



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE  
MINUTES  
October 19, 2017**

PRESENT: Ben Buckwold, Chair  
Kelsey Lane, Vice Chair  
Ian Watt  
David Jackson  
Eliza Jackson  
Lindsay Slade  
Councillor Sam Austin  
Councillor Tim Outhit  
Councillor Lindell Smith  
Ella Dodson

REGRETS: Elizabeth Pugh  
James McMillin

STAFF: Sheilagh Edmonds, Legislative Assistant  
Leslie Neate, Legislative Support  
David MacIsaac, Active Transportation Program  
Mike Connors, Transportation Engineer

*The following does not represent a verbatim record of the proceedings of this meeting.*

*The agenda, reports, supporting documents, and information items circulated are online at [halifax.ca](http://halifax.ca).*

*The meeting was called to order at 4:02 p.m. and adjourned at 5:17 p.m.*

## **1. CALL TO ORDER**

The Chair called the meeting to order at 4:02 p.m.

### **Community Announcements**

- Kelsey Lane spoke about an event called iLightHFX, taking place on November 3, 2017, beginning at 7:00 p.m., on November 3, at 1550 Granville St., Halifax. A copy of the poster was submitted for the official file.
- Ella Dodson directed members to a Facebook page, "Halifax Pedestrians and Walkers"
- Councillor Tim Outhit advised that the Integrated Mobility Plan is scheduled to go to Committee of the Whole, on December 5, 2017.
- The Chair advised of an update from Bicycle Nova Scotia concerning three regional destination trails becoming part of the Blue Route cycling network this summer (Rum Runners Trail, Keltic Shores Trail, and Annapolis Royal Trail). This brings the number of trails to over 400.

## **2. APPROVAL OF MINUTES – September 21, 2017**

MOVED by Councillor Lindell Smith; seconded by Eliza Jackson

**THAT the minutes of September 21, 2017, be approved, as presented.**

**MOTION PUT AND PASSED.**

## **3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS**

MOVED by Councillor Outhit; seconded by Kelsey Lane

**THAT the agenda be accepted, as presented.**

**MOTION PUT AND PASSED.**

## **4. BUSINESS ARISING OUT OF THE MINUTES – NONE**

## **5. CALL FOR DECLARATION OF CONFLICT OF INTERESTS – NONE**

## **6. CONSIDERATION OF DEFERRED BUSINESS – NONE**

## **7. CORRESPONDENCE, PETITIONS & DELEGATIONS - NONE**

### **7.1 Correspondence – NONE**

### **7.2 Petitions – NONE**

### **7.3 Presentations**

#### **7.3.1 Bayers Road Transit Priority Corridor: AT Component Update, Mike Connors, Transportation Engineer, Strategic Transportation Planning**

The following was before the committee:

- A presentation titled, "Proposed Bayers Road Transit Priority Corridor."

The Chair introduced Mike Connors, Transportation Engineer, Strategic Transportation Planning. The presenter advised that this presentation stemmed from the Moving Forward Together project. The Bayers Road Transit Priority Corridor project's rationale for this began in 2016 when the Halifax Transit Moving Forward Together plan identified Gottingen Street and Bayers Road as "critical locations" for transit priority measures. In 2017, the Integrated Mobility Plan is expected to identify the need for transit priority on Young Street and Robie Street. The focus of today's discussion is the Bayers Road corridor. It is one of the four proposed Transit Priority Corridors. Transit Priority Measures use tools/treatments to increase priority for buses on the road network; such as queue jump lanes, transit signal priority, and dedicated bus lanes. Bayers Road is a very busy, strategic corridor that is too congested.

In 2016, an Active Transportation Connection Study: Chain of Lakes Trail (COLT) to Halifax Peninsula was completed. The objective was to identify the alternatives for a multi-use AT facility along that corridor to provide a formal connection between the COLT and George Dauphinee Avenue. Ideally, the preferred route was directly along Bayers Road; however, there were too many challenges (houses built too close to sidewalks, steep banks, and narrow sidewalks). In 2016, the focus was changed to a parallel alternative on Vaughan Ave. Where Vaughan ends at Bayers Road, a three-meter greenway would be recommended to provide a connection up to the Halifax Shopping Centre and then across up to George Dauphinee.

Looking at the two options to provide Transit priorities on Bayers Road, a key aspect is to provide a bike lane in both. Option 1 is to provide dedicated bus lanes (curb lanes on both sides); Option 2 is to create reversible bus lane on one side. The preliminary design for Option 1 is to widen Bayers Road to add transit lanes in each direction and add an active transportation lane. The preliminary design for Option 2 would be to widen Bayers Road to add a reversible lane that will provide a transit lane inbound during AM peak then outbound during PM peak.

The Halifax Shopping Centre to Connaught Avenue is heavily used and creates huge back-ups. All the traffic issues that occur on Bayers Road can be sourced back to this intersection. There is no easy solution. Mike Connors advised that the options for this area are:

**Option 1: High Investment**

- Dedicated Bus Lanes
- Grade Separated Connection at Shopping Centre Driveway
- Add Active Transportation greenway
- Maintain west Halifax Shopping Centre driveway as unsignalized right-in, right-out
- Add grade separated entrance/exit for Halifax Shopping Centre
- Construct new roadway overpassing Bayers Road to Halifax Shopping Centre

**Option 2: Medium Investment**

- Dedicated Bus Lanes
- Realigned Shopping Centre Driveway
- Add Active Transportation greenway
- Maintain west Halifax Shopping Centre as is (signalized)
- Modify signals for new roadway connection where left turns are restricted.
- Construct Halifax Shopping Centre access driveway connection to Connaught Avenue (at grade)

**Option 3: Low Investment**

- Dedicated Bus Lanes
- Widening as required
- Add Active Transportation greenway

- Maintain Halifax Shopping Centre driveways as is (signalized)
- Widen to add transit priority lane in each direction
- Potential signal timing could be considered

**Project Timeline:**

To date: Stakeholder consultation - Completed (August)  
Public consultation - Completed (September-October)  
Options Evaluation - Ongoing  
Functional Design - Ongoing

Next Steps: Complete functional design/cost estimates - in next couple of weeks  
Staff Report - November/December  
Detailed Design – Early 2018

Mike Connors concluded his presentation and asked for questions and advised that committee members could also send him emails if any further questions were noted.

Councillor Outhit asked about pricing for this project and indicated concern for any delays and budgeting. Their worry is that the capital budget may be set prior the detailed design's being ready which will delay the implementation by a year. Mike Connors believes that the cost of this is planned to be coming forward with the Integrated Mobility Plan implementation costs.

Ella Dodson commented that, as a walker, with so many buses going by, air quality has substantially declined. Mike Connors advised that the pedestrian environment is very important, and this plan will be an improvement over what is there today with dedicated space and separation from traffic. Ella Dodson pointed out that a lot of research has been completed relating to health repercussions with an active transportation route not separated from buses.

Eliza Jackson asked about the presenter's preference between dedicated bus lanes versus reversible lanes. Mike Connors indicated dedicated bus lanes are preferred; however, the impacts of all options need full review. There will be an evaluation matrix completed for the options and public consultation will also be a consideration.

Ella Dodson inquired about how long this project would take to build. The presenter indicated that it will depend on the money available, the selected option, and direction from Council. The expectation is that it would be completed within five years.

Councillor Austin wondered about a back connection to the shopping centre (Vaughan to Romans to Cook). Mike Connors advised that it was not flagged as an option.

Councillor Outhit asked about the objective of the AT component here. Are malls and shopping more a destination? What is the end game and forecasted number? The presenter indicated that there are no forecasted numbers; but looking at the map, it would be a significant cycling route and is part of the Active Transportation connections.

David Jackson expressed concern with the Halifax Shopping Centre crosswalks. Mike Connors indicated that it is the hardest spot for bike crossings on this corridor, which is why a bridge option would be preferred in this case; however, it was also noted as the most expensive option.

The Chair thanked Mike Connors for the presentation and invited them to come back as progress on designs for other corridors are planned.

## 8. REPORTS/DISCUSSION

### 8.1 COMMITTEE MEMBER UPDATES - NONE

### 8.2 STAFF UPDATES

David MacIsaac provided the following updates:

- ✓ Bike week round table Oct. 27 in the afternoon
- ✓ Currently working on Capital Budget for next year
- ✓ Assessing locations for new sidewalks.
- ✓ HRTA capital submissions have been submitted and will be considered by HRTA in early November
- ✓ We are currently transitioning the Bikeway Connectors Project to a separate project manager.
- ✓ Sample of active planning projects:
  - Dartmouth Harbourfront
  - Herring Cove Road
  - Almon St.
- ✓ Curb extensions have been installed on Novalea
- ✓ Letter to Province on cross-rides and bicycle traffic signals from the Mayor is being sent.
- ✓ Fall screenline bike counts underway

Active Transportation reports that are due include:

1. Agricola bicycle corridor route
2. Future Roles and Responsibilities of Community Associations in Active Transportation Facilities
3. Herring Cove Sidewalk Request Transportation and Public Works
4. Implementation of Almon Street Bike Lane
5. Participation of the Chain of Lakes Trail in the Rum Runners Trail
6. Protected Bicycle Lane – Hollis Street
7. Protected Bike Lanes on Rainnie Drive
8. Restriction of Motorized Access on Proposed AT Greenway
9. South Park Bicycle Lane Extension and Enhancement
10. Willow Street Local Street Bikeway
11. Windsor Junction Hantsport Railway

Ella Dodson asked about the possible removal of crossing lights at Dickson Park. David MacIsaac indicated they will look into it.

Councillor Smith asked if it were true that permission for cyclist lights don't need approval from the province. David MacIsaac indicated they believe that permission is required. Councillor Outhit inquired if clarification could be requested.

Ella Dodson asked about traffic-calming measure requests. Councillor Outhit replied that all the rules are on the website and any councillor or community can request traffic calming measures. Councillor Smith advised he can assist with that.

Kelsey Lane inquired whose jurisdiction it is to enforce parking issues in the University Avenue bike lanes. Staff advised they believe it to be HRM staff; however, they will confirm.

**9. ADDED ITEMS – NONE**

**10. DATE OF NEXT MEETING** – November 16, 2017

**11. ADJOURNMENT** - The meeting adjourned at 5:17 p.m.

Leslie Neate  
Legislative Support