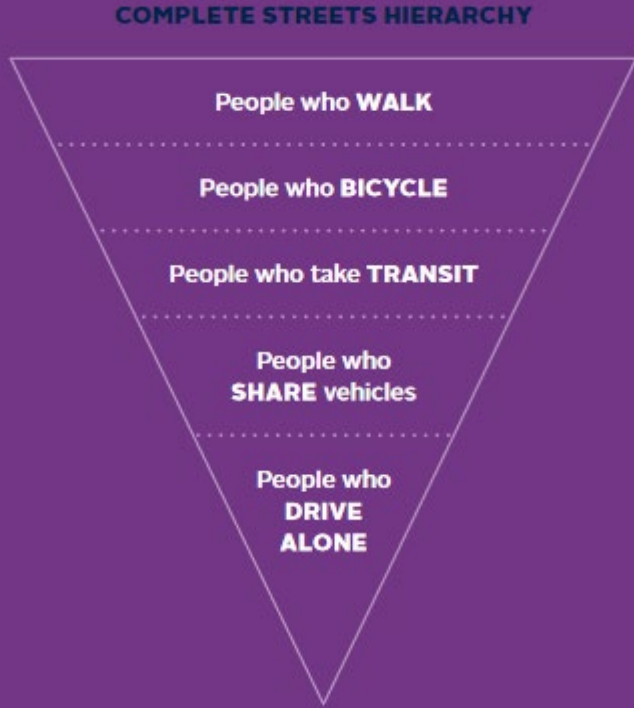




IMP Audit:
Dahlia St

IMP Priorities



Climate priorities

THE CHALLENGE

1. Responding to the Climate Emergency

Climate change is an urgent, complex and global crisis. Its long timeline, globally dispersed impacts, and the level of societal and systems change required make it challenging to rapidly transition to a low carbon future.

We are at a pivotal moment in human history. The next ten years will determine whether or not society can successfully address climate change. This report is Halifax's response to address the climate crisis, stimulate the economy, create new jobs, and build a more resilient future.

In 2018, the world's leading scientific body on climate change released a report titled Global Warming of 1.5°C. The report indicated that the risks of climate change can be substantially reduced by limiting warming to 1.5 degrees Celsius (°C) above pre-industrial levels.² If the world continues to emit its current level of greenhouse gases (GHGs), we will breach the limit of 1.5°C of warming in just ten years.

In 2019, Halifax declared a climate emergency, joining countries and major cities around the world, as well as nearly 500 Canadian municipalities. This plan is Halifax's response to that declaration³.

HalifACT 2050: Acting on Climate Together is the Municipality's long-term action plan to reduce emissions and help communities adapt to a changing climate.

Why can't the HRM implement the IMP?

Traffic engineers

The end

Questions?

(just kidding)

What did we want?

Original Ask:

Where as the city is has declared a climate emergency

Where as the city has passed a priority plan which de-prioritizes cars

Therefore be it resolved That Halifax council direct staff to plan a budget alternative where transportation funding is prioritized in line with the Integrated Mobility Plan priorities ratified Dec 5, 2017

What do we want now?

Where as the city is has declared a climate emergency

Having adopted a priority plan which de-prioritizes cars

Noting with deep concern the continued car-centric transportation integrated by default in HRM planning documents and processes in spite of passing priority plans like the IMP

Taking note also that the will of council may change with every election

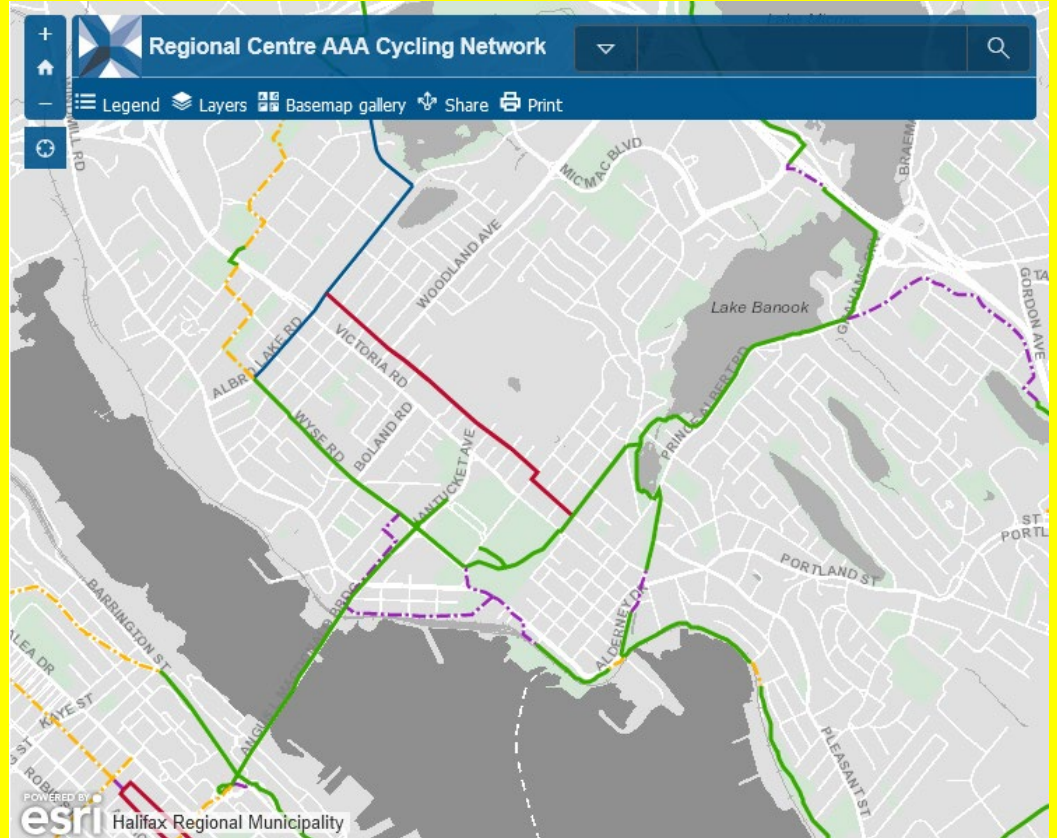
Therefore be it resolved That the transportation standing committee direct the CAO to prepare a staff report identifying any discrepancies and conflicts between IMP priorities and traffic engineering priorities. The report should include potential policy changes to bring municipal transportation planning processes in line with priority plans

Anxious that climate change may demand future governments be more adaptable in policy implementation

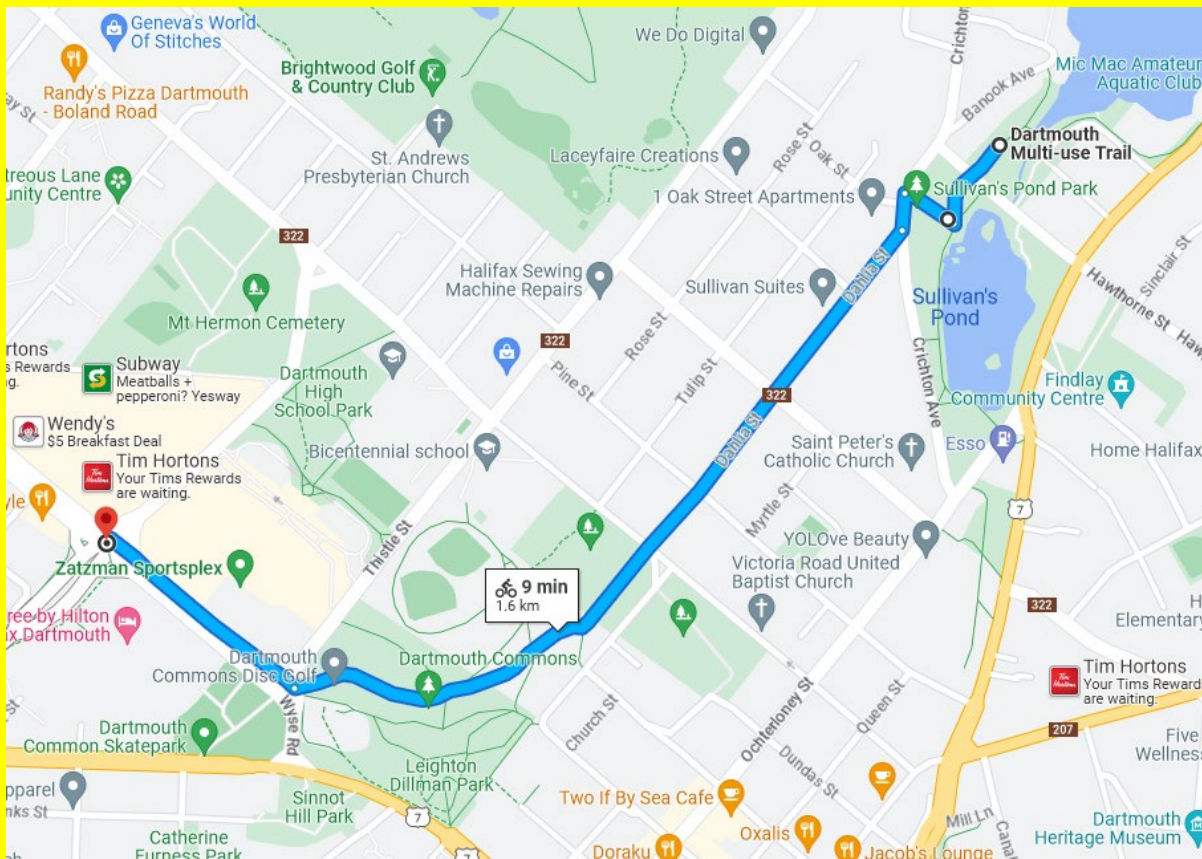
Be it further resolved that the CAO's report include suggestions on how municipal planning process can and/or should be changed to make it easier to integrate future priority plans into the municipal planning and implementation processes.

Why the change?

Case Study: The “complete” Dahlia Street AAA arterial



Area of focus



First issue (minor)

The good: Sensors detecting cyclists, cyclists can avoid the lights completely if heading to Alderney

The issue: Cyclist who want to get to Dahlia have only one short window to cross, car throughput is prioritized.

Possible solution: When a cyclist triggers the pad, change the signal for the cyclist, then continue car traffic. Check for and prioritize cyclist signal in every direction transition.



Second issue (moderate to severe, situational)

The good: No cars!

The issue: All Ages and Abilities
requires night vision

The solution: Lights



Screen shot from Sept 12, 2023 ride footage.
Shot from the cemetery in the commons light is
Dahlia

Third issue: Commons exit/Victoria/Dahlia intersection (severe)

The good: Paint! Lights! Camera!
Action!

The issue: Cyclists obscured for motorists driving up Victoria Road hill. Cyclists obscured by parked cars for motorists heading down Victoria Road. Cyclists sight lines obscured. Car throughput is prioritized.

A solution: 4 way stop*



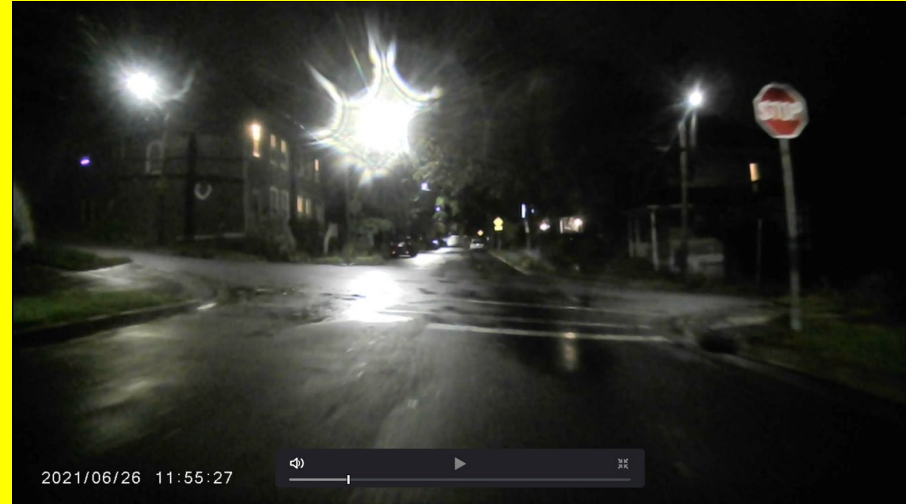
Screen shot from Sept 12, 2023 ride footage.

Fouth issue: Pine/Dahlia intersection (moderate)

The good: Lights!

The issue: Cyclists obscured for motorists until almost in the intersection. Cyclist sight lines obscured. Car throughput is prioritized. No on-road marking/infrastructure for motorists on Pine.

A solution: 4 way stop*



Screen shot from Sept 12, 2023 ride footage.

Fifth issue: Maple/Dahlia intersection (Severe)

The good: Lights! Paint!

The issue: Road designed to encourage car speed. Cars do not need to stop at Dahlia. During rush hour commutes cyclists frequently have to wait minutes to cross a road on an arterial AAA lane. This intersection could not be designed better to kill night cyclists.

A solution: 4 way stop*



Screen shot from Sept 12, 2023 ride footage.

Sixth issue: Dahlia/Chrichton intersection (moderate)

The good: Lights! Paint!

The issue: Road designed to encourage car speed. Cars do not need to stop at Dahlia. Could be more lights.

A solution: 4 way stop*



Screen shot from Sept 12, 2023 ride footage.

Reminder of some AAA rules

Rule #6:

Local Street
Bikeway

Protected Bike
Lane

Off-Street
Pathway

Provide adequate lighting along the entire length of the route

Reliable and consistent lighting can enhance safety and comfort for people biking, especially in the winter months or during inclement weather. Sufficient lighting is of particular importance at intersections.



Image: Chris and Melissa Bruntlett

Considerations:

- Further research is needed to define an “adequate” level of lighting. In the meantime, a subjective review of lighting can be used to determine if a route is AAA.
- Recreational routes without lighting may be considered AAA during daylight hours.
- It is desirable to provide lighting on portions of recreational routes that are used for transportation cycling.

Seventh issue: bike path Crichton -> Hawthorn (moderate/severe)

The good: The path

The issue: I would have run over this elderly couple walking their dog if they hadn't brought their own flashlight.

Solution: Lights



Screen shot from Sept 12, 2023 ride footage.

Eighth issue: Hawthorn crossing (severe)

The good: Lights and paint!

The issue: Car throughput is prioritized.

A solution: 4 way stop*



Screen shot from Sept 12, 2023 ride footage.

*The 4 Way stop astring: LRU Member feedback

If we considered bike and car traffic equal—which they shouldn't be on a supposed AAA bike arterial—we would consider equal visibility/awareness for each vehicle. That would mean making cars pass through at the speed of a bicycle that just stopped... so at the very least a speed table, maybe more

That's not even counting the enormous blind spots, which would require a discrepancy in the *other* direction - cars going walking speed

Then we might say their consideration is equal

If we lived in a world where this type of consideration was not "out of bounds", I would then recommend a speed table where the non-crosswalk part is rough cobbles and if that's too expensive, the alternative is modal filters along the whole section so only local traffic can access it

Pretty bored of being told that the budgets equivalent to what we pay for write-ups are impossible for infrastructure. And especially bored with playing along with that.

Ask me about Sharrows!

Ninth issue: HRM Planning processes (extreme)

During the community engagement process citizens were provided two options to choose from. One in line with IMP priorities, one not. Thus allowing IMP priorities to be cut out of planning processes during public engagement.

Other intersections citizens were presented with no options that followed IMP priorities

HRM also relinquished some control of public engagement by contracting out to WSP.

6.0 PRIMARY CONCERNS FOR DAHLIA AT PINE

- Courtney discussed some challenges that occur at the Dahlia Crossing at Pine Intersection.
- 2 design options for the Dahlia at Pine intersection:
 - P-1: Curb extensions on Dahlia Street and Pine Street to narrow the roadway
 - P-2: Curb extensions on Dahlia Street and Pine Street to narrow the roadway. Stop sign reversal.
- Courtney asked attendees if they had any questions or comments regarding the options.
- **Attendee Question/Comment:** “For the half-signals proposed for Victoria Road can the signals be Accessible, i.e. Audible, Can this work with RRFBs?”
 - Related to the audible signals, Siobhan mentioned that HRM can bring this up in the next internal technical meeting but there would definitely be consideration of TWSIs for people with vision loss.
 - Phil agreed and mentioned that all intersections will require further investigation and internal review with other departments (such as Traffic and Road Safety) before the final decision is made. Public feedback is extremely important but other factors will be taken into consideration as well.
- **Attendee Question/Comment:** “If the Pine Street intersection puts the ‘Stop’ signs on Pine, can the crosswalks across Pine be a level crossing?”
 - Courtney answered that they will not be able to raise the crossing. Phil added that it is a concern with the steep slopes coming down Pine and the level crossing potentially introducing a hazard on the road.
 - Siobhan added that a raised crossing is also an accessibility issue that would need to be addressed with tactile warning strips or possibly some other treatment to differentiate sidewalk from roadway.
 - It was agreed that HRM and WSP will review the option.

Dahlia-Victoria: An option was preferred where people walking, and cycling could cross separately (52%) with the use of a pedestrian and bicycle actuated RRFB (60%) to minimize delay. Some people favoured a raised median or directional closure; however, others thought these trade offs weren't worth it. As such, Option V-1 was selected as the preferred design.

<https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/210223rc1141.pdf>

Ninth issue: HRM Planning processes (extreme) can't

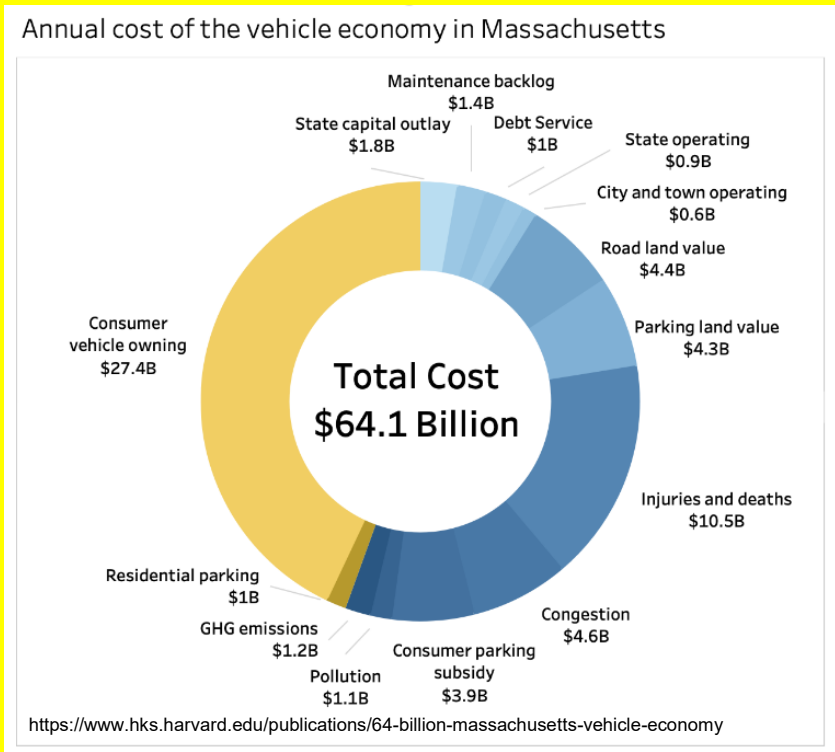
What are the foundational assumptions built into municipal processes and into municipal planning policies?

Do they need updating to be in line with the IMP?



- C) Ban self driving cars
- D) separate cars and pedestrians
- E) The car could stop?

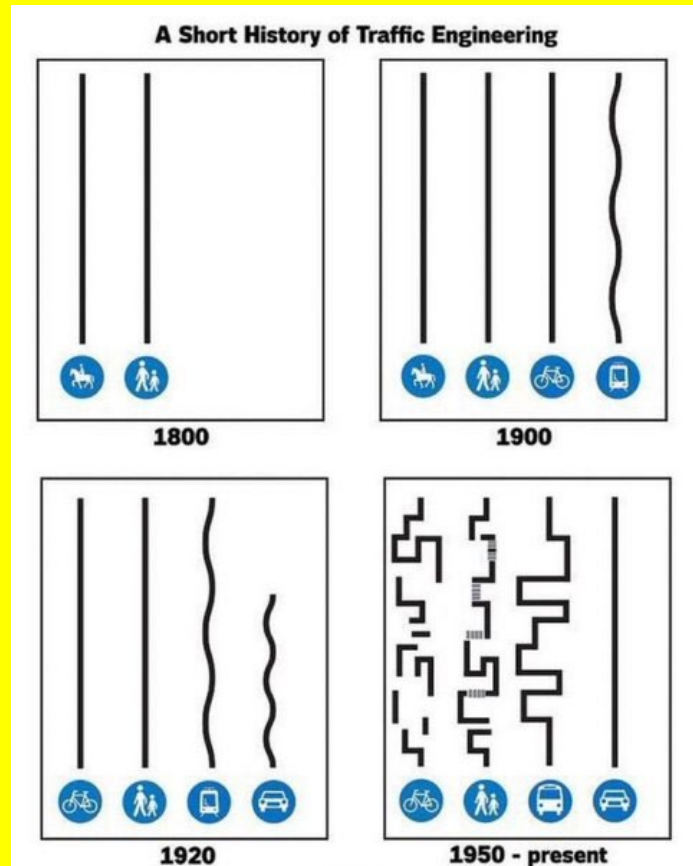
The role and responsibility of municipal politicians



You regulate land use. How Halifax uses its land is explicitly a political decision of council.

Is the way we use our land, devoted to cars, impeding the ability to deliver public safety?

If so, not changing that is also a political decision.



“I find it amazing that we debate whether we need to build a new fire station or not,” said councillor Patty Cuttell at the Jan.18 budget meeting. “Things like that shouldn’t be a political decision of council. It should be a safety standard.” <https://www.thecoast.ca/news-opinion/fiscal-peril-looms-as-hrm-passes-capital-budget-30140556>

Not yet at tire spikes

On the way home today, I tried the full protected bikeway (5 km, in yellow) from Peace and Friendship Park to Duffus Street.

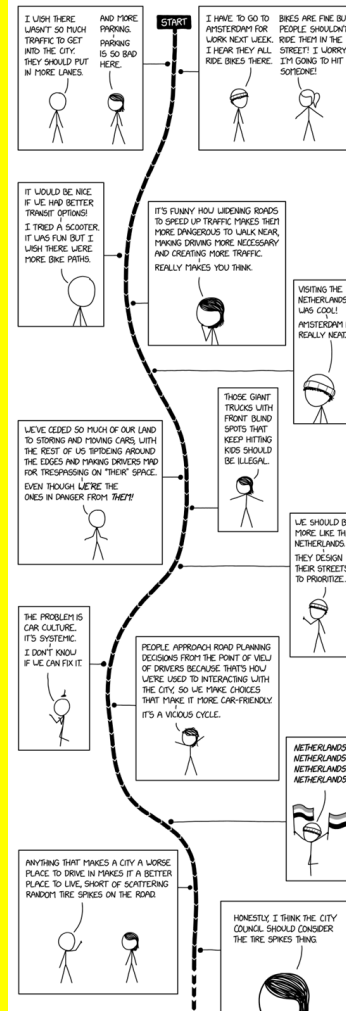
it's far from perfect, but I still find it exciting that you can now travel from the South End to North End without riding in mixed traffic #BikeHfx



3 0 13 ...

Yes! I know there's work to do around Cogswell but I'm really digging the length you can now go starting from the greenway (and now Duffus! Although I've yet had a need to use that lane)

TYPICAL URBAN PLANNING OPINION PROGRESSION



So, why can't the HRM implement the IMP?

Traffic engineers

The end

Questions?