



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
MINUTES
November 16, 2017**

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

REGRETS: Elizabeth Pugh
James McMillin
Ian Watt
Councillor Tim Outhit

STAFF: Sheilagh Edmonds, Legislative Assistant
Leslie Neate, Legislative Support
David MacIsaac, Active Transportation Program
Siobhan Witherbee, Active Transportation Planner
Courtney McCarthy, WSP
Greg O'Brien, WSP

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 adjourned at 5:25 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 4:05 p.m.

Community Announcements – It was agreed to move Community Announcements to the Committee Updates 8.2.1 for future meetings.

2. APPROVAL OF MINUTES – October 19, 2017

MOVED by David Jackson; seconded by Ella Dodson

THAT the minutes of October 19, 2017, be approved, as presented.

MOTION PUT AND PASSED.

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

MOVED by Ella Dodson; seconded by Lindsay Slade

That the presentation, “Local Street Bikeways - Design Options of Vernon-Seymour and Allan Oak Streets,” Item 7.3.1, be moved to the first order of business.

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

7.1 Correspondence

7.2 Petitions

7.3 Presentations

7.3.1 Staff Presentation - Local Street Bikeways - Design Options of Vernon-Seymour and Allan Oak Streets - discussion and comment

The following was before the committee:

- A PowerPoint presentation titled, “Local Street Bikeways – Vernon/Seymour & Allan/Oak

Siobhan Witherbee, HRM Active Transportation Planner, introduced the presenters, Courtney McCarthy and Greg O’Brien, WSP. They provided the following with regard to project background, overview of Local Street Bikeways, project scope, and the objectives for today’s meeting:

Project Background:

- HRM Council adopted the Administrative Order (2016-0020P) to facilitate the Implementation of Local Street Bikeway (LSB).
- LSB will provide a connection for All Ages and Abilities (AAA) between existing bicycle infrastructure and local residents in the area.
- Two roadways are schedule for resurfacing:
 - Vernon Street/Seymour Street
 - Allan Street
- HRM Project Planning and Design is seeking to integrate the elements for the LSB with the resurfacing of the streets.

Overview of Local Street Bikeways (LSB):

- Local Street Bikeways are streets with low motorized traffic volumes and speeds, modified to optimize bicycle travel and are intended to:
 - Create convenient routes for bicycling; and,
 - Help to create conditions on the streets where people of all cycling abilities and skill levels can comfortably share the street with motor vehicles without the addition of separated bicycle lanes or paths.
- Local Street Bikeways may have the following features:
 - Designated by HRM as a Local Street Bikeway,
 - Signs and pavement markings to designate the Local Street Bikeway
 - Have speed/volume management measures (if necessary),
 - Have intersection treatments to create safe, convenient bicycle crossings of major/minor streets.
- Local Street Bikeways will avoid:
 - Halifax Transit and truck routes (where possible),
 - Impact on the operation of emergency vehicles.

Project Scope:

- Project Initiation and Management
 - *Site Walk*
- Data Collection/Review of Existing Conditions
- Conceptual Design Development
 - *Prepare conceptual plans (30%) for each corridor–up to 3 options for each*
- Public and Stakeholder Consultation
 - *Internal Meeting–October 20*
 - *External Meeting–October 24*
 - *Open House–November 8 (2 sessions)*
 - *ATAC Meeting–November 16*
- Prepare 60% Design Drawings
 - *Preferred option for each roadway*
 - *Cost Estimates*
- Draft Report–Week of November 27
- Final Report–December 8

Objectives of ATAC Meeting:

Meeting with key stakeholders to:

- Gauge interest
- Needs
- Concerns
- Other traffic calming features
- Options to avoid/focus on

The presenters provided the following relating to each corridor:

Vernon/Seymour:

- North-south cycling corridor between Quinpool Road and University Avenue.
- 1.08 km section of roadway
- Signed as a bicycle route.
- Desirable route for cyclists, connecting Windsor Street bicycle lanes to Dalhousie University and the University Avenue protected bicycle facilities.
- Identified as a candidate for the Local Street Bikeway in the AT Priorities Plan.

Allan/Oak:

- East-west cycling corridor between Windsor Street and Connaught Avenue.
- 1.06 km section of roadway
- Parallels Quinpool Road and Chebucto Road
- Cycling corridor will aid in the connection to the West End to the HRM core cycling network.
- Opportunity to connect to a potential LSB on Harvard Street.

The presenters provided further details on the traffic volumes (vehicle thresholds and speed thresholds) on each corridor. Also displayed were overviews of the existing street intersections and various preliminary options for each corridor and cross streets.

Next Steps:

- Project Initiation and Management
 - Site Walk
- Data Collection/Review of Existing Conditions
- Conceptual Design Development
 - Prepare conceptual plans (30%) for each corridor –up to 3 options for each
- Public and Stakeholder Consultation
 - Internal Meeting –October 20th
 - External Meeting –October 24th
 - Open House –November 8th(2 sessions)
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Following the presentation, the committee members were asked for any comments or questions.

Ella Dodson inquired about the possible loss of on-street parking. The presenter advised that the only parking which may be removed would be near the intersections on those streets. There is always a distance that is required from a stop bar at an intersection back where no parking would be allowed; however, they would try to fit the design appropriately. There may be a loss of a couple of spots, if required.

Councillor Austin asked if a bike-only lane is chosen for the intersection of Vernon and Quinpool, has it been considered to duplicate it on the other side by removing the concrete median? David Maclsaac advised that this would not be considered as part of WSP's work. HRM would consider that part of a future project.

Ella Dodson noted how difficult it can be to cross Quinpool Road and inquired about the means to also protect pedestrians. David Maclsaac indicated that they and Siobhan Witherbee recently met with the Quinpool Business Improvement Association to talk about this project, and a third of the comments were relating to pedestrian deficiencies on Quinpool Road. It was also noted that following the receipt of WSP's designs, other intersections can be looked at to reduce crossing distances and add traffic calming measures at the same time.

Kelsey Lane inquired if other jurisdictions have been consulted for feedback with regard to their implementation of middle lanes for cyclists, as other advocacy groups have noted concerns about being in the middle of two car lanes. Staff advised that this isn't an issue at most intersections. One of the comments they did receive was to possibly add a bike box at an intersection to protect cyclists; however most bike and car conflicts occur prior to an intersection.

Lindsay Slade asked about snow clearance with raised medians. Staff advised that maintenance would be required similar to the clearing of sidewalks.

Ben Buckwold noted that there are guide books out there; however, we don't have the experience built up in Halifax yet for this type of facility. They asked if budgeting has been done for evaluating this type of project before or after implementation. David Maclsaac indicated that it is in the Administrative Order that there shall be after monitoring.

Ben Buckwold asked for reason why speed humps haven't been considered. The presenter advised that speed cushions are more likely to be installed to allow for the passage of emergency vehicles, as bumps delay them by approximately 12 to 15 seconds per bump. Speed cushions are broken in sections so that emergency vehicle axles can actually over pass them, whereas a vehicle with a smaller axle has to hit one or both if they choose to, which can be more of an annoyance for local residents.

David Maclsaac concluded that the message from the Active Transportation Advisory Committee is the need for speed control and traffic-calming measures considered as part of this project.

The Chair thanked staff for their presentation. It was further suggested that any further comments can be sent via email to Siobhan Witherbee.

8. REPORTS/ UPDATES/ DISCUSSION

8.1 Discussion

8.2 Updates

8.2.1 Committee Updates

The Chair ask if the committee has a recommendation or would like to propose any presentations to please bring them forward.

Ella Dodson requested a presentation relating to the known demographic of our population and to be able to look 10-years out to determine HRM's needs in the future with regard to age, ability, impairments, etc. The Chair asked Ella to follow-up with a reminder e-mail on this topic. David MacIsaac indicated that both the Regional Plan and the Centre Plan may capture some of the requested information and background details on future numbers.

8.2.2 Staff Updates

David MacIsaac, HRM AT Program Supervisor, provide the following update:

Planning for next year's construction season:

- ✓ Next year's AT budget is \$4.1 million to build multi-use pathways, bike facilities and new sidewalks in addition to planning studies and supporting infrastructure, such as bike racks.

Pedestrian:

- ✓ New Sidewalk Program: 5-10 requests per month. Over 400 on our list. Between 5-10 per year.
- ✓ This was a catch-up year...still a few projects that will be complete in 2018.
- ✓ Major accomplishment = sidewalk tie-in to Woodside Ferry Terminal from Pleasant.

Bikeway Planning:

- ✓ Final details on South Park
- ✓ Almon – mainly co-ordinating with CNIB and the new development proposed for Almon and Robie
- ✓ Local street bikeway planning for Allan-Oak and Vernon-Seymour is underway
- ✓ Planning for Downtown Bikeways – stakeholder meetings in Dec. and January
- ✓ Planning for Rainnie and Brunswick and Ahern – late winter

Multi-Use:

- ✓ Dartmouth Waterfront – property discussions underway
- ✓ Woodside AT routes – now in detailed design. Aim for construction in 2018
- ✓ Report coming on Windsor Hantsport railway and potential for AT facility

Supporting:

- ✓ We are looking to dispose of some of the surplus bridge pedway and bikeway panels that HRM acquired.

Education and Promotion:

- ✓ Will be updating bike and greenway map – if people have ideas, they should send them to staff
- ✓ Hosted a stakeholder discussion on future education and promotion activities. Report to be prepared by Cities and Environment Unit
- ✓ Will start getting ready for Bike Week next year soon.

Administration:

- ✓ New 90-day-term employee started last week. They will focus on updating model for HRTA
- ✓ Still two vacancies in the group

Monitoring:

- ✓ Siobhan going through various counts (peninsula screenline, Vernon, Allan).

Community Development Program:

- ✓ Have been participating in the capital project and maintenance project review for funding in 2018.
- ✓ Many projects being built by community groups right now.

The Chair thanked staff for their update.

9. ADDED ITEMS - NONE

10. DATE OF NEXT MEETING – December 14, 2017

12. ADJOURNMENT

The meeting adjourned at 5:25 p.m.

Leslie Neate
Legislative Support