



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
SPECIAL MEETING
MINUTES
March 25, 2021**

PRESENT: Kate Sullivan, Chair
Hugh Millward, Vice Chair
Councillor Becky Kent
Elizabeth Pugh
Alison Carlyle
Andrew Taylor
Milena Khazanavicius
Douglas Wetmore
Myles McCormick
Meghan Doucette
Paul Berry

REGRETS: Ashleigh Boers

STAFF: Liam Power, Legislative Assistant
Alicia Wall, 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 4:34 p.m., and the Committee adjourned at 6:27 p.m.

1. CALL TO ORDER

The Vice Chair called the meeting to order at 4:34 p.m.

2. APPROVAL OF MINUTES – January 21, 2021

MOVED by Paul Berry, seconded by Myles McCormick

That the minutes of January 21, 2021 be approved as circulated.

MOTION PUT AND PASSED.

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

MOVED by Andrew Taylor, seconded by Becky Kent

That the agenda be approved as presented.

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

7.1 Correspondence - none

7.2 Petitions – none

7.3 Delegations - none

8. REPORTS/DISCUSSION/UPDATES

8.1 STAFF

8.1.1 Staff Update on Projects and Plans

Mike Connors, Program Engineer, Strategic Transportation Planning spoke to the Bedford Highway Functional Plan which will provide improvements to active transportation in that area. Transit and continuous active transportation facilities are key goals for the functional plan. A key segment to the functional plan is the area between Kearney Lake Road and the Windsor Street Exchange. Hopes are to provide a higher-level design to this area, however, the railroad corridor poses challenges. The project should be starting up in the next few weeks.

In response to the presentation, the following points and clarifications were noted:

- The Committee inquired as to the minimum and maximum widths for multi-use pathways
- Inquiries were made as to whether or not the multi-use pathways would contain two-way traffic
- It was noted that two-way traffic on multi-use pathways is dangerous for guide dogs as they are trained to stick to the curb on their left and it also creates challenges for people who rely on sign language for communication as they need to be able to see who they are communicating with and need to be side by side rather than single file
- The Committee asked if flooding mitigation has been taken into consideration
- Members noted that walkers and bikers should be kept separate for safety reasons

Staff confirmed that the average width for multi-use pathways is 3.5 meters and that they do permit two-way traffic. A hydrological study will be completed to help address flooding issues and additional public and stakeholder consultation will be done.

David MacIsaac, Active Transportation Supervisor provided the following updates:

- Reports regarding the Devonshire Avenue area and the Herring Cove corridor will be going to Council shortly with the goal being to make active transportation in these areas safer and more connected
- An active transportation educational grants program is coming in April
- Some work coming for public engagement includes the connection between the Woodside Ferry Terminal and Shearwater, the Bayers Lake Functional Plan, the Africville active transportation connections project, the Peninsula South complete streets project and work in the Dartmouth North area
- Infrastructure funding applications have been submitted to the Province for the East Preston area, Lucasville area, Dutch Village Road, and other areas as well
- A report to Council will hopefully be done in June regarding the lack of funding mechanisms for rural active transportation
- The Bedford Highway project will be integrated with the Windsor Street exchange project.

David MacIsaac spoke briefly to the active transportation budget which is about 3.3 million for this year. More details regarding the budget will be provided at a future meeting. It was also noted that more diverse ways to conduct public engagement are being explored.

The Committee agrees that more diverse ways of engaging are required. Inquiries were made as to when the Peninsula South Complete Streets Project will be completed and who is responsible for maintenance.

In response to the Committee, staff noted that the scope for the Peninsula South complete streets project is being changed to enhance public engagement, so there is no exact date for completion. The next phase of the project is public engagement. Ways of enhancing public engagement include video production and engaging directly with abutters. Some of the maintenance is done by different departments in HRM including Transportation and Public Works and Parks and Recreation.

8.1.2 Engagement on Bayers Lake Business Park AT Plan

Megan Backos, Active Transportation Planner, provided a brief background of the project. Bayers Lake was initially more of an industrial area not requiring a lot of active transportation. Recently more uses such as offices and services are being offered in Bayers Lake driving the demand for better active transportation facilities.

Courtney, McCarthy, Engineer, WSP presented to the Committee. The streets identified as being a crucial part of the active transportation in the area include Chain Lake Drive, Susie Lake Drive, Horseshoe Lake Drive and Hobson Lake Drive. Critical gaps in the active transportation network have been identified and are being assessed for feasibility of active transportation concepts. Public engagement was conducted to assist in identifying gaps. Private property owners in the area are also being engaged in hopes of making direct connections to stores and services.

The committee noted that sidewalks on one side and multi use paths can be an unsafe option for individuals with disabilities or mobility issues, one concern was that multi use paths don't leave enough room to wheel on when other pedestrians are using it, and that crossing busy road ways no matter how safe an intersection might be deemed can pose a risk.

McCarthy spoke to the different concept design options for the area indicating the importance of Transit connections, giving pedestrians priority at crossings and accessibility.

Online public information sessions will be held in early April and next steps include compiling the feedback and survey results into a report. A copy of the presentation is on file.

The Committee asked whether or not the options were designed with cost in mind and noted the importance of protected bike lanes and keeping bikes and pedestrians separate. Courtney McCarthy noted that cost has been taken into consideration.

8.2 COMMITTEE DISCUSSION

8.2.1 Case 23224 – Former Penhorn Mall Lands

David MacIsaac, Active Transportation Supervisor provided a brief background about the site. The property is owned partially by Crombie and Clayton and has been designated for development under the Centre Plan. Developers are working with HRM to come up with a suitable development for this site. Staff is also trying to establish a connection from the Penhorn Lake neighborhood to the former Penhorn Mall Lands, as well as a connection over Highway 111. Staff would like to see some of the active transportation facilities built by the developers as a contribution to parkland dedication if possible.

Concerns expressed by the Committee included using crusher dust as it is not a suitable material for active transportation, the need to upgrade the existing catwalk over Highway 111 and the lack of connection to the Russell Lake area.

The committee also noted there should inclusive public engagement with the disability community and not just the disability directorate.

In response to the Committee, David MacIsaac noted that connections to Woodlawn and the Portland Hills greenway system are being looked at, and that the existing catwalk over Highway 111 belongs to the Province.

MOVED by Meghan Doucette, seconded by Hugh Millward

THAT due to time constraints, the Active Transportation Advisory Committee agreed to defer further discussions regarding case 23224 until its next meeting.

MOTION PUT AND PASSED.

9. DATE OF NEXT MEETING – April 15, 2021

10. ADJOURNMENT

The meeting adjourned at 6:27 p.m.

Alicia Wall
Legislative Support