Port Wallace

New Active Transportation Concept

Accessibility Advisory Committee

2022-06-20

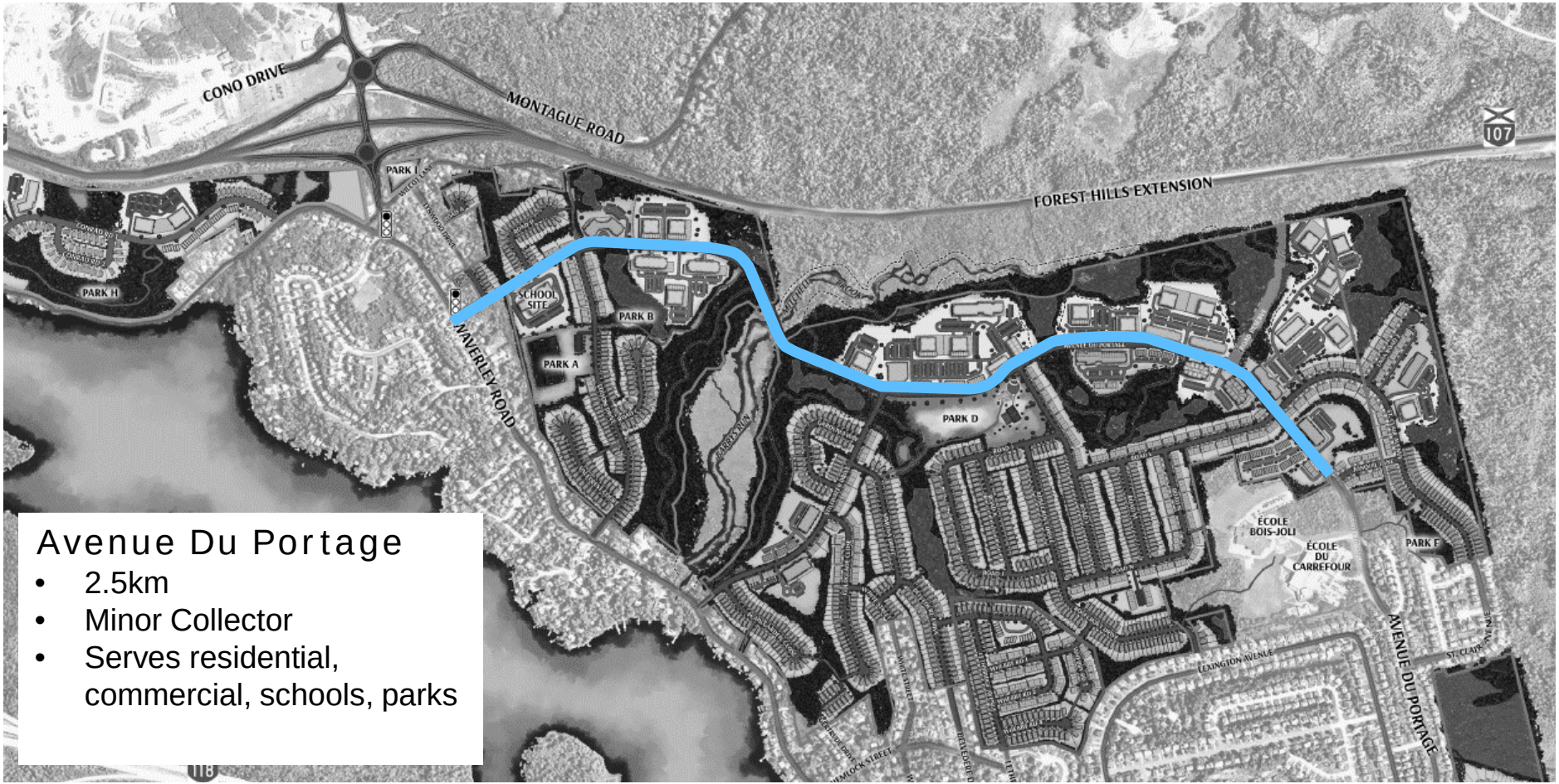
Objectives

- This Meeting
  - Introduce the concept
  - Discuss and collect feedback
- Create a new standard that is safe and accessible for all
  - For new developments
  - For retrofit projects

Port Wallace

- 3,800 / 4,900 Units
  - 67% multis / 33% singles
- 10-12k population
- Commercial
  - Grocery store, general
- School
- Parks
- Quarry Lands - Industrial

HALIFAX



Avenue Du Portage

- 2.5km
- Minor Collector
- Serves residential, commercial, schools, parks

To This Point

- Discussed with developer
- Developed draft cross-section
- Internal Discussions
  - Traffic / Road Safety
  - Design / Construction
  - Operations
- Meetings with accessibility stakeholders (June 8 & 16)

- Positive feedback
  - Willingness from developer
  - HRM departments on board
  - Suggestions from stakeholders

Upcoming

- Discuss lessons learned with Nanaimo
- Modify the design concept based on feedback from all stakeholders
- Work with developer to implement the design
- Update Municipal Design Guidelines to include the new design

The Developer's Vision

[Source: Google Maps – Gary Martin Drive, Halifax]

Our Vision – Starting Point

[Source: Google Maps – Metral Drive, Nanaimo]

HALIFAX

Features

- Walking and Cycling
  - Physical separation from cars
  - Limited physical separation from each other
- Unidirectional cycle path
- Raised crossing across driveways and local streets

- Attention Tactile Warning Surface Indicators (TWSIs)
  - Transit stops
  - Local intersections
  - Crosswalks
- Tactile Direction Indicators
  - Mid-block crosswalks
  - Transit stops
  - Wayfinding

Bikeway / Sidewalk Delineation

[Source: April 2022 TAC ATIC presentation by Roy Symons]

Bikeway / Sidewalk Delineation

- Separate adjacent bikeway / sidewalk
- Prevent pedestrian inadvertently entering bikeway
- Should be detectable by a range of users
  - Sod (extra space)
  - Textured hard surface (limited space)
  - Beveled / half-height curb (elevation change)

Sod Delineation

[Source: NACTO]

Hard Surface Delineation Examples

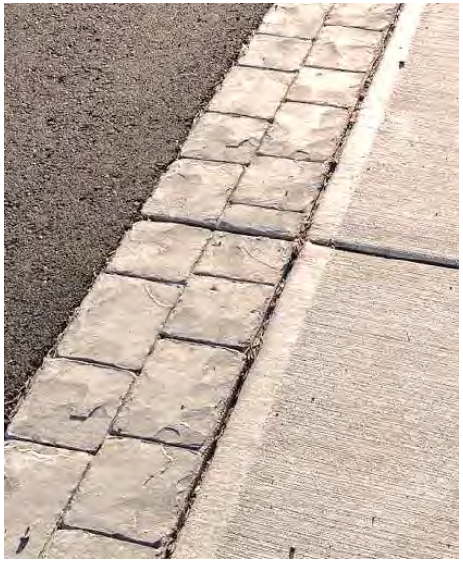
Alternating Tiles

[South Park St. at Sackville St.]

Beveled Curb

[Source: Vancouver 2019 Protected Bike Lanes Catalogue]

Textured Tiles / Stamped Concrete



[Source: April 2022 TAC ATIC presentation by Roy Symons]

Attention TWSIs

[Source: Google Maps – Metral Drive, Nanaimo]

[Source: twsi.ca]

Attention TWSIs

- Warning for entering travelway (vehicle or bike)
- Not a wayfinding cue or indication of right-of-way
  - Bikes must yield to pedestrians
- Installed at all new and retrofit pedestrian ramps across HRM
- Challenges at raised bikeways
  - No ramp
  - Complex areas with many tactiles

Tactile Direction Indicator

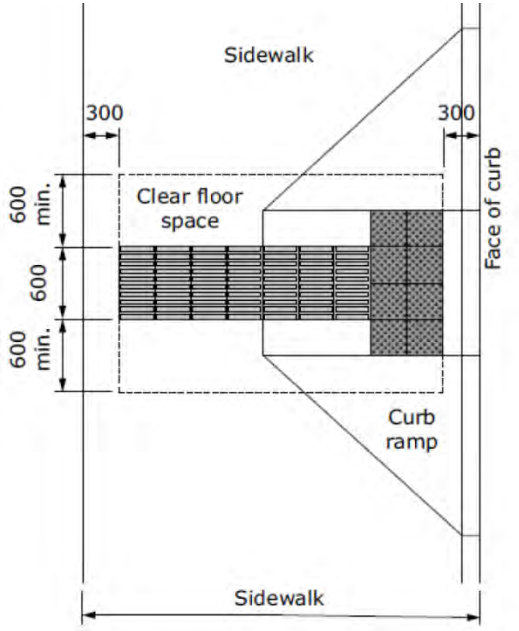
Grooves cut in Concrete

[Source: Google Maps – Metral Drive, Nanaimo]

Cast Iron / Paver Tiles

[Source: wausautile.com]

CSA Standard Detail



Tactile Direction Indicator

- Linear tactile direction strips to indicate direction of travel
- May be:
  - Cut grooves in concrete
  - Paver tiles set in place
  - Cast Iron tiles set in concrete
- Not for use at every intersection or in place of linear, well-delineated, travel paths.
- Supplemental tool for navigation in challenging environments (mid-block crossings, transit stops, plazas, etc.)
- Supplemented with attention TWSIs where they lead to conflict areas (bikeway / curb)

Tactile Direction Indicator

Mid-Block Crossing

[Source: Google Maps – Metral Drive, Nanaimo]

Raised Crossings

[Source: Google Maps – Metral Drive, Nanaimo]

Raised Crossings

- Emphasizes priority to cyclists / pedestrians
- Slows turning vehicles
- More comfortable and accessible for those with mobility issues
- Place TWSIs at pedestrian crossing
- Creates challenges for people with low vision or no vision – no ramp
- Consider partially raised crossing
  - 3” raise for vehicles / 3” drop for pedestrians

Transit Stops

[Source: Google Maps – Metral Drive, Nanaimo]

Transit Stops

- Pedestrians cross bikeway to access transit stops
- Hard surface waiting / seating area between bikeway and curb
- Directional tactiles (TDIs) to delineate transit stops
- Place TWSIs where pedestrians cross bikeway
- Creates challenges for people with low vision or no vision – many TWSIs and no ramp at bikeway

Pros / Cons

- Pros
  - Physical separation from cars
  - Separate walking / cycling areas
  - Walking and cycling priority
    - Raised crossings
    - Continuous, consistent
  - Reduced ROW width
  - Maintenance and snow clearing
- Cons
  - Limited physical separation for walking / cycling
  - Reliance on tactile surfaces
    - No elevation changes / curbs
  - Complex environment

Discussion

- What does a successful design look like?
- Thoughts / Concerns