

# UNIVERSAL ACCESSIBILITY OF URBAN SPACES, AND PUBLIC RIGHTS OF WAY

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**Accessibility Simplified**  
ACCESSIBILITY CONSULTING

# Functional Elements of Dignified Access

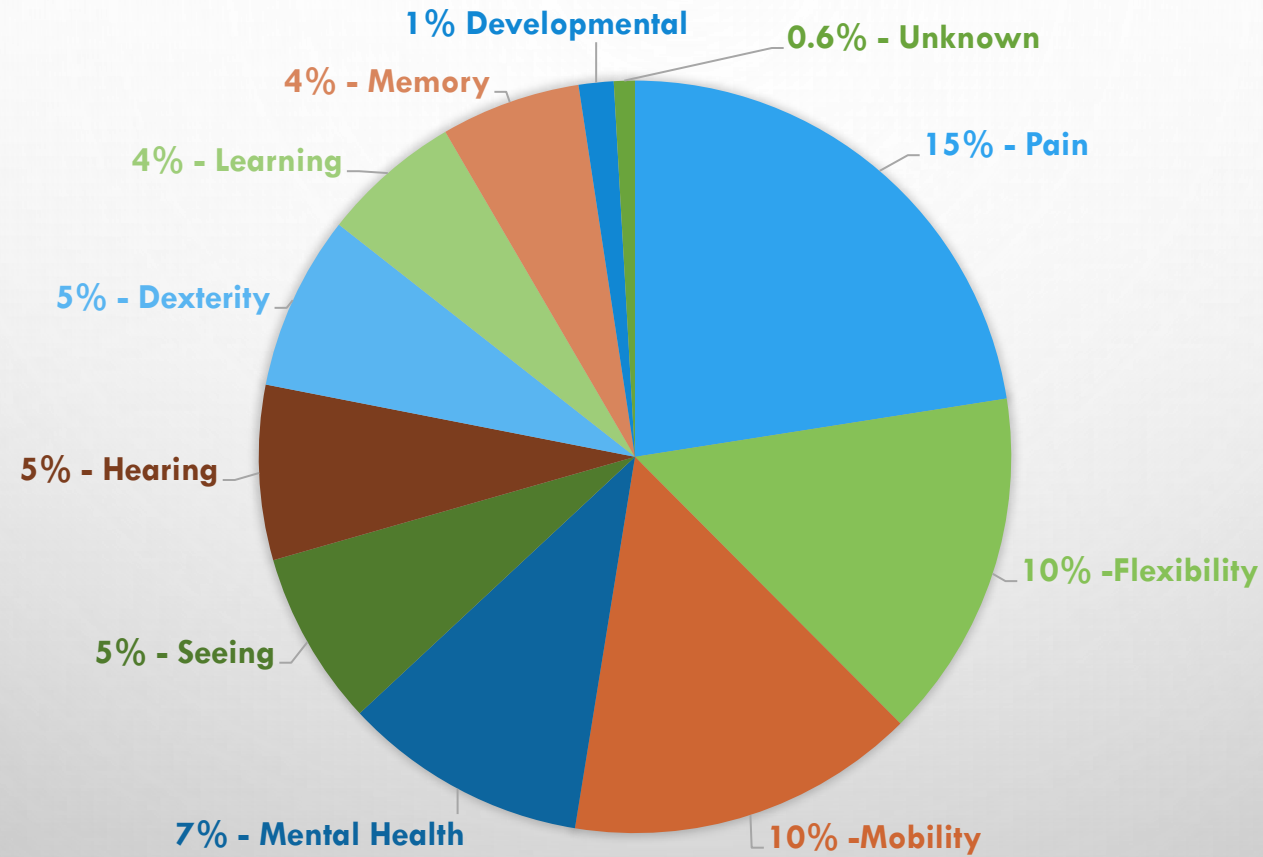
When considering the functional elements of dignified access, it is important to consider a more inclusive view of how people of all ages and abilities access and engage with:

- **infrastructure** (ROW, exterior spaces between buildings, etc.)
- **facilities** (Buildings, controls, equipment) and
- **Information** (signage, navigation)

and most importantly, how to make it possible for them to do so seamlessly with inclusion, equity and dignity.

# Statistics

## DISABILITY BY TYPE



# Evolution of Building Codes

- Barrier Free Design
- Accessible Design
- Universal Design/Design for All/Inclusive Design
- Universal Accessibility



# Universal Accessibility

Universal Accessibility: Is not a trend, but an enduring design approach which assumes that the range of human ability is ordinary, not special.

It is all about integrating the continuum of the micro-and macro-perspectives of the surrounding world.

*Source: Universal Accessibility – Best Practices and Guidelines, Hong Kong Architectural Services Department.*



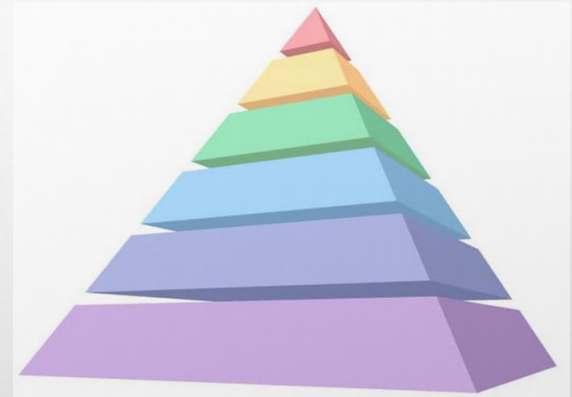
# Universal Accessibility as a Continuum

To achieve Universal Accessibility, we must not only consider the full range of users but also consider accessibility throughout the range of the experience.



# Hierarchy of Legislation

- Human Rights Legislation (OHRC)
  - Provincial Building Codes (e.g. **OBC**)
  - Provincial Accessibility Acts + related standards (e.g. **AODA**)
  - City + Municipal Standards (e.g. City of Ottawa Accessibility Design Standard (City of Ottawa ADS))
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- AODA  $\neq$  OBC, they are complimentary to each other
  - ADA (ADAAG) is irrelevant - it is American and hold no force of law in Canada. Is it also 12 years out of date (Last updated 2010)



# Is the AODA really Mandatory ??

**PART IV.1 – Design of Public Spaces:** this Part applies to public spaces that are newly constructed or redeveloped

80.16 / 80.17 Outdoor public use eating areas,: min. of 20% of tables are accessible to people using mobility devices, with knee and toe space,, facilitating a forward approach

80.21 Exterior Paths of Travel,: surface, width, clearances

80.24 Exterior Ramps: surface, width, clearances, slope, landings, handrails

80.25 Exterior Stairs: surface, risers, treads, TWSI, nosings, landings, handrails

80.26 Curb Ramps: surface, width, TWSI, landings

80.27 Depressed Curbs: surface, width, TWSI, nosings, landings



## **AODA Cont'd**

80.32 – 80.39 Accessible Parking,: van accessible, car accessible, widths, access aisle, ground markings, signage, % of spaces, surface

- impacts on parking garage entry clearances and clearances along the vehicular route

# City of Ottawa Accessibility Design Standard (City of Ottawa ADS)

Provincial legislation, the development and update of the City of Ottawa's Accessibility Design Standards (ADS) will be an ongoing process. These standards are a "living document", evolving over time to meet best practices, and future changes that may be related to the OBC, CSA and AODA updates.



# Accessibility & Code Compliance

**1.Code Compliance  $\neq$  Accessibility**

2. Achieving Code Compliance does not absolve you OR your client of a potential Human Rights Complaint

## **Accessibility & Code Compliance cont'd**

### Human Rights Legislation across Canada

1. You must endeavor to remove barriers
2. You must not create any new or additional barriers.
  - to the point of undue hardship....

And the Superior Court has already ruled, undue hardship does not mean that there will be no hardship - some hardship can in fact, be expected...

# The Cost of Accessibility

Instead of asking....

“How much does it cost  
to make it accessible?”



Or worse, saying..

“Those accessibility features cost too  
much...it's not in the project budget ”





What if the first question we asked was...

"What is so unique about this situation that it justifies exclusion?"





## Navigating the Urban Environment and Public Rights of Way





## What are those bumps called?

### **Tactile walking surface indicator (TWSI)**

= a standardized surface, detectable underfoot or by a long white cane, to assist persons with low vision or blindness

**Tactile attention indicator (TAI)** — a TWSI comprising truncated domes that signals a need for caution at a change in elevation, a vehicular route, train tracks, or other potential hazard. E.g. at curb ramps and depressed curbs

**Tactile direction indicator (TDI)** — a TWSI that uses flat-topped elongated bars to facilitate wayfinding in open areas.

## Delineators – Do they really work?

Main St and Clegg Ave.— a dual bar, laid in alternating pattern, separating cycle track and sidewalk at the same grade. TAI-TWSI near the corner

Does this pose a barrier to any users? Is it helpful to people with low/no vision?







## Delineators – The Half Height Curb

Robert Grant Dr. — a half height curb separates the cycle track from the sidewalk pedestrian route along the main track

The routes are equal on the crossing leg, requiring TAI-TWSI at the street crossing across both the cycle track and sidewalk



## Protrusion Hazards

Scott and Parkdale Ave.— depressed curb, TWSI interrupted by the manhole cover, pole has a large electrical signal box that is too high to be cane detectable, raised block of concrete with a pylon providing 'protection'

Does this pose a barrier to any users? Is it safe for people with low/no vision?



# Questions?



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