



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
MINUTES
April 18, 2019**

PRESENT: David Jackson, Chair
Jillian Banfield, Vice-Chair
Paul Berry
Ella Dodson
Peter Fritz
Jessie Harlow
Sarah Manchon
Elizabeth Pugh
Emily Miller
Councillor David Hendsbee

REGRETS: Ben Buckwold
Kelsey Lane
Councillor Sam Austin
Councillor Matt Whitman

STAFF: David MacIsaac, Supervisor Active Transportation
Taso Koutroulakis, Manager Traffic Management
Emma Martin, Active Transportation Community Programs Coordinator
Samantha Trask, Transportation Road Safety Engineer
Simon Ross-Siegel, Legislative Assistant
Chelsea Berriman-Saulnier, 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 4:05 p.m., and the Committee adjourned at 5:56 p.m.

1. CALL TO ORDER

The Chair David Jackson called the meeting to at Halifax Hall, 2nd floor City Hall, 1841 Argyle Street, Halifax.

2. APPROVAL OF MINUTES – March 21, 2019

MOVED by Ella Dodson, seconded by Elizabeth Pugh,

THAT the minutes of March 21, 2019 be approved as presented.

MOTION PUT AND PASSED.

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

Additions:

Item No. 9.1 Councillor Hendsbee – Amendment to Active Transportation Advisory Committee Terms of Reference

The Committee agreed to change the order of business to deal with item 8.1.3 prior to item 8.1.1.

MOVED by Elizabeth Pugh, seconded by Sarah Manchon

THAT the agenda be approved as amended.

Two-third majority vote required.

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

8. REPORTS/ DISCUSSION/ UPDATES

8.1 STAFF UPDATE

8.1.1 Active Transportation Group update

David Maclsaac, Active Transportation Program Supervisor, provided a verbal update on work being done by the Active Transportation Group:

- The capital budget was approved, carrying over \$2.5 million for uncompleted projects, these projects included the South Park bike lane, Porters Lake, Almon Street Bikeway, Allan Street, Vernon-Seymour Street Bikeway project and three sidewalks.
- Active Transportation (AT) budget was approved, with \$8.1 million in new capital; \$2.3 million for sidewalks, \$1.2 million for bicycle facilities, \$800,000 for grants HRTA groups, \$825,000 for functional planning and detail design, \$300,000 for general outreach (for example, education and promotion outreach programs), \$2.5 million for sidewalk project on Herring Cove Road, \$1 million for McDonald Bridge Bikeway Connectors, \$640,000 for street walkway repair, \$5.3 million for side walk repair, and 900,000 for Barrington Street project (non HRM funds; DND funded).

- Current projects underway, Allan Street Local Street Bikeway Phase 1; Vernon-Seymour Local Street Bikeway project final steps; Porters Lake Greenway Exit 20 Connector; Bisset Greenway Completion.
- Planning processes underway include the Mid-town Bikeways; Bedford Highway Functional Plan; Africville AT Connectors Functional Plan; West End and North End Bikeways Functional Plan.
- New projects for ATAC, the Bedford-Sackville Greenway Connector Improvements and Extensions; North Preston Trail extension and Community Active Transportation; and Uni-Morris Complete Streets Corridor.
- Downtown Bikeways project will be presented at Transportation Standing Committee for consideration on Tuesday, April 23.
- Almon Street Bikeway Planning continues. Current focus is working to integrate large scale development project
- Bike week planning is currently taking place, the deadline for grants is April 22, 2019.

In response to questions from the Committee, David Maclsaac, highlighted the uncertainties that still exist regarding the construction of turning lanes or implementation of signal lights. David Maclsaac provided commentary on community engagement activities related to the 2019 Bike Bath and gave an overview of the Barrington Street Greenway Extension project which includes collaboration with the Halifax Regional Trails Association, St. Mary's University, Planners and Advocates.

With respect to the Downtown Bikeways project, David Maclsaac advised that the upgrade to the Hollis Street portion is being planned to take place ahead of the Cogswell Redevelopment project, while subject to approval by the Transportation Standing Committee (TSC) and Regional Council. David Maclsaac further highlighted the pinch points for completing the Downtown Bikeways project, stating that there are planning and structural inconsistencies with the sidewalks, for example, abruptly ending, property lines, and issues with meeting standard guidelines.

In response to a follow up question related to the Lower Water Street Project, David Maclsaac justified that would not be underway until 2022 due to the need for planning and streetscaping. As the request of the Committee, Maclsaac highlighted key takeaways from feedback provided by the Accessibility Advisory Committee (AAC) related to Downtown Bikeway Project such as, curbside issues and the location of accessible parking. Maclsaac advised, the level of priority is determined by the number of groups, or individuals in the area that require accessible parking, however, accessibility consultations are ongoing. Maclsaac noted that Wise Road has the potential to be more functional and pedestrian and family safe. Maclsaac highlighted the potential for renovations to the toll collection system on Wise Road.

With respect to the North End Bikeway Project, Maclsaac advised that the project is still in the consultation phase with staff reviewing the potential impacts on the roads and the specific needs of the area. Maclsaac further noted that the goal is to increase the current amount of monitoring equipment. In response to a follow up question, Maclsaac advised that air quality monitoring is outside of the scope of the Active Transportation budget and mandate. Maclsaac further advised that due to their work load, the Active Transportation department is unable to commit to shared managerial responsibility for bike corrals, at this time. Members raised the idea of funding for bike corrals under the parking budget and Maclsaac stated that this idea will be raised to their colleagues.

8.1.2 Staff Update on the Strategic Road Safety Framework

The following was before the Active Transportation Advisory Committee:

- A staff presentation dated April 18, 2019

Samantha Trask, Transportation Road Safety Engineer presented a staff update on the Strategic Road Safety Framework to the committee. The objective of the strategic road safety framework is to provide an understanding of the current problems with road safety, highlight the current obstacles to obtaining the ultimate goal of zero fatalities and injuries, and to provide an action plan outlining how those obstacles will be overcome. Trask highlighted how the Traffic Management department

determines the challenges associated with road safety, the obstacles to road safety, and how to approach those issues in a coordinated, inter-jurisdictional manner. Trask advised that the framework is supported by available collision analysis from 2007-2014 and public engagement surveys. The collision data analysis revealed the top seven areas of fatalities and injuries, including impaired driving, aggressive driving, distracted driving, youth, intersections, bicycles, pedestrians, and Trasks offered strategies to deal with those issues, including structural changes to the landscape, road safety education, and enforcement of road safety. The purpose of the public engagement surveys was to gain a better understanding of what road users viewed as the biggest threats to safety, the survey looked at issues ranging from human error and recklessness to signage and weather conditions. At Regional Council, amendments were made to the yearly reduction target, shifting the target from 15% to 20%, as well as implementing a deadline, 2038, to have obtained the goal of zero fatalities and injuries.

The Committee provided the following feedback:

- Adding road/street conditions to the list of threats to safety to assess which areas are more of a concern than others; highlighting the potential for incorporation an evidence-based, corridor-specific approach.
- Not relying too heavily on the collision databases because of issues with data collection, as it relates to fatalities and injuries. For example, unwilling to report an accident, fear of repercussions on insurance, and fear of police. Members suggest looking to other jurisdictions for best practices
- The necessity of using multiple databases to gain a full picture of the problem, for example, insurance database, police report's and statistics and the health authority data.
- The relationship between current speed limits and cyclists and possible solutions such as reducing speed limits within HRM.
- In response to a question from the Committee, Taso Koutroulakis, Manager Traffic Management responded by acknowledging the province as a partner in the project and highlighted that the province has their own processes and procedures that they take when reviewing that data, and this usually takes about two years before the data is made available to HRM.
- In response to a follow up question, Samantha Trasks referred to the collision data and explained that the department will be applying a base-line evaluation for 2017-2019, before the initial changes are implemented in 2020. Furthermore, a public outreach group or survey following the implementation of these changes, has been considered.

8.1.3 Staff Presentation on the Process to Develop an Administrative Order to Support Community Associations who build and maintain Active Transportation Facilities

The following was before the Active Transportation Advisory Committee:

- A staff presentation dated April 18, 2019

Emma Martin, Active Transportation Community Programs Coordinator, shared a presentation titled "Future Roles and Responsibilities of Community Trails Associations with respect to Active Transportation Facilities". The objective of the presentation was to contextualize the development of an Administrative Order (AO) for AT facilities, present a project plan, highlight next steps, and receive feedback from members that will be helpful to staff in identifying opportunities to support the Administrative Order (AO) development.

Emma Martin highlighted the origin of the proposed AO development process for AT, referring to a Regional Council Meeting on January 15, 2019, where the staff report 14.3.1 titled "Future Roles and Responsibilities of Community Trails Associations with respect to Active Transportation Facilities" was approved. The Transportation Standing Committee brought forth a motion at Halifax Regional Council to direct staff to 1) continue funding, and 2) establish a Municipal contribution program grounded in consultation and engagement with the project partners. The goal of the development of an AO is to establish a strong support team through the development of a framework to ensure continued funding

support for volunteer community associations who play a direct role in the development, coordination, and maintenance of Active Transportation Facilities.

Emma Martin briefly outlines the roles and responsibilities of the project partners, the Halifax regional trails Association (HRTA) as it relates to the AO development process, the role of Halifax Regional Municipality, the role of the Nova Scotia Provincial Government, and other effected external stakeholders.

The Committee discussed the issue of succession planning as it related to volunteer turnover and/or absenteeism and recommended a simplified process within the AO to allow for sustainable succession planning. The Committee further discussed the application process for the AO, the role of HRTA within that process, and the possibility of the inclusion of a funding stream for promoting education and capital costs for recreational trails. In response to a question regarding which trails would be included and whether wilderness trails which have been grant parented would be included with the AO. Maclsaac stated that at this point in the process, it is unclear, noting that it is still in the planning stages. In response to a follow up question, Maclsaac responded by highlighting that the implementation of best practices is separate from this AO development process and perhaps future discussion could include the potential of HRM's role in forming and implementing best practices. The Committee raised the concern of accessibility as it relates to the use and maintenance of trails, this is two-fold, concerning the physical structure of the trails and the accessibility of the individual themselves. Maclsaac advised that the responsibility for trail security and enforcement currently resides with the Halifax Police and By-Law enforcement officers. Maclsaac provided further commentary on HRM trail management, noting that the majority of HRM trails are managed within Parks and Recreation. The Committee briefly discussed the potentiality of motorized trails to be part of and included within the development process.

8.2 Committee Members – None

9. ADDED ITEMS

9.1 Councillor Hendsbee – Amendment to Active Transportation Advisory Committee Terms of Reference

The Committee agreed to request a substantial change to the terms of reference for the Active Transportation Advisory Committee to allow for the Committee to hold Townhall Meetings, which would allow for public engagement and input on Active Transportation issues, potentially by 2020. The Committee discussed the possibility of completing this change in time for Bike Week, 2019, Simon Siegel-Ross advised that the process for a terms of reference change is lengthy and would not be able to be completed for 2019 Bike Week.

THAT the Active Transportation Advisory Committee make a formal request to the Transportation Standing Committee for an amendment to the Terms of Reference to allow for public consultation and public participation at the discretion of the Committee.

MOVED by Councillor Hendsbee, seconded by Ella Dodson

MOTION PUT AND PASSED.

10. DATE OF NEXT MEETING – May 16, 2019

13. ADJOURNMENT

The meeting adjourned at 5:56 p.m.

Chelsea Berriman-Saulnier
Legislative Support