



Cape Breton Regional Municipality

Accessibility Advisory Committee Agenda

Monday, September 28, 2026

2:00 p.m.

Council Chambers

Second Floor, City Hall

320 Esplanade, Sydney, Nova Scotia

Accessibility Advisory Committee Members:

Councillor Steve Gillespie

Councillor Steven MacNeil

Mairibeth Reilly, Citizen Appointee

Denise McSpadden, Citizen Appointee

Kyron Coombes, Citizen Appointee

Kim Bates, Citizen Appointee

Kathy MacIntyre, Citizen Appointee

Sharon Costey, Citizen Appointee

Louise Gillis, Citizen Appointee

Adam Brown, Citizen Appointee

Page Left Intentionally Blank

Call to Order

Land Acknowledgment

Roll Call

- 1. Approval of Agenda:** (Motion required)
- 2. Presentations**
 - 2.1 Transit Cape Breton: Access-A-Bus Policies and Procedures:** John Phalen (See page 4)
- 3. Committee Agenda Requests**
 - 3.1 Access-A-Bus:** Adam Brown (See page 36)
 - 3.2 Accessible Events:** Adam Brown (See page 37)
 - 3.3 Wentworth Park Tunnel and NSCC Construction:**
Adam Brown (See page 39)
 - 3.4 Tactile Attention Indicators at Crosswalks:** Adam Brown
(See page 41)
 - 3.5 Barrier Reporting:** Adam Brown (See page 50)
 - 3.6 Review of Terms of Reference:** Louise Gillis
(See page 51)
 - 3.7 Sidewalk Clearing:** Councillor Steve Gillespie
(See page 52)
 - 3.8 Accessibility Funds:** Councillor Steve Gillespie
(See page 53)
 - 3.9 Accessibility of CBRM Communications, Documents and Digital Materials: Staff Update:** Councillor Steven MacNeil
(See page 54)

Adjournment



Access-A-Bus

Policies & Procedures



Access-A-Bus Policies & Procedures

Objectives



- Transit Cape Breton is a service funded by the CBRM and operated by the Transit Department, Transit Cape Breton, under the Cape Breton Regional Transit Authority, a public transit agency.
- Our objective is to provide a shared ride, curb to curb, transit service for persons who are unable to use the conventional transit system due to physical or cognitive disabilities. This service is designed to provide a replacement of existing regular transit services provided by Transit Cape Breton.

Objectives



- Access-A-Bus service will provide transportation with wheelchair accessible buses and/or vehicles. Access-A-Bus may also provide transportation using accessible vehicles operated under a contracted vendor.

Eligibility Standards



- Access-A-Bus service application is available to any person whose mobility or cognitive ability prevents them from using regular fixed route transit services, because of physical, mental, or cognitive limitations. Only residents within the boundaries of the CBRM are eligible to apply for this service.
- Neither age nor financial need is considered a reason for eligibility.

Registration



- All information collected, with regards to registration, will be confidential and reviewed only by those directly involved in approving the application. Applicants will be notified of their eligibility upon approval of application.
- Interested applicants may apply to register with Access-A-Bus. Applications will be reviewed by a qualified 3rd party professional.
- Final approval or rejection of applications will be at the discretion of Transit Cape Breton.
- An appeal process for denied applications is available.

Fares



- **\$1.75** under 15 km (within 1 community)
- **\$3.50** between 15km – 30km (within 2 communities)
- **\$6.50** over 30 km (rural areas)
- The maximum one-way charge is **\$6.50**
- Student & Senior discounted fares available.

Service Hours



- Monday - Saturday 7:00 am – 10:00 pm (excluding holidays)
- Sunday 9:00 am – 7:00 pm (excluding holidays)

Hours of service are assessed on a regular basis and adjustments made as required.

Eligibility Appeal Process



If an application for Access-A-Bus service has been denied on the basis of eligibility, the Access-A-Bus Eligibility Appeal Process offers the opportunity to appeal the decision. You may appeal a decision regarding eligibility, level of eligibility or type of assistance required.

The Eligibility Appeal Process includes:

- 1 Filing a notice of Appeal form with Access-A-Bus.
- 2 Meeting with the Access-A-Bus Eligibility Appeal Panel.

Eligibility Appeal Process



- The appeal process is intended to ensure that applications are dealt with in a fair and transparent manner, and decisions are made in accordance with established criteria.
- To appeal the eligibility decision a Notice of Appeal form must be completed. This form is available through the Access-A-Bus office.

Trip Bookings



Advance Bookings

- Advance trips are booked on a first-come, first-served basis, with priority given for medical trips.
 - Advance bookings can be made up to seven (7) days and up to one (1) day in advance with a maximum of 2 bookings made daily.
- Additional bookings must be made at a later date.**

Trip Bookings



Continued Usage Subscription Policy (50%)

- Registered Users can book trips using subscription type bookings. If the Registered User requires a trip with Access-A-Bus, at least three (3) times per week to the same destination, they can be booked as a subscriber for an indefinite period subject to seating and bus availability.
- Transit Cape Breton tries to maintain a 50/50 balance between Subscription and Advanced Bookings, as a result, there is limited Subscription Service available. We are currently at 85% subscription and 15% advanced booking.

Service Standards



- Clients will be limited to 2 trips per day, maximum of 6 trips per week, which allows for equal opportunity for booking.
- Access-A-Bus trips are booked on a first come first service basis. On occasions when demand for transportation exceeds available capacity, it may be necessary to assign the trips based upon medical priorities.
- Every attempt will be made to minimize the waiting time and on-board traveling time. Vehicle routing will attempt to ensure that no individual passenger will spend more than one hour on a one-way trip within the service area. Pickup and drop off windows will usually be within 15 minutes of the booked times. Access-A-Bus bookings will be maximized by scheduling multiple clients per trip, whenever possible.

Service Standards



- Access-A-Bus has a schedule to maintain therefore buses will continue along route after a four (4) minute wait period if client is a no show.
- Access-A-Bus cannot pick up clients earlier or later than indicated with their booking as resources and time do not permit changes to scheduling on the fly.
- Access-A-Bus service does not permit additional stops in between specified booked pick-up and drop off locations.

Service Standards



- Access-A-Bus service is a “curb” to “curb” and in some instances a “door” to “door” service. Operators shall be responsible to assist passengers into, and out of the vehicle, as well in approved situations, door to door, due to liability and risk of injury. It is the responsibility of the Registered User to ensure that they have the appropriate equipment, facilities and/or attendants in place within their homes, workplace or any other destination. It is the user’s responsibility to ensure that the access to pickup and destination points is maintained, including snow removal.

Service Standards



- If an attendant's assistance is required to use the Access-A-Bus service, that attendant will travel at no charge. An attendant must travel to and from the same address as the client and be physically able to assist the client when required.
- Management at Transit Cape Breton shall reserve the right to revoke transportation privileges or impose conditions on continued use of the service, including, but not limited to, requiring a personal assistant at all times.

Service Interruptions



If circumstances dictate that a scheduled trip cannot be made whether due to mechanical failure, inclement weather or any other reason, every effort will be made to contact the client as soon as possible.

Personal Care Attendant



A Personal Care Attendant is a person who takes care of a Registered User's special needs and must accompany the registered user on each trip. At the time of registration, the need for a Personal Care Attendant must be identified. If a client identifies a Personal Care Attendant required for travel at the time of application, the client is required to have this attendant with them, while travelling, at all times. Please note that persons travelling with an Access-A-Bus passenger without a physician's recommendation will be subject to the appropriate fare.

Supplemental Service (Future Planned Service)



Transit Cape Breton has a planned future service contract with a supplemental vendor to provide transportation for registered clients that can be serviced using vehicles.

By using the contracted vendor to transport these clients more accessible trips are available for Registered Users.

Vehicles used by the vendor shall meet the standards of safety and operation established in the contract.

Cancellation Policy



- Last minute cancellations often make reassignment of the time to another client impossible. To aid the dispatcher in redistribution of available bus capacity, the cancellation of any booked trip should be made 48 hours in advance. Clients are responsible to provide a reason for cancelling.
- Except in Extreme circumstances, as determined by the Manager of Transit Cape Breton, rides cancelled less than 24 hours in advance will be charged as having been provided. Consistent failure to comply may lead to suspension of Access-A-Bus services. Failure to cancel a trip less than 24 hours in advance of your scheduled pick-up time will result in a “Late Cancellation”.

Cancellation Policy



- As the demand continues to grow or this service, these policies and procedures ensure equal and fair access to the system for all registered clients. Flexibility within this service is limited and further affected when confirmed trips are later cancelled, quite often resulting in the space going unutilized. Minimizing these situations would greatly benefit all registered clients.

No Show/ Late Cancellation Suspension Policy



A No-Show occurs when an Access-A-Bus driver arrives for a scheduled pick up and the client cancels or does not show. This No-Show will result in a trip charged as having been provided.

Future Improvement Service Strategy



A future commitment is in place for an Access-A-Bus Continuous Service Plan. This plan will set the strategic framework and define the specific activities to be undertaken by Transit Cape Breton in order to ensure ongoing improvements to Access-A-Bus service.

Visitors to the CBRM



The service can be used, subject to availability, by persons who are visiting CBRM in the short term. Visitors must register and adhere to the policies and procedures of Access-A-Bus, Transit Cape Breton.

Access-A-Bus Review Committee

Mandate



The Access-A-Bus Review Committee's role is to offer recommendations on the quality and quantity of accessible bus services from the perspective of Registered Users, collaborating with Transit Cape Breton management and staff. The committee advises, assists, and provides recommendations on all matters concerning accessible transportation services provided by Transit Cape Breton.

Committee Composition



- The committee is composed of 6 selected members: 2 Transit Cape Breton staff members (1 management and 1 Access-A-Bus staff), 1 CBRM council member, 1 medical professional and 2 members of the public who are either Access-A-Bus users or advocates for accessibility.
- Members are elected annually in September to serve a two-year term. To run for election, a nominee must be nominated by a registered user.
- Meetings: Held every two months at the CBRM Civic Centre.
- This committee may or may not also include decisions regarding client reviews and client appeals.

Access-A-Bus Rebranding

Access-A-Bus Rebranding



- Transit Cape Breton has been providing Handi-Trans service to accessibility-challenged individuals in the CBRM since 1979.
- It was formed through the initial leadership of its Manager, Ron Kanary, along with the help of community activist Marcie Schwery-Stanley. Marcie was part of the management staff of Handi-Trans during the 1980s.



Access-A-Bus Rebranding



- Marcie was the person behind the Handi-Trans name and the unique blue colour of the Handi-Trans buses. At this time, Marcie's efforts were to provide a unique name and colour to the system to ensure it stood out for the awareness and safety of the drivers and clients of Handi-Trans.



Access-A-Bus Rebranding



- In June 2025, Transit Cape Breton rebranded its Handi-Trans Service. The new service was called Access-A-Bus, and the former blue buses saw a change in colour to bring them in line with the current colour of conventional Transit service.



Access-A-Bus Rebranding



- This change reflected acceptable modern parlance and provided a politically correct brand name to the accessible service that Transit Cape Breton provided. The new colour of the bus, which was very similar to that of conventional buses, aligned with the recently rebranded Transit Cape Breton colour scheme and logo.
- This integrated the entire fleet and did not distinguish between the fleet of conventional and Access-A-Bus.



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Access-A-Bus			
Discussion Requested: I was pleased to see the announcement of \$2.6 million in funding for 6 new accessible busses and shelters, crosswalks, and sidewalk - particularly as the Public Transportation Standard Recommendations effectively say Provincial and/or Federal funding is essential for feasibility. https://news.novascotia.ca/en/2026/08/10/support-public-transit-cape-breton I'm wondering if there is any further information available, like locations for that additional infrastructure, that could be emailed or provided at the September meeting, as appropriate.			
Adam Brown Date: August 28, 2026		Received by Clerk's Department (date): August 28, 2026	



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
----------	---	---	---

Date of Accessibility Meeting: September 28, 2026

Subject: Accessible Events

Rationale: I've noticed some CBRM events with accessibility barriers that I hope are low-hanging-fruit for improvement. Doing this work, and pushing a stroller or carrying a (big) baby, highlights issues I would have stepped over in the past.

E.g. We enjoyed both Multiculturalism Day in Open Hearth and New Years at NSCC, but noticed that queues were unmanaged and developed through inaccessible features, through ditches, curbs, and garden beds.

In some cases, like the ticket line at Multiculturalism Day, this might be addressed in event planning. The very long queues at New Years might have needed a bit of physical control, signage, or one of the staff periodically checking the line.

Information & Communication are known issues, often being difficult to find exact locations and schedules, especially not on a Meta platform. E.g. Knowing that Multiculturalism Day was on the auditorium side would have affected our timing and choice of walking route.

Makin' Waves, on the other hand, had a notably large number of people with visible disabilities as well as a sensory tent on the last day. I'm curious if that happened organically with the centrality and accessibility of the site, the maturity and/or progressivism of the event, or through deliberate planning.

Outcome Sought: A discussion around accessible and inclusive event design and information and what education or resources organizers might need.

Adam Brown

Date: August 28, 2026

Received by Clerk's Department (date):

August 28, 2026



COMMITTEE AGENDA REQUEST FORM

X Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
---	---	---

Date of Accessibility Meeting: September 28, 2026

Subject: Wentworth Park Tunnel & NSCC Construction

Rationale: This is tangential, but I've wondered about the property next to the completed NSCC parking lot, whether it is owned CBRM or NSCC and if anything is planned there.

My curiosity aside, I recently heard of someone who was hit by a driver while crossing Kings at Crescent and noted that the NSCC construction site has disrupted a section of pathway that goes through PID 15896574, perpendicular to the Wentworth Park tunnel. In the map below, red is the surface crossing route, blue is current tunnel route, and yellow is the shorter and flatter tunnel route that would be restored if that bit of construction site was resolved.



I also note that the boardwalk side of the tunnel approach is angled to the side, so you don't have a line of sight while approaching. I'm supportive of this as a multi-use path, including bikes and scooters, but wanted to flag that the increase in use can lead to

conflicts and safety hazards at this bend. I've wondered about signage (slow, bikes and scooters yield, ring bell, etc.) or perhaps a convex mirror to see around the corner. The mirror may improve the general feeling of safety as well.

Outcome Sought: Who owns this, are there shareable plans or schedules?

Adam Brown

Date: August 28, 2026

Received by Clerk's Department (date):

August 28, 2026



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
----------	---	---	---

Date of Accessibility Meeting: September 28, 2026

Subject: Tactile Attention Indicators at Crosswalks

Rationale: We've heard some concern about how tactile attention indicators (TAI) are being installed with new sidewalk work. There is of course a patchwork of different designs at crossings built at different times and with different geometries, but this is explicitly about new work since April 2026 e.g. Townsend and Inglis.

Doing some research, I see that while the ADA allows curved TAIs, the Accessibility Act and CSA appear not to.

(Section 6(a)(vii) and CSA/ASC B651:23 - 8.3, respectively - I have some links at the end of the email).

As law and practice varies in different jurisdictions, I've had trouble determining whether the grooves should be aligned with the direction of the crosswalks. Some sources emphasize this is an 'attention' indicator, only intended to warn of a hazard on the other side, without directional information, whereas a Tactile Direction Indicator would be a related but distinct feature.

This image shows those two as separate features:

<https://classic-arch.com/wp-content/uploads/2023/07/image023.png>.

While this image shows a TAI cut to maintain alignment with the crossing, thereby giving directional importation as well.

<https://clearingourpath.ca/wp-content/uploads/2022/08/fig3-3-1-3.jpg>

Section 6(d) also requires a colour contrast, which I'm not sure the steel plates are providing.

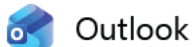
Outcome Sought: I'm going to request Tactile Attention Indicator positioning and visual contrast be reviewed by the ACC and/or CBRM staff, as appropriate, and the result communicated to Public Works to ensure the choice is at least compliant and deliberate. This likely involves contacting the Accessibility Directorate for guidance on compliance. If TAI are not required to be aligned, then I would suggest a conversation on whether we should recommend a best practice that exceeds compliance.

Adam Brown

Date: August 28, 2026

Received by Clerk's Department (date):

August 28, 2026



[EXT]:Re: [EXT]:Re: [EXT]:Re: Tactile Attention Indicators at crosswalks

From McGreal, Seamus [REDACTED]
Date Wed 02/09/2026 08:49
To Adam R.C. Brown [REDACTED]
Cc Accessibility Directorate <Accessibility@novascotia.ca>

Hi Adam,

There are two main types of TWSIs: TDIs and TAIs.

A Tactile Walking Surface Indicator (TWSI) can be a Tactile Directional Indicator (TDI) or a Tactile Attention Indicator (TAI). Each support people who use white canes but for different purposes.

A TDI provides directional guidance, especially in large spaces (such as train stations or plazas) where direction of travel is not obvious. A TAI provides a warning of a hazard immediately ahead such as the drop of a stairwell or oncoming vehicular traffic.

Regards,
Seamus

Seamus McGreal MCIP LPP RHFAC
Program Lead, Built Environment
Accessibility Directorate, Department of Justice

[REDACTED]
novascotia.ca/accessibility

**Nova Scotia's Built Environment
Accessibility Standard is now law**



From: Adam R.C. Brown [REDACTED]
Sent: September 1, 2026 4:09 PM
To: McGreal, Seamus [REDACTED]
Cc: Accessibility Directorate <Accessibility@novascotia.ca>
Subject: Re: [EXT]:Re: [EXT]:Re: Tactile Attention Indicators at crosswalks

**** EXTERNAL EMAIL / COURRIEL EXTERNE ****

Exercise caution when opening attachments or clicking on links / Faites preuve de prudence si vous ouvrez une pièce jointe ou cliquez sur un lien

Thanks a lot, Seamus,

I agree that's the right approach to answer this and glad you have a process.

I think I have one final question - are tactile indicators *intended* to give directional information? I.e. If someone runs their cane through the valley between the bumps, is that intended to communicate that they can walk straight along that line through the crosswalk? (This possibility was brought up by a cane user and I'd like to be able to comment on what information the tactile paving intends to communicate in Nova Scotia, if possible.)

This is again a case where the Standard suggests new construction should be square, but it might be matter of guidance for retrofits.

I realize the answer might be that unusual intersections should be redesigned, as you previously discussed, to render the question moot.

Thanks for working on this,



Adam Brown (he/him)
Sustainability Coordinator &
Co-Chair CBU Accessibility Advisory Committee
Department of Risk Management
[REDACTED]

From: McGreal, Seamus [REDACTED]
Sent: September 1, 2026 15:44
To: Adam R.C. Brown [REDACTED]
Cc: Accessibility Directorate <Accessibility@novascotia.ca>
Subject: [EXT]:Re: [EXT]:Re: Tactile Attention Indicators at crosswalks

You don't often get email from [REDACTED] [Learn why this is important](#)

I'm going to add this as a tracked interpretive gap for our guide work rather than answer it as final position today, since curved curbs are not addressed in the BEASR. I'll follow up once we've worked through it properly.

A practical solution is to replace the curb ramp on the curve with two separate ramps on the sides of the rounded corner, each straight, each perpendicular to its own crosswalk leg, each with its own straight TAI band, with a short section of curb left in place between them.

This means reconstructing an existing rounded corner may need to widen or reshape the corner to fit two ramps with proper landings, not just repour a ramp inside the existing curve. I expect this will come up often as older corners get replaced, as you say.

Thanks for flagging it,

Regards,
Seamus

Seamus McGreal MCIP LPP
Program Lead, Built Environment
Accessibility Directorate, Department of Justice

[REDACTED]
novascotia.ca/accessibility

Nova Scotia's Built Environment
Accessibility Standard is now law



From: Adam R.C. Brown <[REDACTED]>
Sent: September 1, 2026 3:02 PM
To: McGreal, Seamus <[REDACTED]>
Subject: Re: [EXT]:Re: Tactile Attention Indicators at crosswalks

** EXTERNAL EMAIL / COURRIEL EXTERNE **

Exercise caution when opening attachments or clicking on links / Faites preuve de prudence si vous ouvrez une pièce jointe ou cliquez sur un lien

Thanks Seamus,

In the pictures you attached, the straight curb with perpendicular crosswalk seems unambiguous.

I'm trying to determine the alignment of the Tactile Attention Indicators if the curb is curved.

Considering the slope requirements in (1)(b)&(c) combined with the dimensions required in (1)(e)(i) & (iii), it would seem that curved curbs, like the last two images in the first email, are practically prohibited.

Does the Directorate have any specific guidance on dealing with curved curbs?
This seems to me like it will be a recurring issue for replacing old sidewalks.

Thanks,



Adam Brown (he/him)
Sustainability Coordinator &
Co-Chair CBU Accessibility Advisory Committee
Department of Risk Management
[REDACTED]

From: McGreal, Seamus <[REDACTED]>
Sent: September 1, 2026 12:58
To: Adam R.C. Brown <[REDACTED]>
Cc: Accessibility Directorate <Accessibility@novascotia.ca>
Subject: [EXT]:Re: Tactile Attention Indicators at crosswalks

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello Adam,

Please refer to the Built Environment Accessibility Standard Regulations (BEASR) to review mandatory (as of April 1st, 2026) provincial requirements for the installation of new curb ramps

with Tactile Attention Indicators. The BEASR and support materials can be reviewed [here](#).

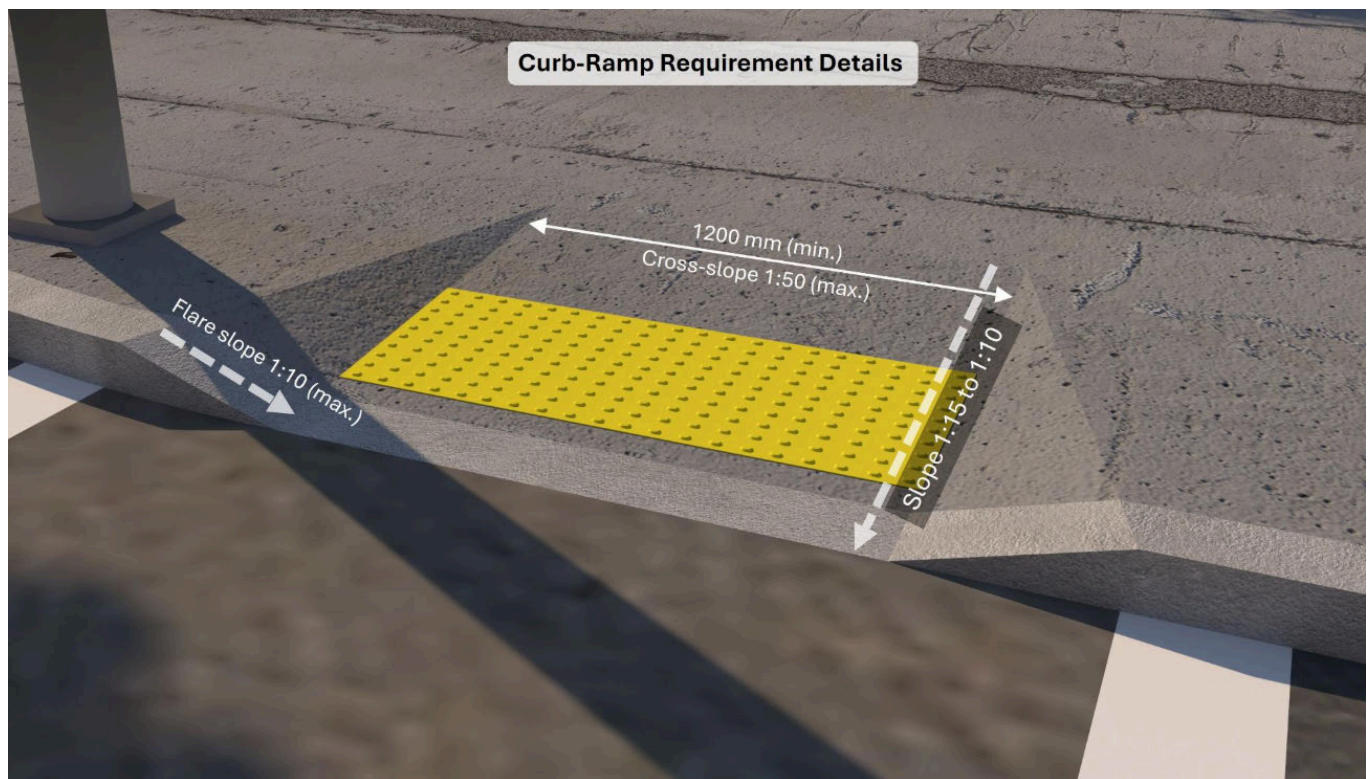
Below is BEASR Section 7, Curb ramps, in italic text along with some illustrations:

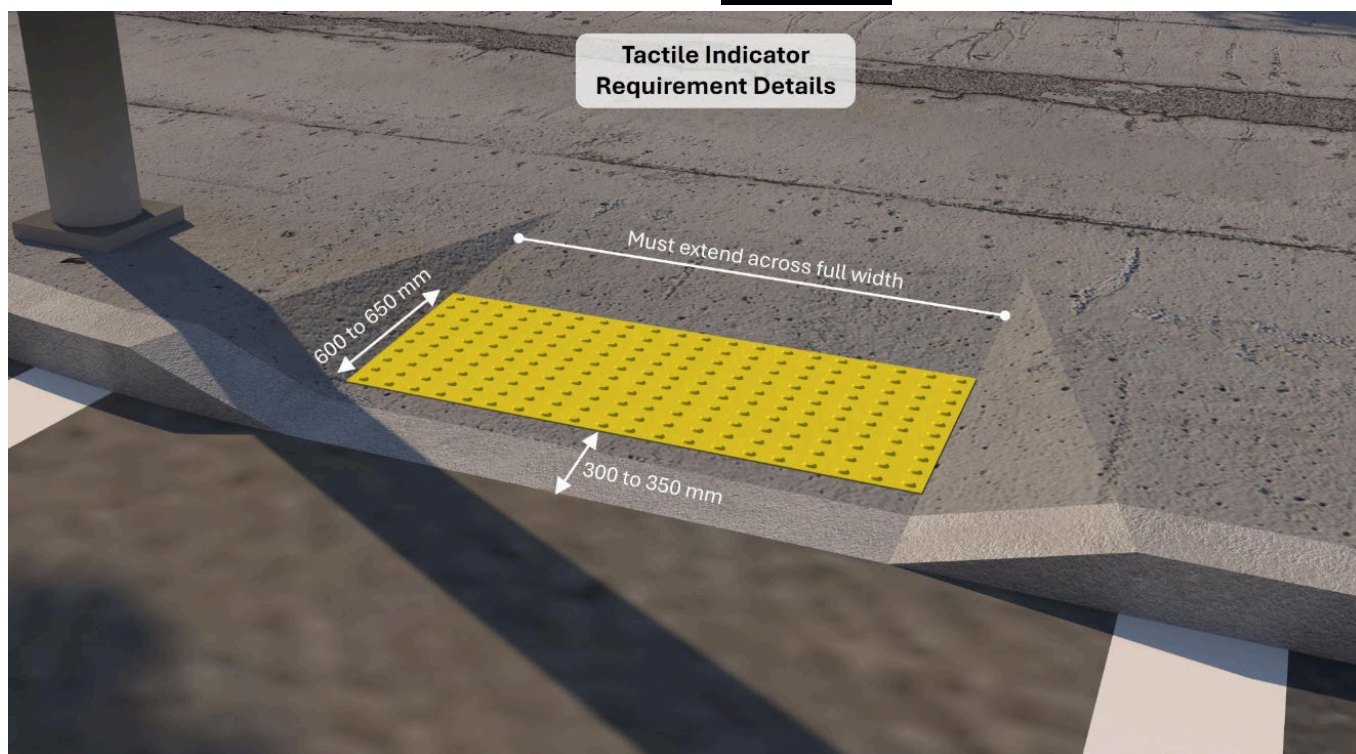
Curb ramps — Section 7

(1) A newly installed curb ramp must align with the direction of travel and meet all of the following requirements:

- ***(a) It must have a clear width of at least 1200 mm, exclusive of any flared sides.***
- ***(b) It must have a running slope ratio of no less than 1:15 (6.66%) and no more than 1:10 (10%).***
- ***(c) It must have a cross slope ratio of no more than 1:50.***
- ***(d) It must have flared sides that have a slope with a ratio of no more than 1:10, measured parallel to the curb line.***
- ***(e) If it is located at a pedestrian crossing, it must have tactile attention indicators that meet all of the following requirements:***
 - ***(i) They must be no less than 600 mm and no more than 650 mm in depth.***
 - ***(ii) They must extend across the full width of the curb ramp.***
 - ***(iii) They must be set back no less than 300 mm and no more than 350 mm from the curb edge.***

(2) An existing curb ramp immediately adjacent to a portion of sidewalk that is being replaced must meet the requirements of subsection (1).





Please let me know if you have any questions.

Regards,
Seamus

Seamus McGreal MCIP LPP
Program Lead, Built Environment
Accessibility Directorate, Department of Justice

[REDACTED]
novascotia.ca/accessibility

Nova Scotia's Built Environment
Accessibility Standard is now law



From: Adam R.C. Brown <[REDACTED]>
Sent: August 31, 2026 11:10 AM
To: Accessibility Directorate <[REDACTED]a>
Subject: Tactile Attention Indicators at crosswalks

** EXTERNAL EMAIL / COURRIEL EXTERNE **

Exercise caution when opening attachments or clicking on links / Faites preuve de prudence si vous ouvrez une pièce jointe ou cliquez sur un lien

Hello,

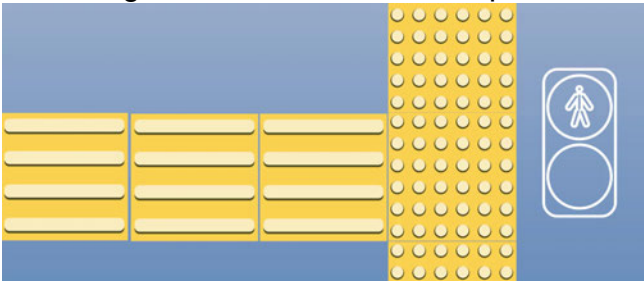
I'm a member of CBRM's AAC and have been trying to interpret the Accessibility Act and other sources to determine design requirements for Tactile Attention Indicators (TAI) at crosswalks.

The Act Section 6(a)(vii) and CSA/ASC B651:23 - 8.3 seem to be clear that curved TAI plates are not allowed (which appear to be okay under the US ADA).



I've had trouble determining whether the grooves should be aligned with the direction of the crosswalks. Some sources emphasize this is an 'attention' indicator, only intended to warn of a hazard on the other side, without giving directional information, whereas a Tactile Direction Indicator or guiding patterns would be a related but distinct feature.

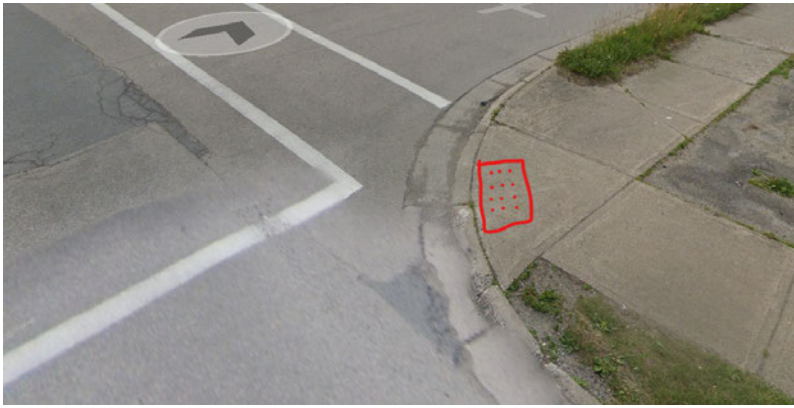
This image shows those two as separate features:



While this image shows a TAI cut to maintain alignment with the crossing, thereby giving directional information as well.



Finally, some historical road geometries make it more difficult, with many intersections having single curb cuts at the apex of the turn, creating various issues for both wheelchair and cane users. For example (and please forgive the state of my digital art skills) Townsend:



Charlotte:



Would you be able to provide or direct me to:

- Diagrams or example pictures of acceptable designs for Nova Scotia
- Advice on whether directional information is intended by basic tactile indicators at crossings
- Specific advice on dealing with curved curb cuts, especially on narrow pathways, and whether my last two example pictures appear to be compliant for tactile, visual, and path-of-travel considerations.
- Whether Nova Scotia has a recommended best practice that exceeds compliance with the Act

Thank you,



Adam Brown (he/him)

Sustainability Coordinator &

Co-Chair CBU Accessibility Advisory Committee

Department of Risk Management

[REDACTED]

Cape Breton University

Ph: [REDACTED] Web: www.cbu.ca

1250 Grand Lake Rd., Sydney, NS

Page 49



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Barrier Reporting			
Rationale: At CBU, we're discussing how to implement a barrier-reporting system, among our existing reporting systems. If not for being on this committee, I wonder how I should have brought up my other agenda requests - is it just 311, the area councillor, or something else. If it's 311, are there records kept on location and type of report? It would be interesting to have data tagged with where accessibility barriers are being reported and addressed. Outcome Sought: Discussion on barrier reporting and, if applicable, 311 data and training/resources.			
Adam Brown Date: August 28, 2026		Received by Clerk's Department (date): August 28, 2026	



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Review of Terms of Reference			
Outcome Sought: Review of Terms of Reference: 7.0 Review 7.1 The Terms of Reference will be reviewed every three years in conjunction with the Municipal Accessibility Plan Review. To my knowledge they were reviewed in the former committee. The last meeting of that committee was January 20, 2022.			
Louise Gillis Date: September 14, 2026		Received by Clerk's Department (date): September 14, 2026	



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Sidewalk Clearing			
Outcome Sought: Discussion requested about concerns regarding sidewalk clearing for commercial areas.			
Councillor Steve Gillespie Date: March 7, 2026		Received by Clerk's Department (date): March 9, 2026	



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Accessibility Funds			
Outcome Sought: Discussion requested on businesses and community applications for accessibility funds, including the process to apply.			
Councillor Steve Gillespie Date: February 5, 2026		Received by Clerk's Department (date): February 5, 2026	



COMMITTEE AGENDA REQUEST FORM

X	Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
Date of Accessibility Meeting: September 28, 2026			
Subject: Accessibility of CBRM Communications, Documents and Digital Materials: Staff Update			
Motion for Committee to Consider: That the Accessibility Advisory Committee request staff, through the Chief Administrative Officer, to provide the Committee with an update on the accessibility of the Municipality's communications, print materials and digital materials, including: the current state of the CBRM website. Such an update to be provided at the next regular meeting of the Committee. Rationale: Residents who experience accessibility challenges like blindness or have low vision, and residents who rely on screen readers or other assistive technology, depend on municipal information being published in a form their technology can actually read. Agendas, staff reports, budget documents, public notices and online forms are how people follow and take part in municipal decisions. The accessibility committee looks to ensure that the CBRM communication documents are accessible to all. Outcome Sought: A clear, plain language picture of where CBRM stands today on accessible communications and digital materials, including what is already screen reader friendly, what is not, and where the main gaps are. This baseline will let the Committee understand the current state of the Municipality's materials and inform its advice to Council on future accessibility planning and priorities.			
Steven MacNeil – District 8 Councillor Date: September 22, 2026		Received by Clerk's Department (date): September 24, 2026	

