

HALIFAX

Growing Halifax's Active Transportation Network:

Auditing tools

Accessibility Advisory Committee - April 17, 2023

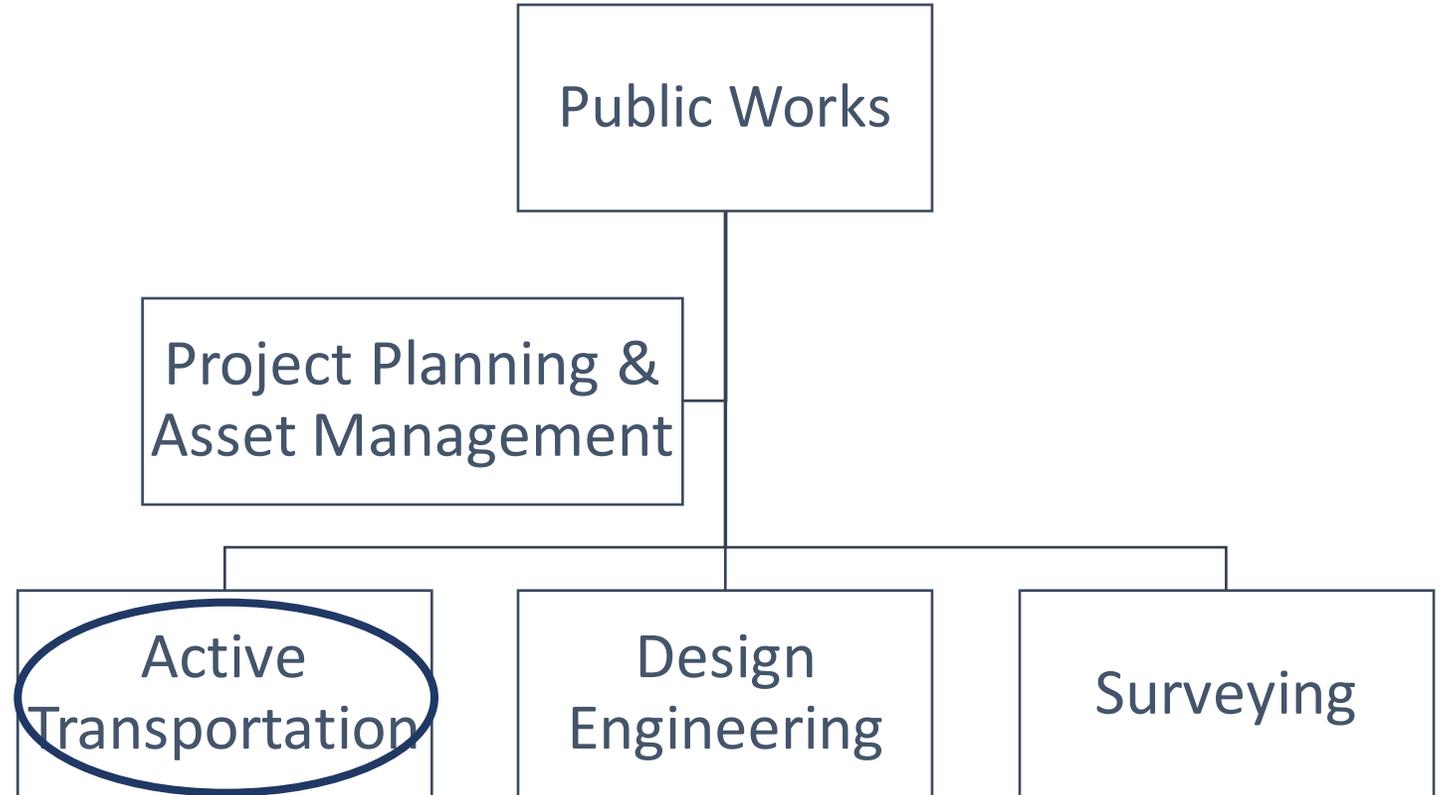


Agenda

- Intro and Policy Overview
- AAA Regional Centre Cycling Network Progress to Date
- Multi Use Paths (MUP)
- AT auditing tools available
- Questions & Discussion



Who Are We?



The Integrated Mobility Plan (2017)

Residents will have a choice of **connected, healthy, affordable, sustainable** travel options for moving both people and goods.



Walking and Cycling Infrastructure in Halifax

Up to date as of April 2021. Figures marked with * indicate kilometers of street with a bicycle facility.

Facility Type	Location	Kilometers in Halifax
Sidewalks	Urban, suburban	993.1
Multi-use pathways	Urban, suburban, rural	211.5
Bicycle lanes	Urban, suburban	63.7*
Protected bicycle lanes	Urban	6.4*
Local Street Bikeways	Urban	1.4

Active Transportation Policy and Planning

Over the past several years, the development of our walking and cycling networks has been guided by [Making Connections: 2014-19 Halifax Active Transportation Priorities](#)

[Interim Bikeway Improvements](#)

[Regional Centre 'AAA' Bikeway Projects](#)

[Regional Multi-Use Pathways](#)

[South Park Protected Bicycle Lanes](#)

[Wyse Road Bike Lanes](#)

[Macdonald Bridge Bikeway Connector](#)

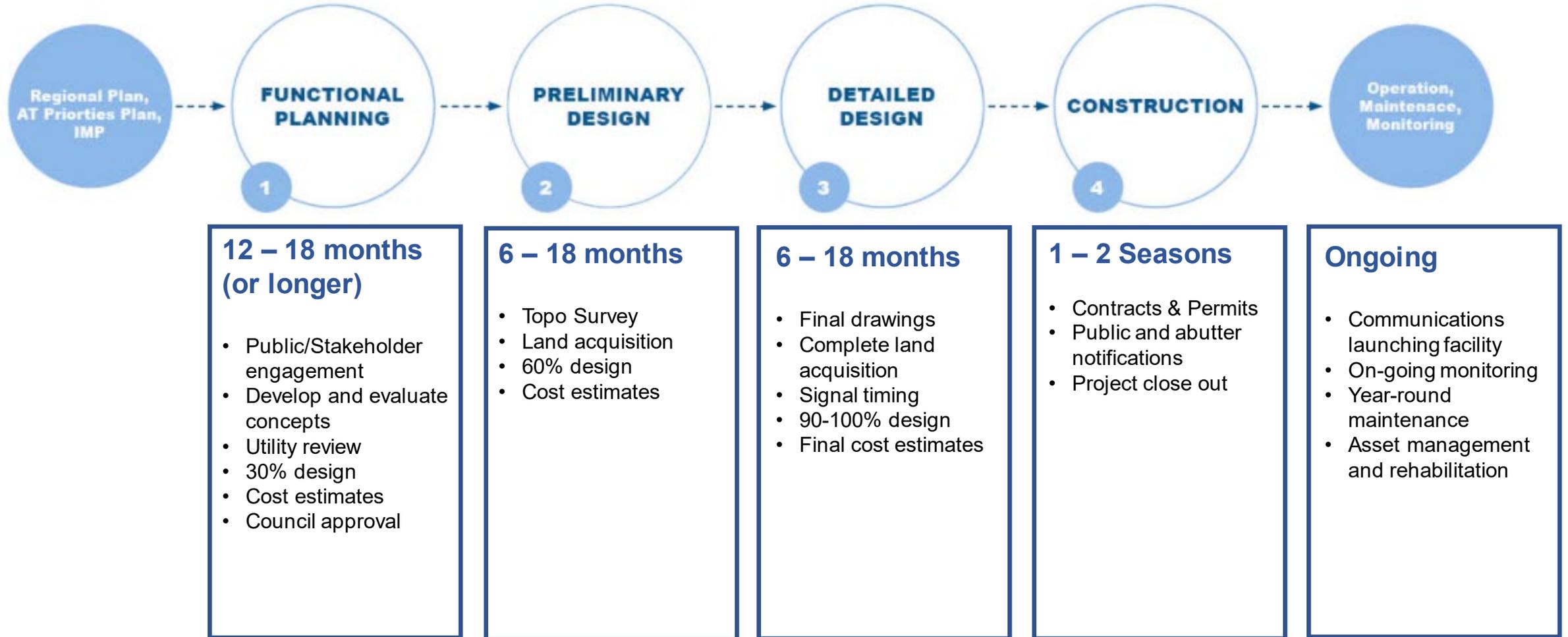
[Vernon-Seymour Local Street Bikeway](#)

[Halifax Bike Map](#) +

[Request A Bicycle Rack](#)

[Service updates](#) +

HALIFAX ACTIVE TRANSPORTATION PLANNING & DESIGN PROCESS



All Ages & Abilities



Major Street Shared Use Lane



Painted Bicycle Lane



Paint Buffered Bike Lane



Local Street Bikeway



Protected Bike Lane



Off-Street Pathway

Unsuitable for AAA facility

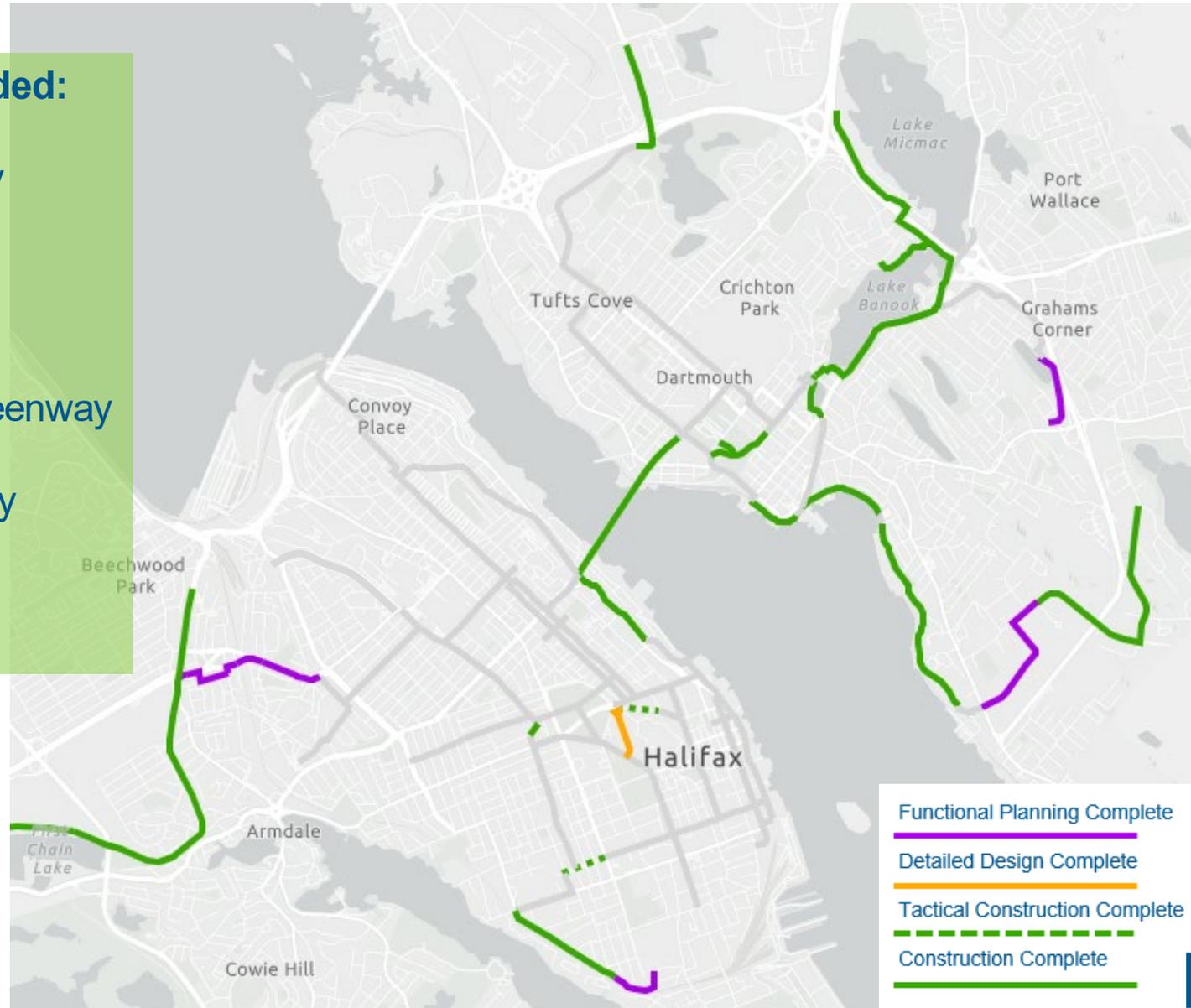
Suitable for AAA facility



AAA Network Status 2017

Key Pre-IMP segments included:

- Macdonald Bridge Bikeway
- Dartmouth Harbourfront Greenway
- Lake Banook – Shubie Greenway
- Highfield Park Dr Greenway
- Chain of Lakes Trail

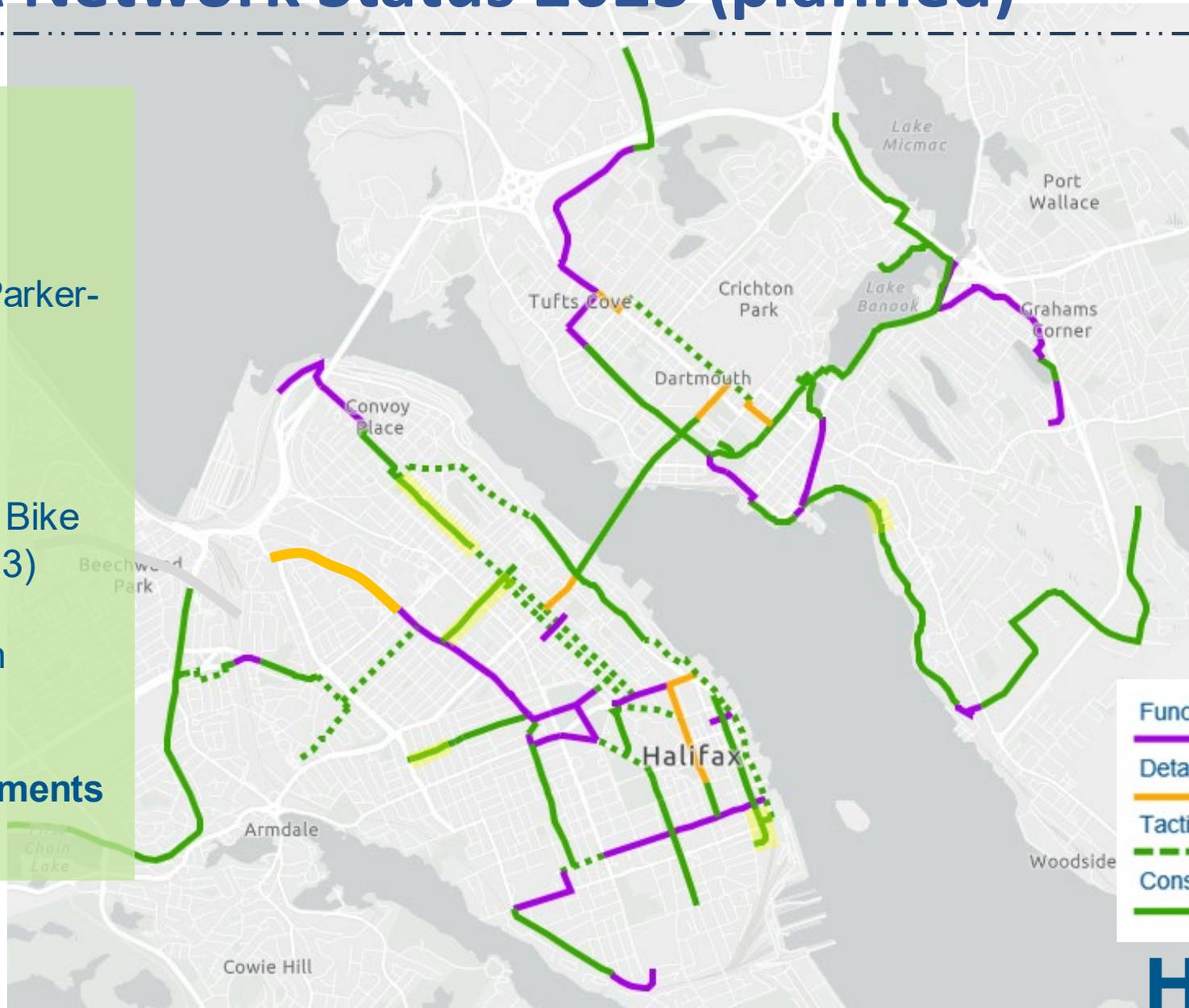


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AAA Network Status 2023 (planned)

Planned Construction:

- Almon Street Bike Lanes
- Dartmouth Harbourfront (Parker-Old Ferry)
- Isleville (Duffus-Young)
- Hollis St – Terminal Road Bike Lanes (built February 2023)
- Oak Street LSB Extension
- Interim bikeway improvements



Regional Multi-Use Paths

Below is a list of Multi-Use Pathways that form part of the Regional Network:

HRM's Multi-Use Pathways (owned and/or operated)

Bedford-Sackville Greenway

Burnside Greenway

Chain of Lakes Trail

Mainland North Trail

Forest Hills Parkway Multi-Use Pathway

Dartmouth Harbourfront Trail

Dunbrack Street Multi-Use Pathway

Provincial Rail Trails - Eastern & Western HRM

Shearwater Flyer – Corsair Drive to Bissett Road. Cole Harbour Parks & Trails Assoc.

Cole Harbour Salt Marsh Trail – Bissett Road to West Lawrencetown Road. Cole Harbour Parks & Trails Assoc.

Atlantic View Trail – West Lawrencetown Road to Causeway Road. Atlantic View Trail Association

Blueberry Run Rail Trail – Causeway Road



Multi-Use Paths

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Fire & Police ▾

Business ▾

311 Online Services En fra

DeWolfe Park Greenway

Halifax Urban Greenway

Bedford Waterfront Multi-Use Pathway

Lake Banook Trail

Mount Hope Greenway

North Preston Trail

Shubie Canal Greenway

Sackville Greenway

to Stella Drive. Marine Riders Trail Association

Gaetz Brook Greenway – East Chezzetcook Road to Stat Hill Look out Drive. Shore Active Transportation Assoc.

Musquodoboit Trailways – From Park Road to Gibraltar Rock. Musquodoboit Trailways Assoc.



Figure 2.2.5 - Multi-use pathway on Beaufort Avenue

(d) *Multi-Use Pathways* are spaces that are shared by bicyclists and pedestrians. They must be separated from traffic, typically by a boulevard, curb or ditch. They can require bicyclists to travel at lower speeds in order to safely share the space with pedestrians. Safe transitions to the street network must be considered. These facilities can be considered AAA. Figure 2.2.5 shows an example of a multi-use pathway in Halifax.



HALIFAX

Multi-Use Paths

Community Multi Use Pathways supported by HRM Grants Program for Planning,

Construction & Maintenance

Halifax North West Trails Association

Halifax Urban Greenway Association

Lucasville Greenway Society

McIntosh Run Watershed Association

Penhorn Lake Area Trail Association

Porters Lake/Myra Road Wilderness Area Association

Preston & Area Trails Association

Sackville Rivers Association

Sackville Lakes Park And Trails Association

Shubenacadie Watershed Environmental Protection Society (SWEPS)

St. Margaret's Bay Rails to Trails Assoc.

Wooden's River Watershed Environmental Organization

Cole Harbour Parks & Trails Assoc.

Atlantic View Trail Association

Shore Active Transportation Assoc.

Musquodoboit Trailways Assoc.

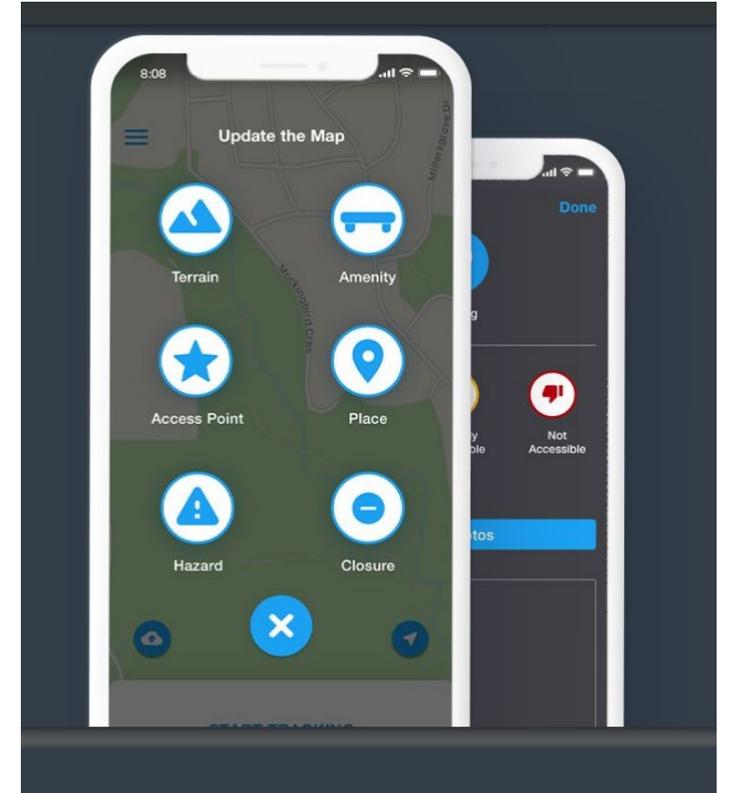
Beechville Lakeside Rails to Trails Assoc.

First Lake Trails, Friends of First Lake Association



Auditing tools

- AccessNOW Outdoors App- in conjunction with Transcanada Trails
- Rick Hansen – other HRM businesses units
- Provincial –suggested features
- Provincial Guidelines



Explore AccessOutdoors

LEARN MORE

1. Download app
2. Download trail on a map
3. Start tracking
4. Add points
5. Add a photo
6. Evaluate if Accessible, partially Accessible or not accessible
7. Hit done and move to next feature
6. After tracking trail and adding points, stop tracking and upload the route.

The joys of the outdoors for all to explore

At AccessNow we are mapping parks and trails to empower

Discover Parks & Trails

Accessibility Ratings



Accessible

Flat, obstacle-free, wide and hard-surfaced paths.



Partially Accessible

Requires caution or deliberate physical effort to travel.

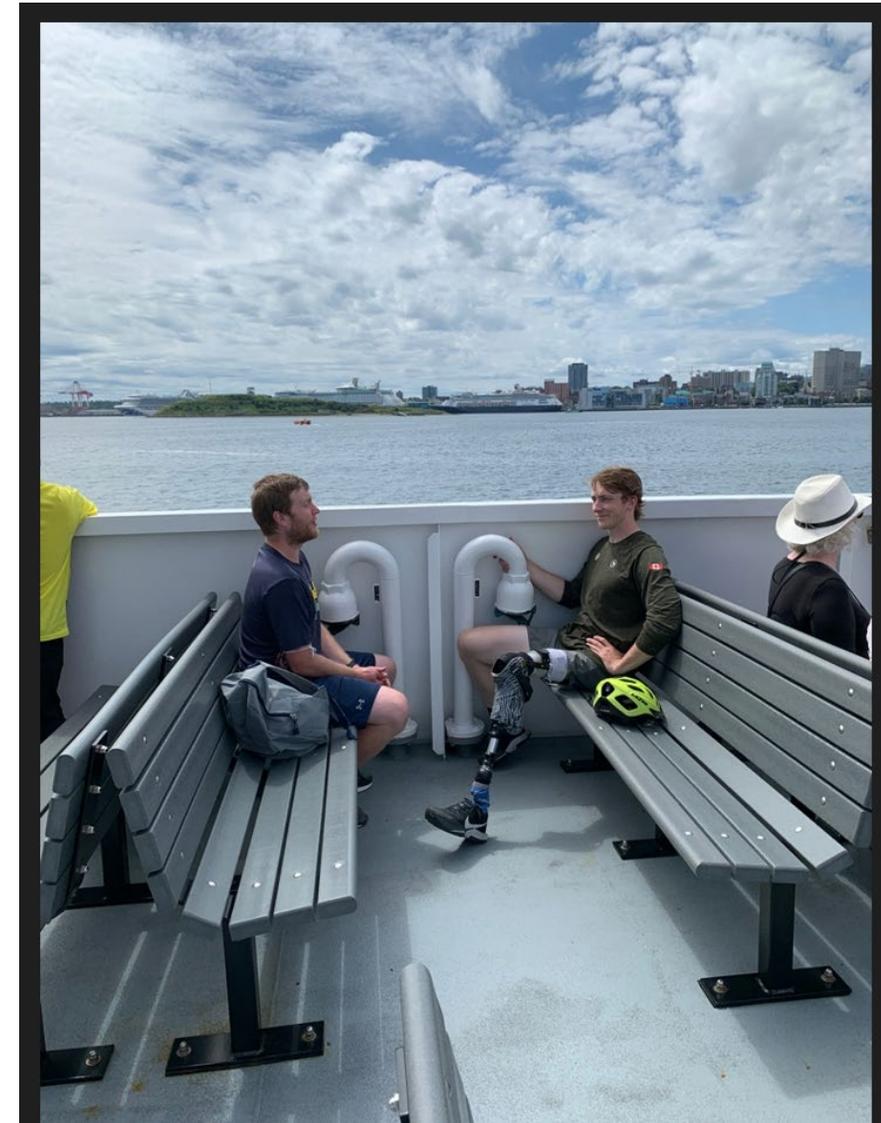
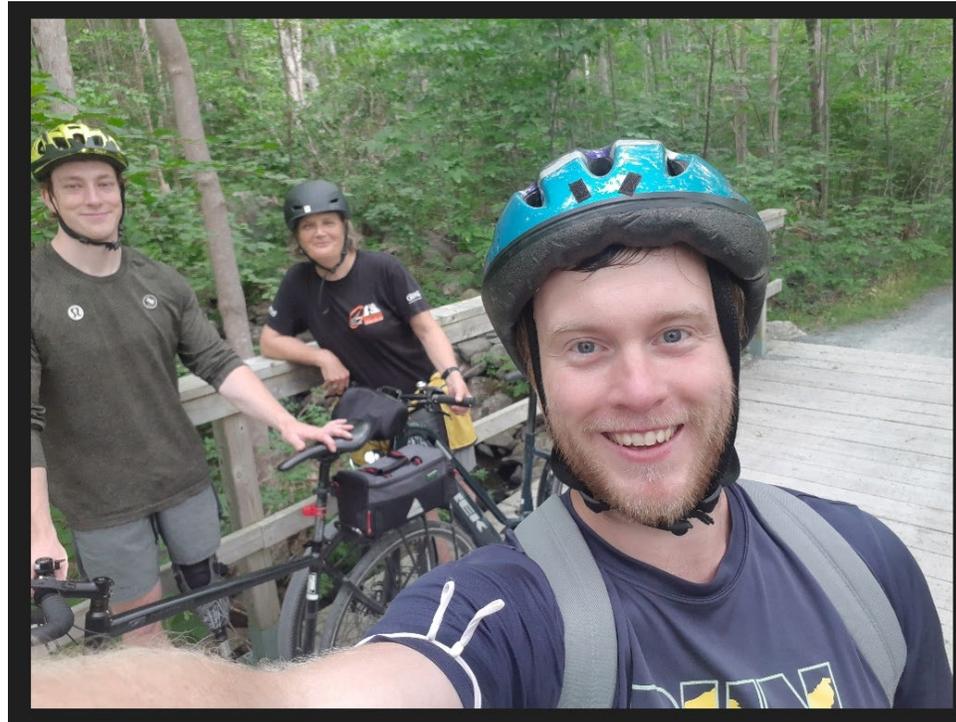


Not Accessible

Untraversable, steep inclines, narrow widths, uneven surfaces.

Biked/Walked 3 trails in HRM

- Shubie Greenway
- Dartmouth Harbourfront
- Halifax Boardwalk & Barrington Greenway





Terrain



Surface

What is the quality of the terrain?
i.e. paved, gravel, boardwalk, cobblestone, etc.

Slope

Make note of start and end points of slopes.
Are they flat, moderate, or steep inclines?

Width

Is the path narrow, moderate or wide?



Terrain: Surface Types



Asphalt



Boardwalk



Cobblestone



Gravel



Earth



Concrete





AMENITIES



BENCH



WASHROOM



PICNIC TABLE



WATER FOUNTAIN



PARKING



INFORMATION AREA



Other Features Audited

★ ACCESS POINTS



THINGS TO CONSIDER

Make sure to make note of where the access points are located.

Is the access point directly on the path?
Is there street access or road crossing?
Do you access a trailhead via a parking lot?

Is the access point accessible?

⚠️ HAZARDS



THINGS TO CONSIDER

Hazards include potholes, large cracks, roots, stones, or even railway tracks. Any obstructions that may prevent you from accessing the trail safely are considered a hazard.

Make note of where the hazard is located. Is it directly on the path or off to the side/shoulder?

Make sure to take photos.

🚩 POINTS OF INTEREST



THINGS TO CONSIDER

Points of Interest are notable places along a path or trail.

These can include monuments, sculptures, look-out points, landmarks and more.

Points of Interest often have their own listings on AccessNow app.

⊖ CLOSURES



THINGS TO CONSIDER

Use the Closure option to log any closures on the path.

If a section is closed off due to construction for example, write it in your description and share any possible detour routes you discover.

Our app will also track your movements when you go off course.



Results Report

2 Reviews Tables

Table 3: Reviews summary for Access Point marks

Mark ID	Review	Accessibility
Mark 1		Accessible
Mark 7		Accessible
Mark 8	Wide entrance and picnic tables	Accessible
Mark 9	Peir 21 ships and busses	Accessible
Mark 15		Accessible
Mark 16		PartiallyAccessible
Mark 17	Separate walking from cycling path over bridge	Accessible
Mark 20	Steep and sharp turn	PartiallyAccessible
Mark 21	Warning that bike rout ends	PartiallyAccessible
Mark 22	Crosswalk	Accessible
Mark 23	Rumble strip	Accessible
Mark 28	Slope and speed of cars and no parking	PartiallyAccessible
Mark 38	Accessible doors	Accessible
Mark 43	For peds only. With bike parking nearby	Accessible
Mark 51	From water street but no parking	Accessible
Mark 53	Ferry terminal	Accessible
Mark 54	Rd access to start of trail head	Accessible

Table 1: Mark type statistics

Type	Number
Access Point	28
Bench	8
Closure	3
Hazard	2
Information Area	6
Park	1
Parking	4
Picnic Table	6
Point of Interest	14
Terrain	22
Washroom	2
Total	96

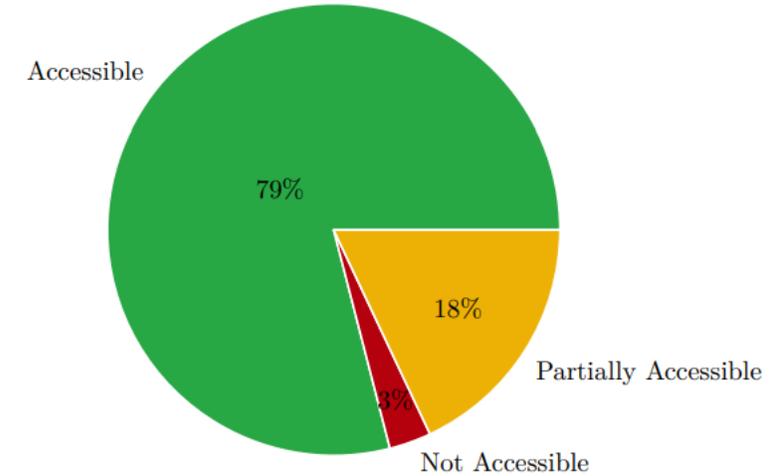


Figure 3: Marks by rating.

Table 2: Accessibility rating statistics



Mark 5

Mark's information

Mark type: Bench.

Accessibility: Accessible.

Review: Plenty around.

Latitude: 44.64503; longitude: -63.56801.

Reviewed on: 2022-08-11 17:14:06.

Mark's images



Mark 26

Mark's information

Mark type: Washroom.

Accessibility: PartiallyAccessible.

Review: Toilet not accessible but benches are and info panel.

Latitude: 44.65661; longitude: -63.58447.

Reviewed on: 2022-10-12 17:59:07.

Mark's images



Mark 12

Mark's information

Mark type: Hazard.

Accessibility: NotAccessible.

Review: Dangerous construction forces you on road as cyclist.

Latitude: 44.65342; longitude: -63.57917.

Reviewed on: 2022-08-11 17:47:10.

Mark's images



Mark's information

Mark type: Terrain.

Accessibility: Accessible.

Tags: paved, flat, wide.

Review: Centre line and railing seperates.

Latitude: 44.65780; longitude: -63.58612.

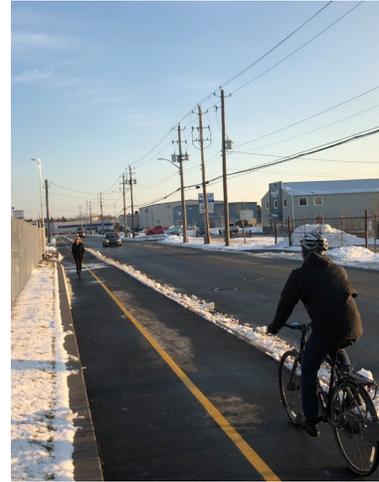
Reviewed on: 2022-10-12 17:57:14.

Mark's images



Pros & Cons of ACCESSNOW

- Easy to use
 - See what others on trail have commented on
 - Assists in Planning your trip
 - Contribute to the sharing with others about accessibility
 - Photos say a lot
 - Is flexible – no one is judging your experience
 - Photos/info are stored by company
- Good idea to review the apps layout beforehand
 - Each person may define features differently ie signage, cracks
 - No idea what the limitations the person using the trail has. ie Anton
 - Better to walk and use App.
 - Rely on company to supply results



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A low-angle photograph of a modern building with a glass and metal facade, set against a blue sky with light clouds. A blue semi-transparent banner is overlaid at the bottom of the image.

Attract more visitors & employees – get rated & certified.

File Home Insert Page Layout Formulas Data Review View Automate Help Acrobat

Clipboard Font Alignment Number Styles Cells Editing Analysis Sensitivity

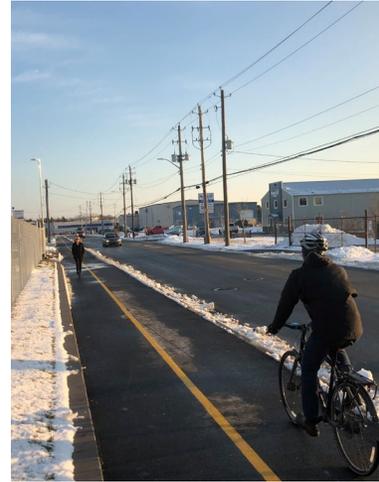
Comments Share

N12

Ref #	Question	YES	NO	N/A	Comments
18. 1	Is there signage indicating difficulty level and amenities?				
18. 2	Is the trail material stable and firm?				
18. 3	Is the trail a minimum 1600mm wide?				
18. 4	Is the slope not exceeding 1:20?				
Rest Areas					
18. 5	Is the bench or seat area located adjacent to an accessible route on a firm surface?				
18. 6	Does the bench or seat area have an adjacent level and firm area at least 850x1350mm that is not part of the route of travel?				
18. 7	Is the next bench within site of the current bench?				
Urban Furniture & Equipment					
18. 8	Is the urban furniture and equipment free from obstructing an accessible route?				
18. 9	Is bench or seating stable?				

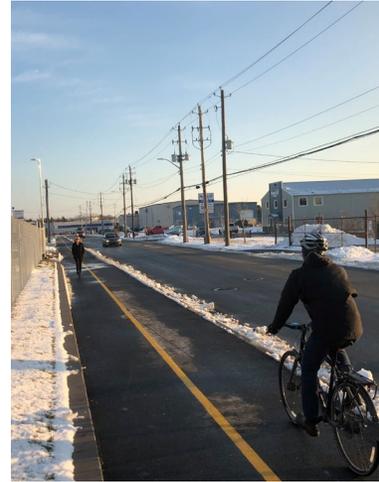
Rick Hansen – Features audited

6	Ref #	Question	YES	NO	N/A
7	18. 1	Is there signage indicating difficulty level and amenities?			
8	18. 2	Is the trail material stable and firm?			
9	18. 3	Is the trail a minimum 1600mm wide?			
10	18. 4	Is the slope not exceeding 1:20?			
11	Rest Areas				
12	18. 5	Is the bench or seat area located adjacent to an accessible route on a firm surface?			
13	18. 6	Does the bench or seat area have an adjacent level and firm area at least 850x1350mm that is not part of the route of travel?			
14	18. 7	Is the next bench within site of the current bench?			
15	Urban Furniture & Equipment				
16	18. 8	Is the urban furniture and equipment free from obstructing an accessible route?			
17	18. 9	Is bench or seating stable?			
18	18. 10	Does the bench or seat area have a seat height between 430-485mm from the floor?			
19	18. 11	Do benches or seating areas where there is more than one option provide a mix of options? i.e., some with back rests, some with arm rests, and some with both?			
	18. 12	Where a picnic table is provided is it located adjacent or connected to an accessible route?			
	18. 13	Where a picnic table is provided is it located on a level and firm surface that extends at least 2000mm on all sides?			
	18. 14	Where a picnic table is provided is it equipped with a knee clearance under the table at least 800mm wide x 430mm deep x 685mm high?			
	18. 15	Where a bicycle stand is provided is it located so that bicycles do not protrude into the accessible pedestrian route?			
	18. 16	Where a bicycle stand is provided is the pavement surface around and under the bicycle stand textured and colour-contrasted to the surrounding surface?			
	18. 17	Where a bicycle stand is provided is the pavement surface around and under the bicycle stand textured and colour-contrasted to the surrounding surface?			
	18. 18	Where a waste receptacle, recycling bin, or ashtray is located along an accessible route is it securely fastened to the ground, post or wall?			
	18. 19	Where a waste receptacle, recycling bin, or ashtray is located along an accessible route is it securely fastened to the ground, post or wall with a max. lid height of 1060mm from the ground?			
	18. 20	Where a waste receptacle, recycling bin or ashtray is located along an accessible route, does it have a clear ground area of at least 800 x1350mm at the opening or lid?			
	18. 21	Where a waste receptacle, recycling bin or ashtray is located along an accessible route is it cane detectable to the ground?			
	18. 22	Where a waste receptacle, recycling bin or ashtray is located along an accessible route is it colour contrasted with the surroundings?			
	18. 23	Where grates around trees exist are their openings not greater than 13mm wide in one direction?			
	18. 24	Where grates around trees exist are their openings not greater than 13mm wide in one direction?			
	18. 25	Where grates around trees exist are they slip resistant?			
	18. 26	Where tree guards exist are they cane detectable at or below 685mm from the floor if they protrude more than 100mm from the trunk?			
	18. 27	Where the headroom due to the tree guards is reduced to less than 2030mm from the floor is a guardrail or other barrier provided with its leading edge at or below 60mm from the floor?			



Rick Hansen – Pros & Cons

- Relatively Easy to use
- Consistent with other groups using system – Facilities & Parks
- Contribute to the sharing with others in the business units about accessibility
- Information can be stored on HRM portal
- \$ to be certified and to hire someone to audit
- Each person may define features differently ie signage, cracks
- Calculations need to be made
- Need to figure how this will improve AT facilities
- Limited features to assess on AT routes
- AT team not responsible for picnic tables, benches, parking
- Use of spreadsheet / no visual



Provincial Interim Guidelines

5. Outdoor public spaces

5.4.1 Trails

Location:

Date and time:

Auditor:

Description:

Principle 1

Does this feature follow the whole journey approach?

Principle 2

Does this feature follow the concepts of universal design?

Principle 3

Is there an adequate seasonal maintenance program for this feature?



Wherever possible, pathways should have a width of 1200 mm or more, or provide passing space at that width frequently (5.4.1.d). Protective guardrails should be provided where there is a drop-off from the trail or pathway's edge (5.4.1.g).



	Source	Yes (+ 3)	Most of the time (+ 2)	Some -times (+ 1)	No (0)	N/A (- 3)*	Comments
5.4.1.a When a recreational trail system exists, is there at least one trail with an accessible entrance and path with a firm, stable, slip-resistant surface?	RHFAC (10-10.1.10)						
5.4.1.b Is the trail free of any obstacles on the path and overhead?	RHFAC (10-10.1.4)						
5.4.1.c Does the accessible trail contain only low-gradient slope: running slope not exceeding the ratio of 1:20 (5%), and a cross slope not exceeding the ratio of 1:50 (2%)?	RHFAC (10-10.1.10)						
5.4.1.d Is there is a clear width of at least 1200 mm (47 in.), or passing spaces at regular intervals?	RHFAC (10-10.1.10)						
5.4.1.e SEATING							
5.4.1.e.i Is seating provided at regular intervals?	RHFAC (10-10.1.10)						

chart continued on next page →

	Source	Yes (+ 3)	Most of the time (+ 2)	Some -times (+ 1)	No (0)	N/A (- 3)*	Comments
5.4.1.e.ii	Is seating provided before decision points?	RHFAC (10-10. 1.10)					
5.4.1.e.iii	Is seating provided before level changes?	RHFAC (10-10. 1.10)					
5.4.1.f	If the path crosses traffic, are crossings clearly marked?	RHFAC (10-10. 1.10)					
5.4.1.g	If there is a drop-off at the edge of the trail, is there a curb, barrier, or guardrail?	RHFAC (10-10. 1.10)					
5.4.1.h	If the trail is open at night, is the trail or path well illuminated?	RHFAC (10-10. 1.10)					
						Subtotal	Max. score
						+	30
							=
Subtotal		Subtotal	Subtotal	Subtotal	Final Total		
+		+	+	=			

5. Outdoor public spaces

5.1.1 Sidewalks and walkways

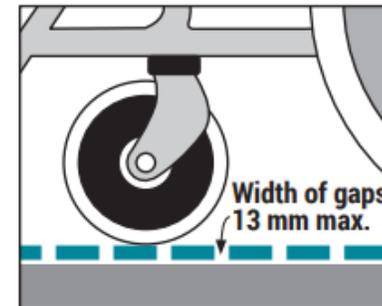
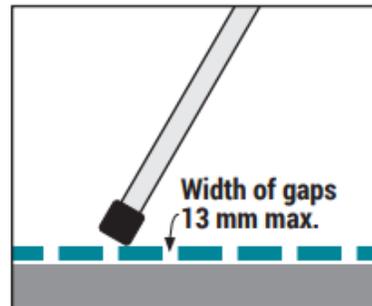
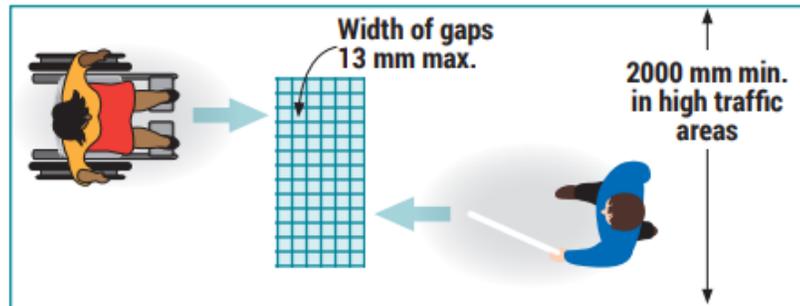
Location:

Date and time:

Auditor:

Description:

Sidewalk conditions can be assessed by walking the sidewalk section and noting cracks, misaligned sidewalk slabs, tree root damage, and gaps in utility grates or grilles (CSA B651-18, 4.3.4).



Example of an accessible pedestrian route in a high traffic area providing the minimum specified width (5.1.1.a). The grating is oriented in the direction of travel and has spacings that are a maximum of 13mm wide in one direction (5.1.1.d.i).

Images of minor sidewalk crack and major sidewalk hazard (5.1.1.e) (Photos: Cities and Environment Unit)

	Source	Yes (+ 3)	Most of the time (+ 2)	Some -times (+ 1)	No (0)	N/A (- 3)*	Comments
5.1.1.a WIDTH							
5.1.1.a.i	Is the clear width of the pedestrian route at least 1500 mm (59 in.), with no signposts, fixtures, or elements protruding into the space?	CSA B651-18 (8.2.2)					
5.1.1.a.ii	In high traffic areas, when signs are present on the pedestrian route, is the accessible path at least 2000 mm (78 in.) wide?	HRM Bylaw S-801 15 (3)(e)					
5.1.1.b SLOPE							
5.1.1.b.i	Does the pedestrian route have a running slope not exceeding the ratio of 1:20? (5%)?	CSA B651-18 (5.1.2)					
5.1.1.b.ii	Does the pedestrian route have a cross slope not exceeding the ratio of 1:50 (2%)?	CSA B651-18 (5.1.2)					

chart continued on next page →

Provincial – Regulations from Phase 2

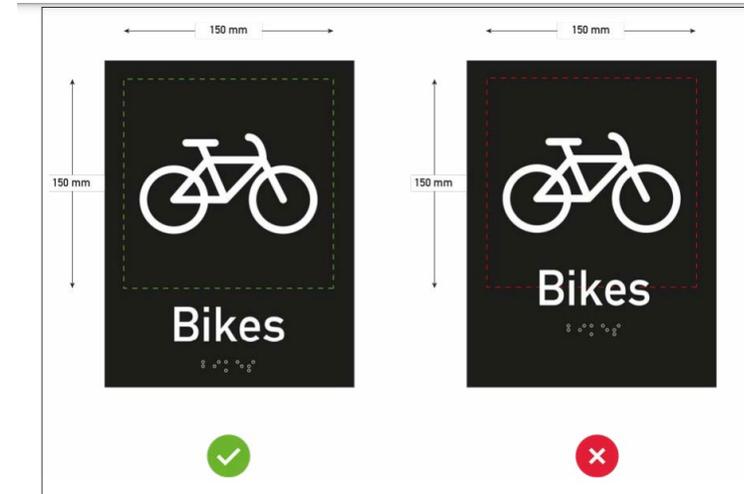
Parks and Recreation

Regulation: Government of Nova Scotia will develop, implement, and communicate

1. a ranking and categorization system for accessible provincial, municipal, and non-profit parks and trails that will assist people in planning recreation
2. accessible signage and viewpoints that clearly outline directionality, points of interest, emergency information and accessible amenities available.
3. Maintenance of accessible trails, parks, etc.
4. Grants and funding opportunities



Wayfinding and Signage



Other ideas

- [Trail Master Plan](#)
- [HNWTA Trails Brochure](#)
- [Mainland North Trail](#)
- [Hemlock Ravine Park Trails](#)
- [Mainland Common Loop Trail](#)
- [Belchers Marsh Park Trails](#)
- [Geizer Hill Trail](#)
- [Cabin Lake Trail](#)
- [Fleetview Trail](#)
- [MILL Run Trail](#)
- [Old Coach Road Trail](#)
- [Kearney Lake Trails](#)
- [Blue Mountain Summit](#)
- [Birch Cove Lakes Canoe Trail](#)
- [Ratings System](#)

Mainland North Trail

Trailhead:

Parkland Drive GPS N 44° 40.811' W 063° 40.690'
Main Avenue

Alternative Entrances:

Cross streets all the way from Main Avenue to Parkland Drive

Parking/Bus Route:

Street parking at trailheads and on nearby side streets, handicapped parking at the top of Westridge Drive.

Bus routes: Visit the [Halifax Transit Website](#) for up-to-date routes and schedules.

Terrain and Surface:

This 4.5 km crusher dust trail with several gradual slopes is winter-maintained.

Rating:

This trail rated **Fairly Easy**.

Description:

This power line corridor or linear park owned by Halifax is a popular walking and running route and is an Active Transportation route with greenway and natural buffers. There are many side pathways and green spaces along the trail. It connects to the Mainland Common where you will

Trail Map



[Click here to enlarge map](#)

Google Map



[Click here for directions](#)

Keep to the right
pass on the left

Share the trails

Trail accessibility

Total length	700m
Average trail width	3m
Minimum trail width	3m
Average grade	1.4%
Maximum grade	-7.8%
Average cross slope	2.2%
Maximum cross slope	3.7%
Trail surface	Crushed fines

Trail difficulty rating

Trail difficulty rating

This rating system from the International Mountain Biking Association (IMBA) categorizes the relative difficulty of recreation trails to help users make informed decisions. This area may feature:

	● Easiest	● Beginner	■ Intermediate
Trail width	1.8m	0.9m	0.6m
Average grade	Less than 5%	5% or less	10% or less
Max grade	10%	15%	15% or greater
Trail surface	Hardened	Firm & stable	Mostly stable
Obstacles	N/A	<5cm high	<20cm high
Technical Trail Features	N/A	N/A	<60cm high; deck width >1/2 height

HALIFAX 311 Online Services

About Halifax Home & Property Transportation Fire & Police Business



Questions

1. What is your general opinion of the auditing tools presented?
2. What feature do you think are the most important information to audit of have for residents?
3. What would the community want to do with the audited information?
4. Is signage and information shared on webpage more important than the results of auditing tools?



DISCUSSION



Active Transportation:

halifax.ca/transportation/cycling-walking

CONTACT

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- David MacIsaac: macisad@halifax.ca



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