

Re: Item 9.1.1

HALIFAX

Active Transportation Advisory Committee
New Sidewalk Level of Service Report
(approved)

Anders Turim
Active Transportation Planner, HRM
April 18, 2024

Rationale for report

2022/23 Public Works Business Plan:

To improve the selection process for new sidewalks*, strategic advice will be provided to Regional Council that will:

- Update project selection criteria;
- Determine a sustainable approach to address the backlog; and,
- Develop long-term funding requirements.

** The report does not address rural sidewalks as these are part of the Rural Active Transportation Program*



Why this report now?

- Informs short and medium-term budgets (out to ten years) by setting a level of service
- Recent increases in capital budget and staff to support new sidewalk
- Supports multiple HRM goals
- Infrastructure deficit
 - There are roughly 800km of 'missing sidewalk' that would exist if those streets were built today



Saint Margaret's Bay Road

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Criteria for “high need”

Evaluation Criteria

- 1) Proximity to pedestrian generators:
 - schools, daycares, and seniors' centres;
 - parks, playgrounds, libraries, and recreation centres;
 - transit stops and terminals;
 - commercial areas, employment opportunities; and,
 - high-density residential areas.
- 2) Road classification
- 3) Equity
- 4) Segment connectivity
- 5) Safety

Updated Evaluation Criteria:

- 1) More weight given to equity
- 2) Prioritize gaps on major roads

Minimal change to overall identification of high need areas.

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Staff review and ground-truthing is key

High need sidewalk gaps

About 155km of HRM streets have a high need for sidewalk infrastructure within the Urban Tax Boundary.

Typical contexts include:

- Former rural arterial and collectors that are now urban/suburban ~31km
- Arterial and collectors with inconsistent sidewalk ~50km
- Streets in communities that were more rural but are growing ~10km
- Streets in business parks ~17km
- Local Streets which provide access to places like schools, parks and adjoining higher-order streets ~46km

Future high-need areas due to growth

Planning and Development is exploring options to share the costs of new sidewalks where the need is generated by new development. This future need is not included in this report.



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Herring Cove Road at Golden Way

Proposed ten-year approach

- 1) Continue integration with road rehabilitation projects
- 2) Pursue more stand-alone projects
- 3) Add new sidewalk with multi-modal corridor projects
- 4) Add short but key connections
- 5) Experiment with faster and less expensive infrastructure options to provide more immediate safety improvements

Some projects may not be feasible due to constructability factors.



Kempt Road



"adaptive sidewalk" in Calgary (CBC)

Target and budget plan

Level of Service Target: 55kms of new sidewalk in high need areas in 10 years.

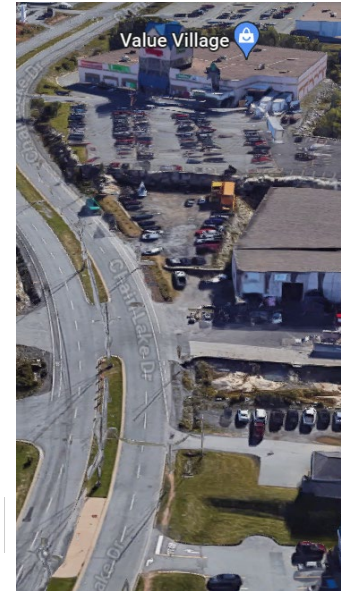
HRM 10-year Capital Plan:

Active Transportation Capital account

- New Sidewalk Budget: ~ \$5.5M annually from 2024-28, ~ \$8M from 2028-34
- Total Budget 2024-34: ~ \$75.5M

Multi-modal accounts (sidewalk/MUP components estimate)

- Total Budget 2024-34: ~\$21.5M



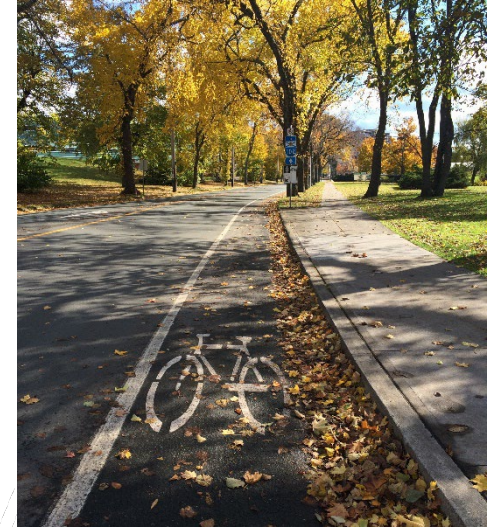
Chain Lake Drive

Other AT Capital Projects

New sidewalks would take over half of the AT budget for ten years. Similar proportion as in the past.

Remaining project categories include:

- Rural sidewalks
- AT Regional Connections
- Grants to community groups
- Tactical/short-term
- Land acquisition,
- Education and promotion
- Amenities
- Planning, studies, and designs



Bell Road Bikeway

Recommendations

It is recommended that Halifax Regional Council direct the Chief Administrative Officer to implement those components of the 2022/23 Public Works Business Plan related to the selection of sidewalks for development with the objective of the implementation to be:

1. constructing approximately 55 kms of sidewalk on high need streets within the urban tax boundary before 2034 using funding within the existing budget plan, and other cost-sharing opportunities that may become available;
2. continuing to use an evaluation tool to identify the highest need segments and fill those gaps, including a greater focus on stand-alone projects on major roads; and,
3. exploring options to share the costs of new sidewalks with public and private sector organizations where the need is generated by new development.

These recommendations were approved by Regional Council on January 23, 2024.



Herring Cove Road before and after

Questions?

New Sidewalk Level of Service Report: [New Sidewalk Level of Service - Jan 23/24 Regional Council | Halifax.ca](#)

Contact

- Anders Turim: anders.turim@halifax.ca
- David MacIsaac: macisad@halifax.ca

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