



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
MINUTES
May 16, 2019**

PRESENT: David Jackson, Chair
Jillian Banfield, Vice-Chair
Paul Berry
Ella Dodson
Jessie Harlow
Kelsey Lane
Sarah Manchon
Elizabeth Pugh
Councillor Sam Austin
Councillor David Hendsbee

REGRETS: Ben Buckwold
Peter Fritz
Emily Miller
Councillor Matt Whitman

STAFF: Harrison McGrath, Strategic Transportation Planner
Leen Romaneh, Strategic Transportation Planning Intern
Siobhan Witherbee, Active Transportation Program Planner
Simon Ross-Siegel, Legislative Assistant
Judith Ng'ethe, 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 4:02 p.m. and adjourned at 6:04 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 4:02 p.m. in Halifax Hall, City Hall, 1841 Argyle Street, Halifax.

2. APPROVAL OF MINUTES – April 18, 2019

MOVED by Councillor Hendsbee, seconded by Sarah Manchon

THAT the minutes of April 18, 2019 be approved as presented.

MOTION PUT AND PASSED.

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

The Committee agreed to change the order of business to deal with items 8.1.2 and 8.1.3 prior to item 8.1.1.

MOVED by Elizabeth Pugh, seconded by Ella Dodson

THAT the order of business 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

7.1 Correspondence

The Legislative Assistant noted that the Committee received correspondence from Martyn Williams and this correspondence was circulated to the Committee.

7.2 Petitions – None

7.3 Presentations

7.3.1 Rochelle Owens – SMART Trip Safety Campaign

The following was before the Active Transportation Advisory Committee:

- A presentation by Rochelle Owens, Executive Director of the Office of Sustainability at Dalhousie University, on the Dalhousie SMART Trip Safety Campaign

The Chair invited Rochelle Owens to make a presentation. Rochelle Owens explained that a member of the Active Transportation Advisory Committee had thought that the Advisory Committee would benefit from learning about the evolving Dalhousie SMART Trip Safety Campaign, a safe commute campaign being developed by the University and which had just had a soft launch, with the aim of undertaking a full launch in September, 2019. Rochelle Owens outlined the purpose of the commute campaign to encourage staff and students to use safe and sustainable methods of commuting, the proposed messaging and previous interest group feedback. Rochelle Owens also presented some advertisement mock-ups and requested feedback from members for incorporation before the campaign's full launch.

The Committee provided the following feedback:

- Members encouraged the use of multiple language signage as the University has a significant international student population who may be more comfortable with signage in languages other than English.
- Members suggested that the colour of the advertisement mock-up encouraging pedestrians to pay attention and be aware be changed from green as this is generally perceived as the colour for “go”.
- Members proposed that the imagery on the advertisement mock-up showing a car user texting on a mobile device be rethought as it was ambiguous.
- Members proposed that the “be seen” advertisement mock-up on pedestrian crossing be reviewed to ensure that there is no perception of victim blaming.
- Members proposed that the advertisement mock-up encouraging the use of helmets by cyclists be reviewed to reflect the existence of a helmet wearing law and to change the tag line accordingly.

8. REPORTS/DISCUSSION/UPDATES

8.1 Staff Update

8.1.1 Active Transportation Group Update

Siobhan Witherbee, Active Transportation Program Planner, provided a verbal update on work being undertaken by the Active Transportation group:

- The Union Street connection to the Bedford-Sackville Greenway Connector Improvements and Extensions project was almost completed.
- Procurement of a consultant to complete the Bedford-Sackville Greenway Corridor Recapitalization and Extension Functional Plan was underway.
- Planning for the AT connections between Lower Sackville, Fall River and Waverly was complete. This was being implemented by the Sackville Parks and Trails Association.
- The Active Transportation group was working together with the Planning Department to determine approaches to ensure incorporation of a social equity lens in planning of projects.
- The workplan for the Active Transportation group for 2019/2020 had just been completed and upcoming projects could be viewed there.
- Planning and design work for the Dartmouth side of the Macdonald bridge bikeway connections was underway.
- Bike Week was scheduled from June 1-9, 2019 and over 40 events were planned citywide. The full schedule was available online at Halifax.ca/BikeWeek.
- Initial engagement had been undertaken on the Midtown AAA Connections project which was looking to create all-ages-and-all-abilities bikeways via Bell Road, Quinpool, Commons Pathways, Welsford and Quingate. The initial engagement sought to establish users’ experiences and their wishes. Another round of engagement would be undertaken after development of concepts which would be presented to the Committee beforehand.
- South Park Street protected bike lanes, from Spring Garden Road to Inglis Street had been tendered for construction with a closing date of May 30, 2019.
- Downtown bikeways on Hollis Street, Upper and Lower Water Streets, George Street and Terminal Road had been approved by the Regional Council. The detailed design for the Hollis Street segment was underway with the goal of completing detailed designs this year.
- Damaged and missing bollards on University Avenue were being replaced with more durable Cyclo-Zone bollards. The same bollards were to be installed on top of the pre-cast concrete curb of the barrier on South Park Street and were also on order to replace missing bollards on Rainnie Drive.
- The Active Transportation group was collaborating internally with other HRM staff to ensure active transportation facilities and connections were integrated into the designs of Starr Park, the future Dartmouth Cove Development and the Prince Albert/Portland/Alderney (PAP) intersection with the aim of ensuring walkability and cycling in that area.

- The interactive online Halifax web map for cycling routes and open data was expected to be released in time for Bike Week.
- Detailed design for the Halifax Urban Greenway Phase 2 Extension (Bellevue to Pine Hill) was approved in the 2019/2020 budget and would be soon underway. Some headway had been made with Saint Mary's University in negotiating an easement for access to Point Pleasant Park and an opportunity had arisen to widen the pathway at Cornrose Park and was in planning.

The Committee provided the following feedback:

- In response to a query on crosswalk accessibility for pedestrians and cyclists accessing the Common Roots Urban Farm new location on Bi-Park, currently under design, Siobhan Witherbee undertook to have an update provided to the Committee on the crosswalks designs.
- In response to a follow up question, Siobhan Witherbee agreed to provide an update on whether the maintenance on Rainnie Drive will involve replacement of missing bollards or replacement of both the missing bollards and pre-cast concrete slabs.
- The Committee requested that staff provide an update on the pathway section located between Chain of Lakes and Stone Ridge in the North-West Arm Drive area.

8.1.2 Staff Update on the North End West End Bikeways

The following was before the Active Transportation Advisory Committee:

- A staff presentation dated May 16, 2019

Siobhan Witherbee, Active Transportation Program Planner, presented a staff update on the North End West End Bikeways project to the Committee. Staff informed the Committee that the objective of the project was to create all-ages-and-all-abilities bikeways in the North End and the West End as part of the integrated mobility plan. Siobhan Witherbee explained that the goal was to target areas running parallel to arterial roads with the aim of connecting neighbourhoods and getting people cycling and walking safely. Siobhan Witherbee noted that the main challenge would be addressing safe crossing of major streets. Siobhan Witherbee presented the identified potential three routes for the West End Bikeways and the single proposed route for the North End Bikeway. Staff highlighted action taken by the Active Transportation Group to receive community involvement and feedback. Strategies included public open houses, mailouts, Facebook advertisements, sandwich boards and an online survey. Siobhan Witherbee informed the Committee that, so far, there had been a mixed response to the project, particularly with respect to the North End Bikeway due to concerns raised by North End residents over further potential loss of parking spots. Siobhan Witherbee reported that the next phase of the project would focus on reframing the discussion, by reaching out to residents along proposed routes to discuss needs with the aim of reaching neighbourhood driven decisions. Small group community discussions would be proposed. For the North End, community members would also be hired as facilitation consultants.

The Committee provided the following feedback:

- The goal of the design should be a complete street for all road users and not just for commuters.
- The new emphasis on community input, place based approach and hiring of facilitation consultants was commendable and the continuation and escalation of this approach should be encouraged in order to ensure buy-in from residents.
- Consideration should be given to framing the recapitalization on Agricola Street as place-making and not just about bikeways and to tie up Agricola Street to this project, so as to have buy-in from Agricola Street businesses to the recapitalization.
- Consider closing off access to residential streets to all but cars belonging to residents to create a conducive environment for cyclists and pedestrians.

8.1.3 Staff Update on Functional Planning Studies – Bedford Hwy, Dutch Village Rd and Herring Cove Rd

The following was before the Active Transportation Advisory Committee:

- A staff presentation dated May 16, 2019

Harrison McGrath, Strategic Transportation Planner and Leen Romaneh, Strategic Transportation Planning Intern presented a staff update on the functional planning studies of Bedford Highway, Dutch Village Road and Herring Cove Road. Leen Romaneh informed the Committee that the functional planning studies were guided by Integrated Mobility Plan-A121 to “Identify “Strategic Corridors” – existing road corridors that are key to regional traffic flow, transit, goods movement and active transportation – and develop plans that will guide their development over time.”

Leen Romaneh explained that when functional planning was used, it allowed for higher vision of a corridor’s functionality as a street and as a place, understanding and justification of potential trade-offs, filling of the missing active transportation and transit gaps and engagement with stakeholders early on in the process. Leen Romaneh presented the progress of the functional planning studies of Bedford Highway, Dutch Village Road and Herring Cove Road, comparing existing and proposed conditions for all three. Existing conditions for Dutch Village Road included no sidewalk along the west side and “off-street” parking perpendicular to the travel way. Proposed conditions were addition of a sidewalk on west side of the street where there was currently none, cycle tracks on both sides, improving sidewalks and adding rectangular crosswalks and 25 parking spaces. Existing conditions for Bedford Highway illustrated a 12 kilometre heavily used traffic corridor from Windsor Exchange to Bedford with limited right of way, inadequate cycling infrastructure, many private accesses and disconnected sidewalks. Leen Romaneh reported that two options were proposed; Option 1 was a Balanced Modes with minimal impact to vehicle lanes while Option 2 was a Transit Priority with dedicated transit lanes in both directions. Existing conditions for Herring Cove Road showed 5.5 kilometres of road with varying number of lanes, sidewalk gaps, inaccessible bus stops and no cycling or dedicated transit infrastructure. Proposed conditions included sidewalk and separated bike lanes on both sides of the street and completing gaps in existing infrastructure. Transit priority was also being considered in some sections. Leen Romaneh informed the Committee that for all three studies, engagements had been undertaken with community stakeholders.

The Committee provided the following feedback:

- In response to a question from the Committee, Harrison McGrath responded that the consultant looked briefly at the Bedford Basin broad walk plan that had been discussed some years previously but that due to complications, including limited access over the rail line and costs, did not pursue it further.
- In response to a follow up question, Siobhan Witherbee confirmed that the North End West End Bikeways project would connect to these projects, so would potentially connect to the Chain of Lakes Trail, the Windsor Street protected bike lanes and the Africville project; all of which would go around the top of the Peninsula and down through the Barrington Greenway and to Point Pleasant Park, as part of a regional network being considered.
- It was proposed that consideration be given to two-way bus lanes at all times of the day on Bedford Highway and Herring Cove Road.
- It was suggested that one of the illegal railway crossings be opened up at South Gate to mitigate the busy area at Bedford by Mill Cove.

8.2 Committee Members – None

9. ADDED ITEMS – NONE

10. DATE OF NEXT MEETING – June 20, 2019 at the Alderney Gate Large Meeting Space, Dartmouth.

11. ADJOURNMENT – 6.04 p.m.

Judith Ng'ethe
Legislative Support