



**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
MINUTES
October 18, 2018**

PRESENT: David Jackson, Acting Chair
Ella Dodson
Ian Watt
Emily Miller
Ben Buckwold
Jillian Banfield
Sarah Manchon
Elizabeth Pugh
Kelsey Lane
Councillor Sam Austin
Councillor Lindell Smith

REGRETS: Peter Fritz
Councillor Tim Outhit

STAFF: David MacIsaac, Active Transportation Program Supervisor
Mark Nener, Active Transportation Planner
Sharon Chase, Legislative Assistant

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.

1. CALL TO ORDER

The Chair called the meeting to order at 4:07 p.m.

2. APPROVAL OF MINUTES – September 20, 2018

MOVED by Ella Dodson, seconded by Jillian Banfield

THAT the minutes of September 20, 2018 be approved as circulated.

MOTION PUT AND PASSED.

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

MOVED by Ben Buckwold, seconded by Ella Dodson

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****8. REPORTS/ UPDATES/ DISCUSSION****8.1 Staff Update****8.1.1 Active Transportation Group Update**

David MacIsaac, AT Program Supervisor, updated the Committee on projects and plans from their group:

Opened Sackville Greenway

Lots of AT projects under construction (Vernon, Ahern, Mount Hope, various new sidewalks)

Some AT projects tendered/almost tendered. Construction may be in 2018 or 2019 (Bisset, Allan St., Union Street ped. Bridge)

AT Wayfinding project underway. Working with Bicycle Nova Scotia on this. Aim to have five facilities with wayfinding signage in spring 2019 and then expand from there.

Barrington Greenway will be extended on an interim basis from North St. to Niobi Gate/Devonshire. This will be an interim facility with upgrades in 2019 planned.

Enabling and Promotion Strategy is being developed and ATAC will be consulted.

Administering capital and maintenance funding process. Currently working to match requests with available budget.

Monitoring or various facilities underway. Monitoring strategy being developed.

Transit connectivity (IMP) baseline being developed to understand and prioritize AT connections to transit terminals.

Finishing Council reports for Almon and Downtown Bikeways

Getting ready for North end and West end bikeway open houses and Shape Your City.

Street-to-street walkway inventory, rating and upgrade program has been developed and started.

Capital budgeting for next year underway.

Ben Buckwold shared that Bicycle Nova Scotia's bicycle route wayfinding guide will evolve as a result of the signage project. MacIsaac confirmed the list of projects on the books for next year. They offered to have Mark and Jason attend a future meeting to share monitoring results and how they are used.

8.1.2 Downtown Bikeways and Almon Street Project

The following was before the Committee:

- Update to ATAC Downtown and Almon Street Bikeways presentation, dated October 18, 2018

Mark Nener, Active Transportation Planner, provided a presentation, a copy of which is on file. A map of the Integrated Mobility Plan's All Ages and Abilities (AAA) Network was shared. It has been mandated that this network be in place by 2022.

Four options were put forward for the Downtown Bikeways Project. Engagement sessions have been held as well as a survey and information posted on the Shape Your City web page. The feedback received is presently being evaluated with the goal of a recommendation going to the Transportation Standing Committee in December. Construction can be scheduled in 2019 pending Council's approval. There is also an opportunity to integrate work with other transit priority projects on Lower Water Street.

Nener then shared detail of the four options: Option A- Hollis Street raised bi-directional bike lanes west side, Option B- Hollis Street raised bi-directional bike lanes east side, Option C- Hollis Street south-bound bike lane with raised north-bound bike lane and Option D- Hollis Street and Upper and Lower Water Streets uni-directional bike lanes. There were 341 completed surveys and the top three considerations were: safety and comfort for cyclists, easy transition and connectivity between adjacent bicycle facilities and convenient bicycle access to destinations downtown. 80 % were in support of the project with no clear preference between options. Nener answered questions about the evaluation matrix and the design treatments chosen.

Nener clarified that interim treatments could be done now with enhanced and permanent options considered with future re-capitalization on Hollis Street which will not take place until after the Cogswell Project is complete. There are also opportunities as streetscape projects take place. Transit is conducting a functional study to address truck traffic in the area, which will need to consider existing bikeways. Nener confirmed that year-round maintenance of raised bikeways is easier as you can use existing sidewalk clearing equipment.

Mark Nener provided an update on the Almon Street AAA route from Windsor Street to Gottingen Street. They will also coordinate with the North End/ West End bikeway team. There are public engagement events scheduled for October 23rd and 25th. A recommendation report will go to the Transportation Standing Committee in December with construction beginning in 2019 pending Council approval. Maps and concepts were shared highlighting curbside access for CNIB and the high traffic intersection at Almon and Windsor Streets.

The Committee discussed options for turning on busy intersections Almon/Windsor and Almon/Robie and the pros and cons of separate phased signals and single file. There is a lot of development in this area which can impact bike traffic. The Committee also shared that the amount of notice for public engagement can be challenging, the consensus was that 3 weeks advance notice was a good amount of time.

8.2 Committee Members

8.2.1 Lowering speed limits below 50 km/hr

Ben Buckwold, Bicycle Nova Scotia Representative, shared concerns with Nova Scotia's Bill 80-The Traffic Safety Act that was passed earlier this month. They noted that it didn't necessarily inform or support how HRM could implement safety improvements; specifically relating to posted speed limits and local bikeway projects. Bikeway projects are designed for 30 km/hr with speed humps and curb extensions being the design tools presently used in test areas on Allan and Vernon Streets. HRM does not have the ability to lower speed limits which makes the path forward uncertain. The Committee discussed the feasibility of distinguishing the use of roads, identifying their use as public space (as parks are presently defined) as well as the lack of ability to address this through enforcement and posted signage. The Municipality does have the Active Transportation and Integrated Mobility Plans which inform planning and design. It was suggested that the Committee could invite someone from the Province to speak further on how Bill 80 impacts active transportation.

Ian Watt, Halifax Regional Trails Association Representative, brought up the issue of motorized recreation vehicles on trail networks. The use of ATV's on trails brings up safety concerns and issues of trails being damaged and needing repairs. HRM provides grant funding to Community Trail Associations and it is felt that a large amount of these funds goes to repairing trail damage. A suggestion from HRTA was read to the Committee, who asked if further information could be provided for an informed discussion. It was suggested that HRTA could make a presentation request to be considered at a future meeting.

Ella Dodson, Walkability Representative, shared information about a Pedestrian Mobility Plan that is presently working in Victoria B.C. She encouraged members to have a look at the plan and felt there was some merit in considering aspects of it here in HRM. It was noted that as the population ages active individuals who no longer bike still want to have an active lifestyle, walking both for transportation and leisure. There are opportunities within the Active Transportation and Integrated Mobility Plans (IMP). The IMP does cover initiatives such as: sidewalk expansion, leading pedestrian intervals and curb improvements where design standards can ensure age friendly spaces. The Committee also looked at the Complete Street Hierarchy which illustrates and places people who walk at the top of the inverted triangle. Staff will have a look at Victoria's model.

9. ADDED ITEMS- NONE

10. DATE OF NEXT MEETING – November 15, 2018

11. ADJOURNMENT

The meeting adjourned at 5:51 p.m.

Sharon Chase
Legislative Assistant