



**COMMUNITY DESIGN ADVISORY COMMITTEE
JANUARY 24, 2018
MINUTES**

PRESENT: Gaynor Watson-Creed, Vice Chair
Dale Godsoe
Christopher Daly
Reg Manzer
Rima Thomeh

REGRETS: Fred Morley, Chair
Jenna Khoury
William Book

STAFF: Tanya Davis, Strategic Transportation Planning Management Coordinator
Carl Purvis, Planning Applications Program Manager
Peter Duncan, Manager of Infrastructure and Planning
Sheilagh Edmonds, Legislative Assistant
Simon Ross-Siegel, Legislative Support

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.

The meeting was called to order at 11:42 a.m., and the Committee adjourned at 12:56 p.m.

1. CALL TO ORDER

The Vice-Chair called the meeting to order at 11:42 a.m.

2. APPROVAL OF MINUTES – December, 14, 2017

Pursuant to Vice Chair Gaynor Watson-Creed's motion, this item was removed from the agenda and deferred to the next regular meeting of the committee.

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

MOVED by Vice Chair Gaynor Watson-Creed, seconded by Christopher Daly

That items 2, 4, 6, and 7 be removed from the agenda, and deferred to the next regular meeting of the committee, Wednesday, February 28, 2018.

MOTION PUT AND PASSED UNANIMOUSLY.

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

8. REPORTS/DISCUSSION

8.1 Staff Presentation: Integrated Mobility Plan

- A staff presentation entitled 'Halifax Integrated Mobility Plan' was circulated before the Committee

Tanya Davis, Strategic Transportation Planning Management Coordinator, delivered a presentation regarding the Integrated Mobility Plan (IMP). A copy of this presentation can be found online and in the official file for the meeting.

During discussion on the presentation some committee members asked for further information about the meaning of "pricing signals" in the IMP, and whether they were similar to surge pricing electricity. Staff stated that for some important corridors, pricing signals would involve considering raising and lowering tolls around peak commute hours to encourage other alternative transportation modes. Staff expressed that they have not fully explored this issue yet, although the MacDonald and MacKay bridges may be locations for future consideration and study for pricings signals. Several Committee members expressed that in order for pricing signals to effectively reduce congestion, it would be important to ensure that there are other back-up transportation options for commuters.

Members inquired whether the Plan envisions further cycling accommodation to areas outside of the centers and the Peninsula. Staff expressed the current corridors detailed in the Plan reflect that many cyclists are using the core connections. However staff confirmed that they are looking to focus on suburban connections and cycling routes as part of several multi-modal projects, including the Bedford highway corridor study and Commuter Rail.

Members inquired when the borderlands study would begin. Staff stated they could not provide further information about this study at this time.

Some Members asked how the Plan will assist lower income communities such as those in Sackville and Beaverbank. Staff expressed that the Bedford Highway will be a crucial artery. Staff further expressed that if the commuter rail project does not proceed, there will be an alternative multi-modal option. Staff

also expressed that some projects, such as the Windmill Road dedicated bus lanes, have already begun but their success depends in part on staff's and the Committee's abilities to inform people that these projects and services now exist. Regarding the current stage of progress on commuter rail, staff informed the Committee that CN Rail is currently conducting its own assessment and that the municipality is waiting for their reply.

Several Members asked if the Plan had any way to identify survey respondents demographically. Staff indicated not at this time, although future household surveys will bring more transportation information to planners, including information relating to income levels which will enable planners to address issues like food security and poverty strategies in less advantaged communities.

Committee Members commented on the likelihood that discussions of possible trade-offs will be difficult. Staff advised that the Committee will have a role to play in communicating with the public and presenting a narrative of evidence-based decision making.

Staff and Committee members both expressed that it will be important going forward to seek volunteer participation and resources, including Dalhousie students in planning and engineering. Staff expressed that volunteer planning students greatly assisted in Toronto's King Street project by conducting transportation surveys. Likewise, staff and Committee Members, both expressed the importance of continuing to build staff's relationship with Capital Health to share data likely to assist in coordinating employee scheduling and multi-modal commuting.

Members asked staff if they could provide any detail as to how the Cogswell Interchange project was progressing. Staff replied that they could not give specific information at this time, but noted that a design was about to be presented to the steering committee, likely in May 2018. The next stage following this would likely be a pre-tender stage.

9. ADDED ITEMS – NONE

10. DATE OF NEXT MEETING – Wednesday, February 28, 2018

11. ADJOURNMENT

The meeting adjourned at 12:56 p.m.

Simon Ross-Siegel
Legislative Support