

June 3, 2024

HALIFAX

Temporary Pedestrian Paths

Accessibility Advisory Committee

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Origin

TSC motion February 25, 2021:

...requests a staff report recommending establishing new standards for municipal, utility and abutter work in the right of way to ensure accessibility and detectability for pedestrians shall be maintained at all times.

HRM Legislative Authority

Halifax Regional Municipality Charter, SNS 2008, c 39.

- *Section 188 (power to make by-laws)*
- *Section 322 (street related powers)*
- *Section 332 (temporary purposes)*

Provincial *Accessibility Act*, and Draft Built Environment Regs

Background

HRM Regional Council adopted the Accessibility Strategy on May 18, 2021, with 4 objectives including:

1. “Inclusive public service to ensure that individuals with disabilities can easily access inclusive and equitable municipal services, programs, and facilities without substantial barriers.

...1.3 Improve accessibility to built environments for individuals with disabilities”

Background

Strategic Actions:

1.3.7 Use Rick Hansen gold certification and CSA B561-23 standards for future infrastructure in the Halifax Region

1.3.8 Adopt Rick Hansen gold certification and CSA B561-23 for current infrastructure, including street infrastructure, owned by HRM.

Highlights of CSA B651-23

- Accessible Routes (CSA, Section 8.8.1):
 - separated from vehicle traffic, o clear width of 1.39 – 1.8m, or 1.2m for ramps,
 - running slope between 5% and 8.33% for a distance less than 9 m,
 - cross slope $\leq 2\%$,
 - well-drained,
 - edge protection against drops, and
 - continuous lighting.

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Highlights of CSA B651-23 (cont.)

- Signage (CSA, Section 8.8.1):
 - consistently located, and
 - positioned to avoid shadow areas and glare.
- Scaffolding (CSA, Section 8.8.2):
 - provide a clear path 1.6 m wide, and
 - clear height of 2.05 m.

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Opportunities for Improvement

- Minimum pedestrian route widths and heights.
- Signage and barricades that are cane detectable.
- High visibility and continuous channelization to guide pedestrians through temporary routes, and around hazards.

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- Minimum pedestrian route widths and heights.
- Signage and barricades that are cane detectable.
- High visibility and continuous channelization to guide pedestrians through temporary routes, and around hazards.
- Ramp criteria to improve accessibility and detectability.

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Next Steps

1.

Infrastructure, Maintenance and Operations (IMO, PW) will implement cane detectable barriers for use for summer 2024.

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Next Steps

2.

Over the coming months the HRM Temporary Workplace Traffic Control Manual Supplement (TWTCMS) for use across HRM tendered construction contracts, and new streets and services permits beginning in the summer/fall of 2024.

Next Steps

3.

The CMP AO 2018-005-ADM will be updated and brought back to Regional Council for approval and application in 2025.

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Questions?

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