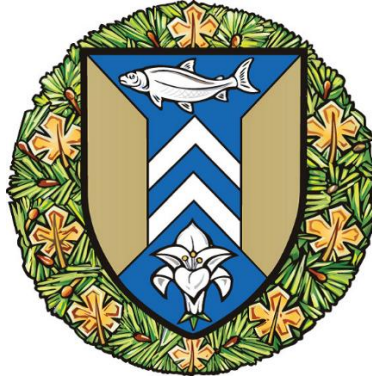




The Corporation of the City of Sault Ste. Marie

Accessibility Advisory Committee

Agenda, June 17, 2026, 2:00 – 4:00 pm

Northern Community Centre – Steelton Room

[Link to Join Zoom Meeting](#)

Meeting ID: 836 2497 2816

Passcode: 280622

One tap mobile Canada +12042727920,,83624972816#

Canada Toll-free 855 703 8985

[YouTube livestream link](#)

1. Meeting called to order

- 1.1. Land Acknowledgement: I acknowledge, with respect, that we are in Robinson-Huron Treaty territory, that the land on which we are gathered is the traditional territory of the Anishinaabe and known as Bawating. Bawating is the home of Garden River First Nation, Batchewana First Nation and the Historic Sault Ste. Marie Métis Council.

- 1.2. Member introductions

2. Chair's comments

3. Approval of Minutes

3.1. May 13, 2026

4. Declaration of Conflict of Interest

5. New Business

5.1. Community member request to address AAC – Jim Mills

5.2. Election Accessibility – Madison Zuppa, Gabrielle Nicolson

5.3. Staff Accessibility Event June 23, 2026

6. Old Business

6.1. APS spring update

6.2. Traffic Calming Assessment update

6.3. Rick Hansen Barrier Buster Grant success

6.4. Kal-tire Grant success

6.5. Manzo playground update

7. Barrier Removal Updates

7.1. Accessible Document Training update

7.2. Barrier Removal Assessment Group update

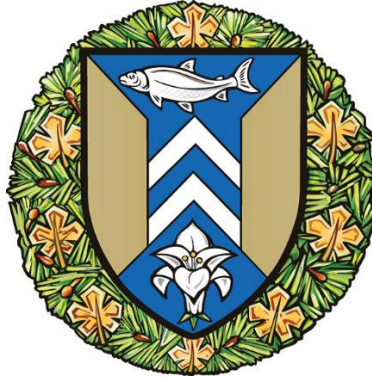
7.3. JRRC Arena 2 - Accessible Viewing Platform update

8. Site Plan Sub-Committee Report

8.1. None

9. Adjournment

Next meeting September 9, 2026, in-person and via Zoom, 2:00 to 4:00 pm



The Corporation of the City of Sault Ste. Marie

Accessibility Advisory Committee

Minutes, May 13, 2026

Meetings may be viewed on the [City's YouTube Channel](#)

Present: Carol Magnan, Don McConnell, Kerri Tuckett, Derrick Lavallee, Councillor Lisa Vezeau-Allen, Leslie Sawchyn (Interpreter)

Absent: Dan Perri, Peter Tonazzo, Councillor Sandra Hollingsworth, Diana Gerhart, Wayne Scharfenberg, Craig Kohler.

Officials: Diane Morrell, Samir Thapa, Maggie McAuley (Eng.)

Guests: Emma Diamond, Summer Student

1. Meeting called to order

1.1. Land Acknowledgement

I acknowledge, with respect, that we are in Robinson-Huron Treaty territory, that the land on which we are gathered is the traditional territory of the Anishinaabe and known as Bawating. Bawating is the home of Garden River First Nation, Batchewana First Nation and the Historic Sault Ste. Marie Métis Council.

2. Chair's Comments

2.1. June 17, 2026 is the next AAC meeting date.

3. Approval of Minutes – April 15, 2026

Moved by: Derrick Lavallee

Seconded by: Carol Magnan

All in favor

4. Declaration of Conflict of Interest

4.1. None

5. New Business

5.1. Community member request to address AAC – Jim Mills

5.1.1. Jim Mills was not in attendance.

5.2. East Street Reconstruction - Maggie McAuley, Manager of Design & Transportation Engineering

5.2.1. Maggie shared information about the East Street Reconstruction.

5.2.2. More information regarding this project can be found on the City's website on [East Street Reconstruction](#)

5.3. AccessAbility Awareness Week update

5.3.1. AccessAbility Awareness Week is May 31 to June 6th.

5.3.2. Ottawa's [AccessAbility Day registration form](#) Registration deadline Friday, May 22

5.3.3. Ministry for Senior's and Accessibility Forum [AAC Forum Registration Form](#) Registration Deadline May 27

6. Old Business

6.1. AAC provided a letter of support for a grant application to Enhancing Access to Spaces for Everyone (EASE) Grant

6.2. Barrier Removal Assessment Group update

6.2.1. The AAC has reviewed the tools and they require further revision

6.3. Intersection discussion from April AAC update

6.3.1. [Report A Traffic Concern Link](#)

7. Barrier Removal Updates

7.1. None

8. Site Plan Sub-Committee Report

8.1. None

9. Adjournment

Next meeting June 17, 2026 In-person and via Zoom, 2:00 to 4:00 pm



NATIONAL ACCESSABILITY WEEK 2026



INTRO

National AccessAbility Week is an annual celebration that promotes inclusion, raises awareness about accessibility, and recognizes the contributions of people with disabilities. It's a time to reflect on the progress made toward a more accessible society while continuing to advocate for meaningful change.

Last year, ILSM celebrated National AccessAbility Week by bringing the community together through a series of engaging initiatives. From interactive events at the centre to community outreach and awareness campaigns, we connected with thousands of individuals across the community. These efforts helped spark important conversations around accessibility, highlight lived experiences, and strengthen our role as a hub for inclusion and advocacy in the region.



NAAW EVENTS



PHOTO CRED: YES! THEATRE

ILSM BAKE SALE

Stop by for some **delicious treats!** All proceeds directly support ILSM and our programs!



LIP SYNC BATTLE *cadence* music therapy

Get ready for a high-energy night of music and entertainment. Local organizations will take the stage at the YES! Theatre Refettorio in a friendly lip sync competition, bringing creativity, fun, and community spirit together. **You won't want to miss what we have planned for the winning team!**



CRUISIN' FOR INCLUSION

Back for its third year, **Cruisin' for Inclusion** is a **walk, wheel, and ride-a-thon fundraiser** supporting local charities. Participants will travel a loop through **Downtown Sudbury** to **Tom Davies Square**, showing their support for accessibility and inclusion. Bring your signs, bring your energy, and **let's get moving Sudbury!**

NAAW EVENTS

OUTDOOR NIGHT MARKET

Explore an **outdoor market** featuring local organizations, vendors, and small businesses. Discover handmade goods, unique products, grab a bite at our BBQ and **support local!**



ACCESSABILITY EXPO

Join us on Durham Street for our signature event of the week! This **carnival-themed expo** brings disability focused organizations together for a day of **family-friendly games and activities**, all focused on building a more accessible community!

COST TO PARTICIPATE

NON-PROFIT ORGANIZATIONS:

ILSM does not charge any fees for non-profit organizations to participate in National AccessAbility Week. ILSM encourages participants to raise money for their charity during the events. Organizations participating in the **Outdoor Night Market** are asked to make a **donation to ILSM** at the end of the evening.

BOOTH REQUIREMENTS

Participants in the **AccessAbility Expo** are required to **bring their own** tents, tables, chairs, banners and display materials. Participants will be **required** to bring a **carnival game** to host at their booth!

Additionally, there are **no** power outlets or water hookups available.



2025 PARTICIPANTS

CLOSET SHARE

ICAN

SENSITY

**TLC FOR BRIGHTER
FUTURES**

L'ARCHE SUDBURY INC

NORTHERN OUTREACH

DEAFBLIND ONTARIO

**COMMUNITY LIVING
GREATER SUDBURY**

**SUDBURY DEVELOPMENTAL
SERVICES**

SPARK EMPLOYMENT

**NICKEL DISTRICT
CONSERVATION**

MND DESIGNS

SUDBURY REIKI CLINIC

NISA

KARIS DISABILITY SERVICES

MY CENTRE

SPCA

MOTION

**LAURENTIAN
CONSERVATION**

THE GO-GIVE PROJECT

PARKSIDE CENTRE

**ADULT YOUTH
ENRICHMENT CENTRE**

SILENT VOICE CANADA

**LADIES OF THE ROYAL
PURPLE**

NATIONAL ACCESSABILITY WEEK SCHEDULE



MON MAY 25	Proclamation 10:00am Greater Sudbury City Hall, 200 Brady Street
TUES MAY 26	Lip Sync Battle 6:00pm - 8:00pm YES! Theatre Refettorio, 131 Durham Street 
WED MAY 27	Bake Sale 9am - 3:00pm 125 Durham Street
THURS MAY 28	Cruisin' for Inclusion 2:00pm - 3:00pm 125 Durham Street
FRI MAY 29	Outdoor Night Market 5:00pm - 9:00pm 125 Durham Street
SAT MAY 30	AccessAbility Expo 10:00am - 2:00pm 125 Durham Street



AGRAY@ILSM.CA



705-675-2121



SIGN UP FOR NATIONAL ACCESSIBILITY WEEK

Please indicate which event(s) you would like to sign up for:

Lip Sync Battle ☐

Cruisin' for Inclusion ☐

Outdoor Night Market ☐

AccessAbility Expo ☐

Contact Information

Name of Organization: _____

Address: _____

Contact Person: _____

Phone: _____

Email: _____

We will send an information package for selected event(s) to the email provided.

Please return completed form to agray@ilsm.ca

For Carnival Games contact:

Its Not a Party Without Us!

705-618-5867

<https://www.itsnotapartywithoutus.com/>

Pete's Party & Tent Rentall

705-673-4896

<https://www.petesrentall.ca/>

Traffic Complaint Form Republish

Submitted by: Anonymous user

Submitted time: Apr 28, 2026, 8:53:02 AM

Your name

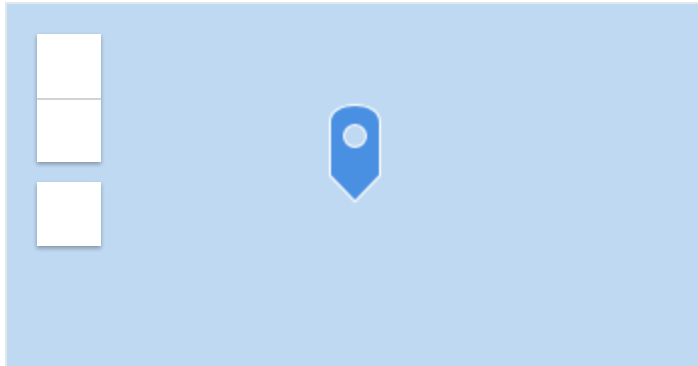
Diane Morrell

E-mail address

d.morrell@cityssm.on.ca

What is your address?_geopoint

Lat: 0 Lon: 0



Esri, TomTom, Garmin, METI/NASA, USGS

Powered by [Esri](#)

Which street would you like reviewed?

Queen Street East

From Street:

Boundary Road

Please select any of the following traffic concerns:

- **Pedestrian safety (i.e. need for safe crossing)**

When does the problem typically occur?

- **Sporadically**

In which seasons does the problem occur?

- **Spring**
- **Summer**
- **Fall**
- **Winter**

Please describe your concerns:

2. This next one is not an accessibility issue, but I will be sending to Councillor Hollingsworth on behalf of committee member as requested at the AAC meeting.

Speed calming measures have been implemented on Queen near Boundary, but speeding still occurs in this area. Committee member lives on the northeast corner on Queen and Boundary. The last five years has seen significant speed increases and accidents at this corner. There are many children and pedestrians who cross daily, very unsafe, given the speed that the cars travel and turn the blinded corners. The Committee member said she guesses that many exceed 80km/hour, in either direction. The speed calming measures are placed for 4 months or so around the sewage plant until Millwood St and then speed limits tend to increase by the time they reach Queen and Boundary, when travelling west.

TRAFFIC CALMING ASSESSMENT

Location Information:	
Street Name:	Queen St E
From:	Centennial Ave
To:	Val St

Part A - Confirmation of Prerequisite Requirements:			
	Required Criteria	Response	Criteria Met? (Yes/No)
Roadway Classification (Local, Collector, Arterial)	Must be a local or collector roadway	Urban Collector	Yes
Annual Average Daily Traffic (veh/day)	Must have a minimum 500 veh/d AADT	5718	Yes
Posted Speed Limit (km/h)	No greater than 50km/h (urban) or 60km/h (rural)	50	Yes
Date of Last Assessment	Roadway has not been evaluated in the last 24 months	28-May-26	Yes
Recommended to proceed to Part B? (Yes/No, comments)			
Yes			

Part B - Traffic Calming Evaluation and Scoring:			
Factor	Criteria	Data Collected	Point Score
Traffic Speeds	3 points for every km/h the 85% speed is above the posted speed limit	14	42
Traffic Volumes	1 point for each 50 vehicles above 500 veh/day (local) or 100 vehicles over 1,500 veh/day	4218	30
Collision History	5 points for for any collision within the study area disregarding cause of the collision	2	5
Pedestrian Generators	5 points for each pedestrian generator present in the study area	0	0
Bicycle Facilities/Routes	10 points if bicycle lanes, multi-use trails, or designated routes are present in the study area	Bike Lanes	10
		Total Score:	87
Recommended to add to prioritization list? (Comments)			
Yes			

Date completed:

28-May-26

Assessment Completed by:

Mark Khull



Subject: Traffic Calming Policy
Service Area: Engineering Services
Source: Municipal Services and Design Engineer
Date: 2023 05 01

1. Introduction

The purpose of this Policy is to provide an established process to fairly evaluate all neighbourhood requests for the installation of traffic calming measures. The policy has been developed so that traffic calming measures can be implemented, where deemed appropriate to improve safety for all road users on Sault Ste. Marie streets and not adversely affect operational costs and Emergency Services.

1.1. What is Traffic Calming?

Traffic calming is the modification to a roadway and its roadside environment for the purpose of reducing the negative effects of motor vehicle use. These negative effects are usually associated with excessive vehicle speed and, in some instances, the impacts of cut through traffic in a neighbourhood. A successful traffic calming program is one which will alter the street in such a way that motorists will drive slower and exercise caution, creating a safer and more livable street for all users. It also minimizes negative impacts on emergency response agencies and operational activities.

Traffic calming methods are typically grouped into two categories: Active Traffic Calming and Passive Traffic Calming.

Active Traffic Calming measures involve the addition of vertical or horizontal deflections to a roadway, which force drivers to reduce their speed in order to comfortably navigate these barriers. Some examples of active traffic calming include: speed humps/tables, raised crosswalks, chicanes, roundabouts, etc.

Passive Traffic Calming measures do not involve physical modifications to the roadway. Instead, they aim to alter the driver's perception of the road environment in order to encourage slower and more cautious driving. Some examples of passive traffic calming include: lane narrowing, vertical centreline treatment, pavement markings, signage, etc.

1.2. How Traffic Calming Works (Principles of Traffic Calming)

The following principles will be applied when selecting and implementing traffic calming measures. This will ensure that appropriate traffic calming measures are selected, that they are compatible with the community's needs, and that any potential negative impacts are minimized. While each situation is unique, the principles of traffic calming must be applied to each situation. Application of these principles will maximize effectiveness of the traffic calming plans and help build community acceptance and support of the final traffic calming solutions.



- **Identify the Real Problem.** To implement effective traffic calming measures, it is important to accurately identify the underlying problem. Traffic related and road safety concerns can be complex and emotional topics. It is important to keep the issues and problems in perspective to maximize the limited resources on proven problems and not perceived problems.
- **Quantify the Problem.** To select the appropriate measures, it is important to quantify the extent of the problem. This requires gathering data, including traffic counts, speeds, accident data and pedestrian usage while also taking into consideration the adjacent land uses of the subject road, including the presence of schools, parks, and other pedestrian generators.
- **Maintain and Minimize Impacts on Delivery of Emergency Services.** Consideration of these services when identifying appropriate traffic calming measures for implementation will minimize delays/impacts to these services. This will also aid in building support for traffic calming in general. When selecting traffic calming measures, staff will strive to balance the needs of these services with slowing traffic on residential streets. In addition, the City will work with Fire and Emergency Services to ensure that the negative impacts resulting from the implementation of traffic calming measures are minimized.
- **Maintain and Minimize Impacts on Delivery of Public Services.** Consideration of snow plowing, street sweeping, drainage, waste collection and school bus services when identifying appropriate traffic calming measures for implementation will minimize delays/impacts to these services.
- **Use Cost Effective Measures.** The cost of traffic calming measures can vary greatly depending on the materials used, labour involved and the cost of the process to implement certain alternatives. For cost control reasons, only appropriate traffic calming measures will be implemented, and a phased approach should be used when appropriate. Traffic calming measures can generally, be upgraded after initial installation therefore over design of the initial implementation must be avoided to allow distribution of funds throughout the City rather than concentrating limited funds on a smaller number of locations.
- **Minimize Impacts on Adjacent Residential Streets.** Prior to considering traffic calming, any potential negative impact on adjacent streets will be considered. Impacts may include traffic diverted to another street, or changes in turning movements with increase delays with other intersections. These effects will be considered in advance of approval, so traffic calming solutions do not create or exacerbate existing problems.
- **Target Automobiles and Not Non-Motorized Modes.** The purpose of traffic calming is to reduce the negative effects of motor vehicles while improving conditions for other road users. Traffic calming measures will be designed to permit cyclists and pedestrians to travel unaffected, while slowing down motor vehicles.
- **Monitor and Follow-up.** It is important to report to Council and to the community of the results of implemented traffic calming measures. It also provides an opportunity for the community to provide feedback, and for staff to identify any measures that do not produce the desired



results. Comparable traffic volumes, speed and collision data will be collected before and after implementations.

2. Implementation Process

Staff review all requests on a first-come, first-served basis. The procedure involves the following steps:

- Traffic Calming Request;
- Confirmation of Prerequisite Requirements;
- Collection and Evaluation of Traffic Data;
- Traffic Calming Warrant Review;
- Ranking and Prioritization; and
- Selection of Traffic Calming Measures.

2.1. Traffic Calming Request

To request a location be considered for traffic calming, the requester may:

1. Complete the Traffic Concern Form located on the city website; or
2. Submit a request in writing to the City's Engineering Services Division.

2.2. Confirmation of Prerequisite Requirements

For a variety of operational and public safety reasons, traffic calming should not be applied to all types of roadways. It is strongly recommended that the specific installation criteria, as developed in this policy, be met, and followed. Active traffic calming designs that involve physical interventions (e.g. vertical deflection or horizontal deflection) will be limited to installation on roadways that are proven by a traffic study and evaluation to have significant aggressive driving problems and must meet all the other criteria as set out in this policy. Traffic calming designs that involve vertical alignment shifts will not be permitted on arterial roads and primary routes for emergency response agencies.

The screening process sets requirements that must be met for a location to be eligible for traffic calming measures. The screening criteria will also help identify whether a more complex issue exists that may need to be addressed using a different approach.

The following criteria must be met to be considered for traffic calming measures:

- Must be a local or collector roadway;
- Must have a minimum 500 Annual Average Daily Traffic (AADT);
- The posted speed limit shall not be greater than 50km/h (urban) or 60km/h (rural); and
- The roadway has not been evaluated within the last 24 months.



Arterial roadways are designed to accommodate large traffic volumes. Active traffic calming methods are not recommended on arterial roadways as this may hinder the function of the road or divert traffic to adjacent streets that were not designed to accommodate large traffic volumes. In some instances, passive traffic calming methods may be appropriate and will be considered on a case-by-case basis.

2.3. Collection and Evaluation of Traffic Data

If the requested location meets the initial screening criteria outlined in Phase I, staff will collect volume and speed data to determine the 85th percentile speed, daily volumes, and peak hour volumes present at the location under review. This data will be used by staff to provide a better understanding of the current traffic conditions and to prioritize locations for the investigation of traffic calming.

2.4. Traffic Calming Warrant Review

The warrant process focuses on various attributes of the requested location to quantify its potential need for traffic calming. The process incorporates five factors, with appropriate weighting applied to each. Each eligible traffic calming request is awarded points for its score based on each factor, with a maximum score of 100 points. Table 1 below shows the scoring matrix.

Table 1 – Traffic Calming Scoring Matrix

Factor	Criteria	Maximum Points
Traffic Speeds	3 points for every 1km/h the 85 th percentile speed is above the posted speed limit	45
Traffic Volumes	Local: 1 point for each 50 vehicles above 500 vehicles per day Collector: 1 point for each 100 vehicles above 1,500 vehicles per day	30
Collision History	5 points for any collision within the study area disregarding the cause of collision	5
Pedestrian Generators	5 points for each pedestrian generator (school, park, community centre, retail centres designated pedestrian crossing, etc.) are present in the study area	10
Bicycle Facilities or Routes	10 points if bicycle lanes, multi-use trails, or designated routes or trails are present in the study area	10
Total		100

The total number of points (score) determines whether the location will be considered for implementation of traffic calming measures. The minimum threshold to qualify for traffic calming is 75 points.



2.5. Roads Not Qualifying

For roadways not meeting the criteria in Sections 2.3 and 2.4, the process will be terminated, and the requester will be advised of the decision in writing with copies sent to the affected ward Councillors. If a roadway does not meet the warrants for traffic calming, the roadway will not be considered for another review for a period of 24 months after the final review, unless there have been significant changes to the traffic patterns in the area.

2.6. Traffic Calming Ranking and Prioritization

Locations that achieve the minimum score will be added to a ranking list and will be eligible for implementation of traffic calming measures. The appropriate measures will be selected based on the specific characteristics of the road segment.

All locations eligible for traffic calming measures will be ranked in descending order by the score obtained in the warrant process. The resulting list will be compiled and presented to Council on a yearly basis.

To ensure that locations with lower scores are not continually overtaken by newer eligible locations, staff will update the ranking list annually by assigning an additional five points to the score of each location for every year that has passed since the location was added to the ranking list.

Locations that did not obtain the minimum score in the original warrant process cannot become eligible based on the age of the application. They can only become eligible if traffic conditions change sufficiently to raise its score above the minimum requirement.

2.7. Selection of Traffic Calming Measures

When a location is selected for implementation, staff will use engineering judgement along with industry best practices to determine the most appropriate traffic calming measure(s) based on the characteristics of the study area. The Canadian Guide to Traffic Calming, Second Edition (TAC, 2018) will be referenced as a guiding document during this process. Staff will also seek input from Emergency Services prior to implementation.

From this list, staff will make recommendations for implementation subject to budget availability.

3. Design Considerations

The design of all traffic calming measures shall be subject to the guidelines of the Institute of Transportation Engineers (ITE), TAC Canadian Guide to Traffic Calming, Ontario Traffic Manuals, and all relevant City of Sault Ste. Marie design and construction standards and specifications.



4. Record Keeping

All traffic calming requests will be kept on file to ensure transparency and to improve response efficiency for similar requests.

5. Public Consultation

When a location is selected for the implementation of traffic calming measures, a public information centre will be held prior to detailed design and installation. The intention of the public information centre is to obtain input from affected area residents, road users, and community stakeholders. This feedback can be used to fine-tune the proposed solutions, ensuring that the specific needs of the community are met.

APS Checklist Completed as of June 2026

1. Queen Street East and Bruce Street – North-South Crossing

1.1 Locator tone sound level

- All functions working

1.2 Push button accessibility

- All functions working

1.3 Push button functionality

- Wiring issue on South-West corner needs repair

1.4 Secure attachment to pole

- Loose push button on North-West corner needs to be secured

1.5 Activation of audible signal

- All functions working

1.6 Audible signal sound level

- All functions working

1.7 Audible signal duration

- North-West to North-East, 5 seconds
- South-West to South-East, 5 seconds

2 Bay Street and Dennis Street – North-South Crossing

2.1 Locator tone sound level

- All functions working

2.2 Push button accessibility

- All functions working

2.3 Push button functionality

- No indication sound at South-East corner

2.4 Secure attachment to pole

- All functions working

2.5 Activation of audible signal

- No indication sound at South-East corner

2.6 Audible signal sound level

- No indication sound at South-East corner

2.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds

3 Wellington Street West and Carmens Way – North-South Crossing

3.1 Locator tone sound level

- Not applicable

3.2 Push button accessibility

- All functions working

3.3 Push button functionality

- All functions working

3.4 Secure attachment to pole

- Missing visor on South-West walk light was replaced

3.5 Activation of audible signal

- All functions working

3.6 Audible signal sound level

- Not applicable

3.7 Audible signal duration

- North-West to North-East, not applicable
- South-West to South-East, not applicable

4 St. Georges Ave and North Street – East-West Crossing

4.1 Locator tone sound level

- Not applicable

4.2 Push button accessibility

- All functions working

4.3 Push button functionality

- All functions working

4.4 Secure attachment to pole

- Walk light at the South-East corner of the East-West crossing was refocused

4.5 Activation of audible signal

- All functions working

4.6 Audible signal sound level

- All functions working

4.7 Audible signal duration

- North-West to North-East, 6 seconds
- South-West to South-East, 6 seconds

5 Pine Street and Northern Avenue – North-South Crossing

5.1 Locator tone sound level

- North-West corner was replaced May 22nd, 2026
- South-West corner red light was replaced May 22nd, 2026

5.2 Push button accessibility

- North-West not checked

5.3 Push button functionality

- North-West not checked

5.4 Secure attachment to pole

- North-West not checked

5.5 Activation of audible signal

- North-West not checked

5.6 Audible signal sound level

- North-West not checked

5.7 Audible signal duration

- North-West to North-East, approximately 45 seconds
- South-West to South-East, approximately 45 seconds

6 Pine Street and Northern Avenue – East-West Crossing

6.1 Locator tone sound level

- North-East corner was reprogrammed and the sign was reattached on May 19th, 2026

6.2 Push button accessibility

- North-East not checked

6.3 Push button functionality

- North-East not checked

6.4 Secure attachment to pole

- North-East not checked

6.5 Activation of audible signal

- North-East not checked

6.6 Audible signal sound level

- North-East not checked

6.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds

7 Great Northern Road at Walmart/Pinos – North-South Crossing

7.1 Locator tone sound level

- North-West corner button was replaced on May 21st, 2026

7.2 Push button accessibility

- North-West not checked

7.3 Push button functionality

- North-West not checked

7.4 Secure attachment to pole

- North-West not checked

7.5 Activation of audible signal

- North-West not checked

7.6 Audible signal sound level

- North-West not checked

7.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds

8 Second Line East and Old Garden River Road – North-South Crossing

8.1 Locator tone sound level

- North-West corner button, speaker, and pins were replaced May 21st, 2026

8.2 Push button accessibility

- North-West not checked

8.3 Push button functionality

- North-West not checked

8.4 Secure attachment to pole

- North-West not checked

8.5 Activation of audible signal

- North-West not checked

8.6 Audible signal sound level

- North-West not checked

8.7 Audible signal duration

- North-West to North-East, 8 seconds
- South-West to South-East, 8 seconds

9 Second Line West and Korah Road – North-South Crossing

9.1 Locator tone sound level

- All functions working
- North-West corner visor is broken

9.2 Push button accessibility

- All functions working

9.3 Push button functionality

- All functions working

9.4 Secure attachment to pole

- All functions working

9.5 Activation of audible signal

- All functions working

9.6 Audible signal sound level

- All functions working

9.7 Audible signal duration

- North-West to North-East, approximately 8 seconds
- South-West to South-East, approximately 8 seconds

10 McNabb Street and Willow Avenue – North-South Crossing

10.1 Locator tone sound level

- All functions working
- South-West sidewalk missing some segments

10.2 Push button accessibility

- All functions working

10.3 Push button functionality

- All functions working

10.4 Secure attachment to pole

- All functions working

10.5 Activation of audible signal

- All functions working

10.6 Audible signal sound level

- All functions working

10.7 Audible signal duration

- North-West to North-East, approximately 4 to 5 seconds
- South-West to South-East, approximately 4 to 5 seconds

11 McNabb Street and Willow Avenue – East-West Crossing

11.1 Locator tone sound level

- All functions working

11.2 Push button accessibility

- East-West on recall, no push buttons

11.3 Push button functionality

- East-West on recall, no push buttons

11.4 Secure attachment to pole

- East-West on recall, no push buttons

11.5 Activation of audible signal

- All functions working

11.6 Audible signal sound level

- All functions working

11.7 Audible signal duration

- North-West to North-East, approximately 5 seconds
- South-West to South-East, approximately 5 seconds

12 Second Line and Pine Street – North-South Crossing

12.1 Locator tone sound level

- North-East and South-East functions working
- South-East corner missing sign
- Chirp-Chirp repaired on May 19th, 2026

12.2 Push button accessibility

- North-East and South-East functions working

12.3 Push button functionality

- North-East and South-East functions working

12.4 Secure attachment to pole

- North-East and South-East functions working

12.5 Activation of audible signal

- North-East and South-East functions working

12.6 Audible signal sound level

- North-East and South-East functions working

12.7 Audible signal duration

- North-West to North-East, approximately 10 seconds
- South-West to South-East, approximately 10 seconds

13 Second Line and Pine Street – East-West Crossing

13.1 Locator tone sound level

- North-East sign faded
- All functions working

13.2 Push button accessibility

- All functions working

13.3 Push button functionality

- All functions working

13.4 Secure attachment to pole

- All functions working

13.5 Activation of audible signal

- All functions working

13.6 Audible signal sound level

- All functions working

13.7 Audible signal duration

- North-West to North-East, approximately 10 to 12 seconds
- South-West to South-East, approximately 10 to 12 seconds

14 Pim Street and Wellington Street East – North-South Crossing

14.1 Locator tone sound level

- All functions working
- Faceplate changed, location not specified

14.2 Push button accessibility

- All functions working

14.3 Push button functionality

- All functions working

14.4 Secure attachment to pole

- North-East corner reattached to pole with new screw
- All functions working

14.5 Activation of audible signal

- All functions working

14.6 Audible signal sound level

- All functions working

14.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds

15 Pim Street and Wellington Street East – East-West Crossing

15.1 Locator tone sound level

- Three signs replaced on South-East corner

15.2 Push button accessibility

- All functions working

15.3 Push button functionality

- All functions working

15.4 Secure attachment to pole

- All functions working

15.5 Activation of audible signal

- All functions working

15.6 Audible signal sound level

- All functions working

15.7 Audible signal duration

- Not applicable

16 Wellington Street East and Shannon Road

16.1 Locator sound level

- Remounted and reconnected, location not specified
- All functions working

16.2 Push button accessibility

- All functions working

16.3 Push button functionality

- All functions working

16.4 Secure attachment to pole

- All functions working

16.5 Activation of audible signal

- All functions working

16.6 Audible signal sound level

- All functions working

16.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds

17 Pine Street and Wellington Street East – North-South Crossing

17.1 Locator tone sound level

- Two worn out signs replaced, location not specified
- All functions working

17.2 Push button accessibility

- All functions working

17.3 Push button functionality

- All functions working

17.4 Secure attachment to pole

- All functions working

17.5 Activation of audible signal

- All functions working

17.6 Audible signal sound level

- All functions working

17.7 Audible signal duration

- North-West to North-East, 7 seconds
- South-West to South-East, 7 seconds