



COUNCILLOR SHAWN CLEARY
 DISTRICT 9 ONLINE NEWS
 HALIFAX WEST ARMDALE

WELCOME JANUARY!



Happy New Year!
 I look forward to seeing you at one of the New Year's Day Levees. The annual Halifax City

Hall New Year's Day Levee starts at 9:30 a.m.

New to the E-newsletter this month is a list of monthly HRM meetings – see January's list on page two.

I have also included information on winter operations regarding expected timelines for street and sidewalk snow clearing. Please be assured that our crews and contractors are out during weather events and doing their very best to get to your street as quickly as possible.

I wish you a safe and happy New Year!!

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YOU ARE INVITED TO THE NEW YEAR'S DAY LEVEE



New Year's Day Levee

You're invited to join Mayor Savage and members of Regional Council on Jan. 1 from 9:30-11 a.m. in Halifax City Hall.



JANUARY MEETINGS OF HRM REGIONAL COUNCIL, COMMUNITY COUNCILS AND BOARDS / COMMITTEES

Here is a list of Regional Council, Community Council and HRM Board and Committee meetings being held this month. Please check our [website](#) as dates/times/locations are subject to change. All meetings are held in Council Chamber, 3rd Floor City Hall, 1841 Argyle Street, Halifax – unless otherwise stated.

Regional Council Meetings

Jan 14th at 10:00 a.m.

Jan 28th at 10:00 a.m.

Committee of the Whole on Budget

Jan 7th at 9:30am

Jan 15th at 9:30 a.m.

Jan 17th at 9:30 a.m. (if required)

Jan 22nd at 9:30 a.m.

Jan 24th at 9:30 a.m. (if required)

Jan 29th at 9:30 a.m.

Jan 31st at 9:30 a.m. (if required)

Halifax and West Community Council

Jan 21st at 6:00 p.m.

Standing Committees of Regional Council

Jan 8th at 10:00 a.m. – Audit and Finance

Jan 9th at 10:00 a.m. – Appeals

Jan 16th at 10:00 a.m. – Community Planning and Economic Development

Jan 23rd at 1:00 p.m. – Transportation

Jan 27th at 10:00 a.m. – Executive



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24 NEW DATASETS RELEASED!

Earlier in December, we released 24 new datasets as part of an ongoing commitment to provide public access to data created and managed by the municipality. The majority of these datasets support the Halifax Green Network Plan and the recently approved Centre Plan (Package A). Data on accessible parking spots as well as an update to municipal tax rates, to include 2019 rates, has also been released.

The addition of these 24 sets brings the total number of open data datasets to 115. A wide range of data can be sourced for free through the catalogue, such as transit routes and schedule data, solid waste collection schedules, and area rates.

The open data initiative was first launched in early 2014 to help improve resident engagement and enhance transparency on municipal data. The program was formalized by Regional Council later that year through the adoption of [Administrative Order 2014-006-ADM Respecting Open Data](#).

For more information on the municipality's open data program, and to access all the data sets, please visit <http://catalogue-hrm.opendata.arcgis.com/>

WINTER OPERATIONS



Here is all the detail available concerning our extensive Winter Operations

program including equipment used and service standards for both in-house and contracted operators.

With each weather event, crews are responsible for approximately:

- 3,844 lane kilometres of streets
- 1,000 kilometres of sidewalks
- 2,300 bus stops across the Halifax region.

This requires a coordinated, strategic approach necessitating a prioritization system based on the following criteria:

- frequency of use by commuters
- access to important infrastructure, like hospitals and schools
- major bus and transportation routes.

The municipal service standards identify priority levels and timelines for clearing [streets](#) and [sidewalks](#).

Prior to a weather event, municipal and contracted crews prepare the streets and sidewalks to help you travel as safely as possible. Crews clear and remove snow in line with best practices across the country, adapted to the Halifax region's unique climate and conditions.

Most streets and roads in the Halifax region are the municipality's responsibility, however; the clearing of provincial highways and some private roads are the responsibility of the province. Use our [WINTER MAINTENANCE](#) map to find out which level of government is responsible for your street.

Service standards

Given the Halifax region's expansive geography, it takes time for crews to get to all areas. Crews work as fast as they safely can in difficult conditions and



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plan their routes according to the priority levels and timelines approved by Regional Council.

Before contacting 311 to report snow and ice clearing issues, please check the service timelines for [streets](#) and [sidewalks](#) to confirm when clearing should be completed. If clearing efforts are still within the timelines, residents should not contact 311 as the agent will be unable to dispatch any crew. **Please wait until the service timeline has expired before contacting 311.** This will ensure those trying to contact 311 with urgent issues are able to reach an agent.

Note: In snowfalls greater than 30 centimetres, or in blizzard conditions, more time is needed to complete clearing. The same exception may apply when there are rapidly changing weather conditions, such as sudden freezing after rain, wet snow packed to ice and freezing rain. Crews will continue working until all streets and sidewalks are clear and safe.

Streets

Priority 1 streets:

- Main arterials
- Major bus routes
- Roads with steep inclines
- Emergency routes to hospitals and streets leading to schools and public buildings.

Goal: To have a plow or salt truck pass through these areas at a minimum of once every three hours and have them clear of snow and ice within 12 hours of the end of a weather event.

Priority 2 streets:

- Residential and rural routes with medium to low volume traffic
- Gravel roads
- Private lanes that fall under the municipality's responsibility



Goal: To start cut-throughs on these streets once accumulations have reached 10 cm and repeated a minimum of every eight (8) hours during extended periods of snow. This allows initial access for emergency vehicles and residents needing to get out of their homes. Crews will return to finish clearing Priority 2 streets, to a snow-covered and passable state, within 24 hours from the end of a weather event.

Sidewalks

Priority 1 sidewalks include those along main arterials and within the downtown core. Crews aim to clear these sidewalks within 12 hours from the end of a weather event.

Priority 2 sidewalks include those along transit routes. Crews aim to clear these sidewalks within 18 hours from the end of a weather event.

Priority 3 sidewalks include those along residential streets and municipal walkways. Crews aim to clear these sidewalks and walkways within 36 hours from the end of a weather event.



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Intersections & bus stops

The municipality aims to clear bus stops, starting with the highest volume stops, within 48 hours from the end of a weather event. Bus stops along Priority 1 and 2 sidewalk routes are opened as much as possible during street clearing; however, most aren't fully cleared until all streets are complete. Much of this work is done after hours, when lighter traffic conditions enable work to be carried out more safely.



Equipment

The municipality owns approximately 46 pieces of street-clearing equipment, including loaders, snow blowers, tandems, 5-tonne and 3-tonne trucks. The fleet is supplemented by hourly contractors including salt trucks, plows and loaders

- bringing the total count to approximately 250 pieces of equipment engaged during a winter event, depending on weather conditions.

In addition to the street equipment, the municipality owns 10 skid steers and mini-loaders, which are used to plow approximately 100 kilometres of sidewalks. The other approximately 900 kilometres of sidewalks in the region are cleared by contractors. As with the street equipment, the municipal sidewalk fleet is supplemented by hourly contractors and equipment on retainer, including an additional four to eight sidewalk machines that can be brought in for heavier snow.

Salt

As part of the municipality's [salt management strategy](#), a proactive approach is taken to help prevent the buildup of snow and ice during a weather event. This is done by preparing the streets in advance with rock salt, brine or a mixture of the two. There are three municipal salt domes in the region.

The amount of salt and sand applied on the roads varies year to year, depending on the weather. An average of \$1.7 million a year is spent on salt, with another \$120,000 spent on sand. The municipal salt supply is regularly renewed throughout the season with loads from Canadian Salt Co. Ltd., in Pugwash.

Brine

Less snow and ice on the roads mean safer conditions for residents and it enables snow-clearing crews to do their work faster and more efficiently when a storm hits.

[Direct liquid application \(DLA\)](#) is one of several tools in the municipality's overall salt management strategy that involves spraying the streets with a salt water solution, also known as brine. This minimizes the bond that forms between the surface



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of the road and snow or ice, similar to using cooking spray to prevent food from sticking to the pan. This practice also enhances public safety while reducing the environmental impact due to less sodium chloride being required to create liquid brine. It also stays on the road surface instead of bouncing or blowing off into the ditches and/ or curbs, which is what typically occurs when only applying dry rock salt.

These preventative methods only work in certain conditions. For example, rock salt won't melt ice in extremely cold temperatures. Crews evaluate the weather forecast and choose the best method to prepare streets for snow and ice to maintain clear, safe roadways throughout a weather event.



BEYOND 3 RS BUSINESS RECOGNITION PROGRAM



Beyond 3 Rs is a recognition program designed to highlight businesses & organizations in Halifax

Regional Municipality going beyond the blue bag

and, seeking out alternative ways to manage the waste produced. The program will:

- recognize businesses who are actively seeking ways to reduce, reuse, and recycle waste material that will in turn increase the quantity of waste diverted from landfill, and conserve resources.
- highlight businesses, organizations, and groups who are making a positive impact on their community through their waste management systems.

Recognition will be given to organizations who have implemented waste reduction strategies into their business practice and adopted them as policy.

Halifax Regional Municipality will recognize a business every quarter who exemplify these 4 pillars of the Beyond 3 Rs program:

1. Waste Reduction
2. Innovation
3. Continuous Improvement
4. Community Impact

If you know a business, organization, or group who is going above and beyond in their waste management programs submit a [nomination form](#) to Halifax Solid Waste.

Nomination criteria includes:

- Waste Reduction: diverting waste from landfill by reducing, reusing, and recycle waste generated
- Innovation: implementing innovative methods going beyond the existing municipal waste management system
- Continuous Improvement: continuous examination of current waste reduction practices and assessment of effectiveness
- Community Impact: demonstrate a positive impact on the community through waste



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management practices, becoming an example for the community

If you have questions about the Beyond 3 Rs program, contact a [Waste Resource Educator](#).

SHARED MICROMOBILITY TRANSPORTATION OPTIONS SURVEY



Shared micro mobility is an umbrella term for services that provide public access to personal vehicles for

transportation purposes. Bike share systems are the most common service. Residents and visitors can use bike share to ride a bike for a short trip (i.e., up to 5 km). Other vehicle types are becoming common, including electric assist bicycles (“e-bikes”), and electric scooters (“e-scooters”).

Canadian cities with shared micro mobility services include Kelowna, Hamilton, Calgary, Edmonton, Vancouver, Waterloo Region, Toronto, and Montreal.

We recently conducted a Readiness Study (survey closed December 22nd) to inform staff and Regional Council about the best approaches to enabling, regulating, and delivering shared micro mobility transportation options in Halifax.

This project is the result of a 2019 motion from the Transportation Standing Committee (TSC) as well as Action 88 of the [Integrated Mobility Plan](#) (IMP), which directs municipal staff to conduct a bike share feasibility study. The findings of Phase 1 of the study will inform a staff report to the Committee in spring 2020.

What shared micro mobility services consist of, and how they are implemented, is changing. In recent years, private companies have begun offering shared micro mobility services to cities, or even just implementing them without any approval from the city. Many cities have experienced challenges with these private systems as they may not address the city’s transportation and mobility-related goals.

This study will identify goals for shared micro mobility systems in the Halifax region, and provide best practice guidance for how the municipality could implement these services.

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I am a member of Halifax Regional Council, Halifax and West Community Council and the following boards and committees:

- Environment and Sustainability Standing Committee
- Transportation Standing Committee
- Community Design Advisory Committee
- Halifax Harbour Bridges
- Halifax Chain of Lakes Trails Association
- Halifax Partnership

