



**TRANSPORTATION STANDING COMMITTEE
MINUTES
December 12, 2019**

PRESENT: Councillor Lorelei Nicoll, Chair
Councillor Tim Outhit, Vice Chair
Councillor Sam Austin
Councillor Waye Mason
Councillor Lindell Smith
Councillor Shawn Cleary

**OTHERS
PRESENT:** Councillor David Hendsbee
Councillor Tony Mancini
Councillor Richard Zurawski
Councillor Paul Russell

STAFF: Dave Reage, Director, Halifax Transit
Colin Taylor, Solicitor
Judith Ng'ethe, Legislative Assistant
Robyn Dean, Legislative Assistant

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

The agenda, reports, supporting documents, information items circulated, and video (if available) are online at halifax.ca.

The meeting was called to order at 1:04 p.m. and moved into an In Camera (In Private) session at 3:49 p.m. The Standing Committee reconvened to public session at 4:16 p.m. and adjourned at 4:18 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 1:04 p.m.

2. APPROVAL OF MINUTES – October 24, 2019

MOVED by Councillor Cleary, seconded by Councillor Austin

THAT the minutes of October 24, 2019 be approved as presented.

MOTION PUT AND PASSED.

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

Additions:

15.1 Councillor Mason – Rural Pedestrian Realm Program

The Transportation Standing Committee agreed to change the order to business to have Item No. 17 – Public Participation be the first order of business.

The Transportation Standing Committee agreed to change the order of business to have Item 12.2.1 – Improvements on Devonshire Avenue discussed before Item 12.1.1.

The Transportation Standing Committee agreed to bring forward Information Item No. 2 – Information Report from Chief Administrative Officer dated September 27, 2019 re: Vehicle Immobilization in HRM to the next meeting of the Transportation Standing Committee.

The Legislative Assistant noted that a staff presentation would be given as part of agenda item 12.1.2 – Vehicle for Hire Licensing Program Review – Regulating Brokers and Transportation Network Companies.

MOVED by Councillor Cleary, seconded by Councillor Mason

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. MOTIONS OF RECONSIDERATION – NONE

7. MOTIONS OF RESCISSION – NONE

8. CONSIDERATION OF DEFERRED BUSINESS – NONE

9. NOTICES OF TABLED MATTERS – NONE

10. CORRESPONDENCE, PETITIONS & DELEGATIONS

10.1 Correspondence

The Legislative Assistant noted that correspondence was received regarding item 12.1.2 and from Janet MacLeod on Information item no. 2 – Vehicle Immobilization in HRM. Correspondence was also received

from Daniel Burns dated October 27, 2019, Joanne Corbett on November 5, 2019, Amanda Crosby on November 20, 2019, Jenna and Russ Hopson on November 20, 2019, Dale Wagner on November 23, 2019, Rebekkah Hyams on November 24, 2019, Julia Healy on November 25, 2019 and Alix McEwan on November 26, 2019. This correspondence had been distributed to all members of the Standing Committee.

10.2 Petitions – None

10.3 Presentations – None

11. INFORMATION ITEMS BROUGHT FORWARD - NONE

12. REPORTS

12.1 STAFF

12.1.1 Peninsula South Complete Streets

The following was before the Transportation Standing Committee:

- A presentation dated December 12, 2019

Mark Nener, Active Transportation Planner and Hanita Koblents, Principal Planner, gave an overview of the Peninsula South Complete Streets. Nener noted that the objective of the project is to achieve all ages and abilities complete streets on the South End of the Peninsula.

MOVED by Councillor Mason, seconded by Councillor Cleary

THAT the Transportation Standing Committee receive a presentation.

MOTION PUT AND PASSED.

12.1.2 Vehicle for Hire Licensing Program Review – Regulating Brokers and Transportation Network Companies

The following was before the Transportation Standing Committee:

- Supplementary staff report dated November 22, 2019
- Staff report dated January 25, 2019
- An extract from Transportation Standing Committee Minutes – February 5, 2019
- An extract from Halifax Regional Council Minutes – February 12, 2019
- A presentation dated December 12, 2019
- Correspondence from Dan Peterson

Hilary Hayes, Supervisor Licensing, Buildings and Compliance, gave a presentation on Vehicle for Hire Licensing Program Review – Regulating Brokers and Transportation Network Companies and responded to queries regarding the differences between taxi regulations and the proposed transportation networking companies' regulations.

MOVED by Councillor Austin, seconded by Councillor Mason

THAT the Transportation Standing Committee:

1. Recommend that Halifax Regional Council direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the supplementary staff report dated November 22, 2019, for Council's consideration; and

2. Recommend that Halifax Regional Council direct the Mayor write a letter to the Province to request the required amendments to the *Motor Vehicle Act* to enable the Municipality to charge Transportation Network Companies a per-trip fee.

The following amendment was proposed:

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee request a supplementary staff report to accompany the recommendations of the supplementary staff report dated November 22, 2019 to Regional Council regarding concerns raised in correspondence regarding the expense and usefulness of vulnerable sector checks; potential restriction of brokers and TNC companies from providing other services, such as leasing and purchase financing as a condition of broker license.

MOTION TO AMEND PUT AND PASSED.

The motion now reads:

MOVED by Councillor Austin, seconded by Councillor Mason

THAT the Transportation Standing Committee:

- 1. Recommend that Halifax Regional Council direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the supplementary staff report dated November 22, 2019, for Council's consideration; and**
- 2. Recommend that Halifax Regional Council direct the Mayor write a letter to the Province to request the required amendments to the *Motor Vehicle Act* to enable the Municipality to charge Transportation Network Companies a per-trip fee.**
- 3. Request a supplementary staff report to accompany the recommendations of the supplementary staff report dated November 22, 2019 to Regional Council regarding concerns raised in correspondence regarding the expense and usefulness of vulnerable sector checks; potential restriction of brokers and TNC companies from providing other services, such as leasing and purchase financing as a condition of broker license**

The meeting discussed potential effects of ride share on transit, taxis and parking income and protection for passengers with staff responding to questions.

Councillor Mason proposed a further amendment, for the proposed letter from Mayor to request the Province to allow transportation network company drivers to drive on a Class 5 license.

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the letter from the Mayor request the province allow transportation network company drivers to drive on a Class 5 license.

MOTION TO AMEND PUT AND PASSED.

The motion now reads:

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee:

- 1. Recommend that Regional Council direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking**

Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the supplementary staff report dated November 22, 2019, for Council's consideration;

2. Recommend that Regional Council direct the Mayor write a letter to the Province to request the required amendments to the Motor Vehicle Act to enable the Municipality to charge Transportation Network Companies a per-trip fee and request the province allow Transportation Network Companies' drivers to drive on a Class 5 license; and
3. Request a supplementary staff report to Regional Council regarding concerns raised in correspondence with relation to the expense and usefulness of vulnerable sector checks; potential restriction of brokers and Transportation Network Companies from providing other services, such as leasing and purchase financing as a condition of broker licenses.

It was suggested by Hayes that the proposed letter to the Mayor include taxi drivers in the request. The amendment was considered friendly by the Standing Committee.

The motion now reads:

MOVED by Councillor Austin, seconded by Councillor Mason

THAT the Transportation Standing Committee:

1. Recommend that Regional Council direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the supplementary staff report dated November 22, 2019, for Council's consideration;
2. Recommend that Regional Council direct the Mayor write a letter to the Province to request the required amendments to the Motor Vehicle Act to enable the Municipality to charge Transportation Network Companies a per-trip fee and request the province allow Transportation Network Companies' drivers and taxi drivers to drive on a Class 5 license; and
3. Request a supplementary staff report to Regional Council regarding concerns raised in correspondence with relation to the expense and usefulness of vulnerable sector checks; potential restriction of brokers and Transportation Network Companies from providing other services, such as leasing and purchase financing as a condition of broker licenses.

MOTION AS AMENDED PUT AND PASSED.

12.2 ACTIVE TRANSPORTATION STANDING COMMITTEE

12.2.1 Improvements on Devonshire Avenue

The following was before the Transportation Standing Committee:

- A report from the Active Transportation Standing Committee dated December 4, 2019 with attached request for consideration form from Jillian Banfield

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee request a staff report recommending improvements to Devonshire Avenue for the benefit of all users by applying a "Complete Streets" approach as outlined in the Integrated Mobility Plan, including upgrading the existing bike lanes, improving pedestrian crossings, reducing vehicle speeds and beautifying the neighbourhood.

MOTION PUT AND PASSED.

12.2.2 Active Transportation Advisory Committee Update

The following was before the Transportation Standing Committee:

- A Committee report dated December 4, 2019

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee receive the update from the Active Transportation Advisory Committee as submitted.

MOTION PUT AND PASSED.

12.3 MEMBERS OF THE TRANSPORTATION STANDING COMMITTEE - NONE

13. MOTIONS

13.1 Councillor Cleary

MOVED by Councillor Cleary, seconded by Councillor Mason

THAT the Transportation Standing Committee request a staff report on establishing a new procedure for the appointment of the Halifax Traffic Authority that would include the committee considering candidates and making recommendation to Council and may include the recruitment and hiring of new municipal staff for the appointment.

MOTION PUT AND PASSED.

13.2 Councillor Cleary

MOVED by Councillor Cleary seconded by Councillor Austin

THAT the Transportation Standing Committee request a staff report on developing public-facing policy on boarding of children and staff from schools, daycares, and preschools, with input from stakeholders.

Councillor Mason proposed an amendment to add the words ‘... for Halifax Transit’ which was accepted as friendly.

The motion now reads:

MOVED by Councillor Cleary seconded by Councillor Austin

THAT the Transportation Standing Committee request a staff report on developing public-facing policy for Halifax Transit on boarding of children and staff from schools, daycares, and preschools, with input from stakeholders.

MOTION PUT AND PASSED.

14. IN CAMERA (IN PRIVATE)

MOVED by Councillor Mason, seconded by Councillor Austin

To convene to in camera to discuss the Personnel Matter.

MOTION PUT AND PASSED.

14.1 PERSONNEL MATTER – *Private and Confidential Report*

This matter was dealt with In Camera (In Private) and ratified in public as follows:

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee recommends that Halifax Regional Council:

- 1. Approve the recommendations as outlined in the private and confidential staff report dated December 3, 2019; and**
- 2. That the December 3, 2019 private and confidential staff report not be released to the public.**

MOTION PUT AND PASSED.

Councillor Cleary proposed a motion:

MOVED by Councillor Cleary, seconded by Councillor Mason

THAT the Transportation Standing Committee forward Information Item No. 3 – Information Report from Chief Administrative Officer dated October 15, 2019 re: Proposed Community Operated Transit Route Porters Lake to Cole Harbour to Regional Council for their information.

MOTION PUT AND PASSED.

15. ADDED ITEMS

15.1 Councillor Mason – Rural Pedestrian Realm Program

The following was before the Transportation Standing Committee:

- A request for consideration form from Councillor Mason

MOVED by Councillor Mason, seconded by Councillor Austin

THAT the Transportation Standing Committee request a staff report regarding potential to establish a program to improve pedestrian safety in HRM's rural communities. This report shall discuss how actions A71, A81 and A82 within the Integrated Mobility Plan, related to active transportation are being implemented. Specifically, the report should focus on areas of concentrated pedestrian activity, including consideration of services in historically underserved areas, and address how immediate responses to resident concerns can be addressed through tactics including but not limited to paved shoulders, sidewalks, crosswalks, pedestrian islands of refuge, and greenways. The report should also include recommendations on opportunities to present a submission to the Provincial and Federal governments for appropriate funding programs.

MOTION PUT AND PASSED.

16. NOTICES OF MOTION – NONE

17. PUBLIC PARTICIPATION

The Chair called for speakers.

Doug Carlton, Dartmouth spoke to pedestrian safety and proposed that traffic lights be installed at the four-way intersection at Hawthorne and Erskine streets in Dartmouth to deter commuters using Hawthorne Street as a short cut.

Shannon Pennell, Beaver Bank provided information about implementation of the Moving Forward Together Plan in Beaver Bank and noted that the cancelled transit service should be returned to the affected section of north Beaver Bank.

David Barrett, Beaver Bank pointed out the difference between city and country culture and provided a historical overview of transit service in Beaver Bank. Barrett concluded by noting that transit service is required in north Beaver Bank.

Douglas Wetmore, Lower Sackville spoke in opposition to the recent Halifax Transit changes to transit routes. Wetmore advised that the new 8 route is behind schedule and over crowded beyond what the old 80 used to be. Wetmore noted that the new 82 and 85 do not transfer with each other and has essentially separated communities and residents can no longer transfer across districts. Wetmore noted that the new 83 cuts off service to the main commercial district of Lower Sackville and that the new 84 and 87 have resulted in reduced service to affected residents. Wetmore also noted that the new 91 Hemlock Ravine has resulted in issues with transferring and that the 90 Larry Uteck was expanded but did not have added service and that it is consistently crowded or behind schedule. Wetmore also supported the comments of previous speakers regarding the cancellation of transit service in north Beaver Bank.

Bill Horne, Member of Legislative Assembly for Waverly spoke in support of the community of north Beaver Bank over the decision made to cut transit service from the last seven kilometres of the north Beaver Bank bus route. Horne noted that as a result of the cancellation, the daycare children who used the bus service to visit the residents of Ivy Meadows no longer have any way of visiting the residence. Horne requested the Municipality consider different dynamics for a bus system that will involve the community in the future.

Nathaniel Macintyre, Millwood commented on downtown transit connections. Macintyre noted that routes 182, 183 and 186 only work well in peak hours and that the alternative routes are slower and do not link to any routes downtown. Macintyre noted that the previous link had better connections. Macintyre concluded by noting that the buses are not frequent enough for short routes to work and that more direct routes to downtown are required.

Kim Wright, Principal at Wright Strategies on behalf of Uber Canada spoke to vehicles for hire and the proposed regulations for Nova Scotia. Wright noted that Uber was concerned about Class 4 licencing and stated that this is a redundant piece of policy and onerous on drivers and requested that the Municipality request the Province do away with this condition. Wright also spoke to vulnerable sector screening and noted that this is an onerous condition that has been done away with in other jurisdictions for vehicle for hire drivers. Wright also commented on the proposed per trip fee and noted that given the size of Halifax, it is significantly above what is expected and that most jurisdictions base this on a version of a cost recovery model.

Wright responded to questions from Council and noted that approximately 3,000 sexual assaults in Uber vehicles were reported in the United States and that data indicated that rural and suburban areas was where a lot of vehicles for hire uptake occurred.

Bruce Kocher, Beaver Bank read a letter from a fellow Beaver Bank resident that spoke to the cancellation of the transit service in north Beaver Bank and requested that alternatives for service be considered including a shuttle, limited service or a smaller bus.

Ken Wilson, Timberlea, spoke in support of residents of Beaver Bank and provided a historical context of the bus service to Beaver Bank. He requested that a different model be found to provide transit service to north Beaver Bank.

Mary Andrews, Beaver Bank spoke to work with individuals with disabilities and noted that the transit cancellation of service to north Beaver Bank will mean that only existing Access-a-Bus clients in that area will be able to use Access-a-Bus going forward.

Yorkum Stroink noted support for ride hailing serviced in Halifax and requested that the Municipality request the Province to remove the requirement for a Class 4 licence.

Jean Bushell reported that their mother is a resident at Ivy Meadows, Beaver Bank and reiterated comments of previous speakers on the Access-a-Bus service and also noted that Ivy Meadows would have difficulty retaining staff. Bushell also spoke to the enjoyment of the residents when the children from the nearby daycare visited and noted that these visits were no longer possible following cancellation of the bus service in north Beaver Bank.

Lyle Mailman, Beaver Bank reiterated the comments of previous speakers regarding the cancellation of transit service to north Beaver Bank and noted that Ivy Meadows is largest employer in Beaver Bank and that the cancellation of the bus service in north Beaver Bank would affect it negatively. He requested for the assistance of the Committee in reinstating the transit service.

Lyndsay May, Dartmouth spoke in support of Ivy Meadows in north Beaver Bank that has been affected by the cancellation of the transit service to north Beaver Bank.

Councillor Nicoll called for further speakers. There were none present.

18. DATE OF NEXT MEETING – January 23, 2020 at 1:00 p.m., Council Chamber, 3rd Floor, City Hall, 1841 Argyle Street, Halifax

19. ADJOURNMENT

The meeting adjourned at 4:18 p.m.

Judith Ng'ethe
Legislative Assistant