevard @ CNIB	K2A	Completed	APS Funding
Topsail Rd @ Columbus Dr	APS	Black and MacDonald in field as of 2021/01/29	APS Funding
Topsail Rd @ Cowan Ave	K2A	Completed	APS Funding / Black and MacDonald
Torbay Rd @ Macdonald Dr		Requested	
Torbay Rd @ Newfoundland Dr		Requested	
Water St @ Adelaide St / Bishop's Cove	APS	Completed	Capital
Water St @ Cliff's Baird's Cove	APS	Planned in next phase of Water Street project	Capital
Water St @ George St / Beck's Cove	APS	Completed	Capital
Water St @ McBrides Hill / Ayre's Cove	APS	Completed	Capital

Intersection	System	Status	Funding
Water St @ Queen St	APS	Completed	Capital
Waterford Br @ Brookfield	APS	Completed	Signal Maintenance

In August 2019 the City began a pilot project to test the Key 2 Access technology. The table below shows the number of activations at each of the original locations.

Feedback from CNIB has been positive:

“When speaking to our orientation and mobility specialist and clients living with sight loss who are using this technology, the anecdotal feedback has been positive. It doesn’t matter where you travel throughout the city and/or into other test sights like Mount Pearl and Paradise the trust for safe travel remains consistent in every experience reported by the consumer. They want to see this expand to other parts of the city and we are encouraging them to identify key areas that will help them travel further and further throughout the city.”

Since our pilot project began, Key 2 Access has sold their technology to Polara, one of the leading APS suppliers in North America. While new Key 2 Access installations are not available, the existing installations will continue to be supported. The City is hopeful that working with CNIB, Key 2 Access, Polara, BlindSquare, and/or other vendors a similar product will be available that combines the ease of APP or FOB activation with the audio messages available on the Key 2 Access system.

	The Boulevard near the CNIB	Westerland Road & Prince Philip Drive	Freshwater Road & Elizabeth Avenue, Crosswalk on Freshwater Road	Kenna's Hill & The Boulevard	Elizabeth Avenue & Newtown Road, Crosswalk on Elizabeth Avenue	Cowan Avenue & Topsail Road	Kings Bridge Road & Winter Avenue, Crosswalk on Kings Bridge	Total
2019/08			6		2			8
2019/09	1	24			5			30
2019/10	27	62	2	2	1		1	95
2019/11	26	11		7	1	6	1	52
2019/12	7		17					24
2020/01	8		9					17
2020/02	18							18
2020/03	8		3					11
2020/04				4				4
2020/05		2					1	3
2020/06		5						5
2020/07	3	4					1	8
2020/08	2						1	3
2020/09	10			1				11
2020/10	16			16			1	33
2020/11	11		3	3	2			19
2020/12	12			2				14
2021/01	4							4
Total	153	108	40	35	11	6	6	359

Impacted by COVID-19

Key Considerations/Implications:

1. Budget/Financial Implications:
There is currently \$45,067.96 remaining in the APS budget. A previous allocation of \$50,000 has been identified and is expected to add to this figure.
2. Partners or Other Stakeholders:
This committee and CNIB.

3. Alignment with Strategic Directions/Adopted Plans:
Accessible Pedestrian Signals are integral part of the strategic direction “A City that Moves”. This direction is described as follows with emphasis added on mode share related language:
Changing demographics mean the way people move around the city is shifting. Our transportation network needs to provide all people and businesses access to options for travelling where they want to go. By focusing on safety and balance this direction attempts to make a safer transportation network for everyone, regardless of their mode of travel.
4. Legal or Policy Implications: n/a
5. Privacy Implications: n/a
6. Engagement and Communications Considerations: n/a
7. Human Resource Implications: n/a
8. Procurement Implications: Future procurement for APS systems will consider the features provided by Key 2 Access.
9. Information Technology Implications: n/a
10. Other Implications: n/a

Conclusion/Next Steps:

The City’s standard practice is that all new signalized intersections are equipped with APS. (Though in some remote locations this may be modified to requiring that the new intersection be prepared for future installation.) The City also continues to pursue upgrades at existing crossings using the list above and opportunities with other projects to push this initiative forward.

Report Approval Details

Document Title:	APS and Key 2 Access Update.docx
Attachments:	
Final Approval Date:	Feb 1, 2021

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Feb 1, 2021 - 11:25 AM

Jason Sinyard - Feb 1, 2021 - 2:31 PM