

**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
MINUTES**

February 18, 2010

- PRESENT:** Councillor Linda Mosher, Chair
Councillor Jennifer Watts, Vice Chair
Ms. Lauralee Sim
Ms. Laena Garrison
Mr. Tom Boyd
Mr. Friedemann Brauer
- REGRETS:** Mr. Ted Scrutton
Ms. Alison MacDonald
Ms. Gai Thomas
Mr. Ibrahim Orengo
Councillor David Hendsbee
Mr. Michael Beiswanger
- STAFF:** Ms. Roxane MacInnis, Transportation Demand Management
Planner
Mr. Roddy MacIntyre, Transportaton Engineer
Mr. Jeff Spares, Senior Design Engineer
Mr. Philip Hammond, Community Developer
Ms. Natalie Perkins, Community Developer
Mr. Tylor McDuff, Legislative Support

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1. CALL TO ORDER

The meeting was called to order at 4:14 p.m. at the Bloomfield Centre, 2786 Agricola Street, Halifax, without quorum present.

The Chair explained that, due to a lack of quorum, the Committee could not consider any business.

2. COMMITTEE UPDATES AND ANNOUNCEMENTS - NONE

3. APPROVAL OF MINUTES - December 17, 2009 & Special Minutes of January 21, 2010

This item was deferred to the next meeting.

4. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS - NONE

5. BUSINESS ARISING OUT OF THE MINUTES

5.1 Follow Up from the January 21, 2010 Workshop

- Active Transportation Workshop Feedback (Jan. 21, 2010) was submitted.

Mr. Hammond presented on the feedback from the January 21, 2010 workshop.

Mr. Hammond noted that the workshop had also looked at staff roles and future steps included the development of a work plan. He noted that a component called Budget 101 was added in response to the feedback.

Mr. Hammond reviewed the guidelines developed by the Committee during the January 21, 2010 workshop and presented new name tags that had the guidelines printed on the reverse as a reminder to Committee members.

5.1.1 Overview of Workshop Feedback

Ms. Perkins reviewed the feedback and indicated that the group work and dialogue had been well received. She added that the participatory element was welcomed, as well.

Ms. Perkins explained that feedback and ideas had been broken into 4 categories, as follows:

- Communication with the public

- Bike Week ideas
- Education and Promotion Safety Campaign
- Guidelines

5.1.2 Next Steps

Ms. Perkins stated that the next step in the group development process was to develop a work plan.

The Committee discussed and generated items to be explored as part of a work plan as follows:

- Vision
- What is to be done and how it will get done
- Responsibilities
- Time lines
- Knowledge of staff roles
- Knowledge of available resources
- Subcommittees (Bike Week, Share the Road)
- Detailed action plans (checklists)
- Specific and measurable outcomes

Ms. Perkins indicated that the SMART principle would be the basis for a future action plan. She explained the SMART principle as follows:

- Specific
- Measurable
- Action Oriented
- Realistic
- Tangible

A discussion ensued regarding the relevancy of an action plan to a group that acts in an advisory capacity. Mr. Hammond suggested that concerns and ideas would be worked through during the development of the work plan. He suggested the implementation of a "Bike Rack" time allocated at the beginning of the agenda for site specific issues, which would enable specific ideas to be raised, documented, and forwarded to staff.

5.1.3 Staff Presentations

- A Staff Support to the Active Transportation Advisory Committee powerpoint presentation was submitted.

Ms. Roxane MacInnis presented a compilation of the various roles and responsibilities

of the Committee's staff support.

Ms. MacInnis reviewed the vision of the Active Transportation (AT) Plan and its goals. She introduced the three departments that worked directly with the AT plan as follows: Traffic and Right of Way Services, Design and Construction Services, and Regional Trails.

Ms. MacInnis explained the role of Traffic and Right of Way Services (TRWS). She indicated that the department provided information and guidance regarding:

- Regulatory requirements or restrictions for operations within the public right-of-way as it affects active transportation uses
- Design standards and requirements
- Sharing opportunities for expanding the active transportation network

She added that TRWS also provided support in advancing active transportation initiatives to the general public through educational, promotional and safety campaigns.

Roddy MacIntyre, Transportation Engineer with TRWS, explained that staff worked with the approved Active Transportation Plan and the Capital Works List of projects. He indicated that staff identified projects according to what was necessary and what was affordable, noting some projects were prohibitively expensive.

Ms. MacInnis described the role of Design and Construction Services (DCS). She explained that DCS provided Information regarding:

- Approved design and construction capital budget projects which involve AT infrastructure, such as new sidewalks and bike lanes
- Anticipated construction completion dates
- General inquiries regarding on-road facilities

Ms. MacInnis explained the role of Regional Trails (RT). She explained that RT:

- Provided information on the "Off-road" facilities as they related to the AT network
- Provided input on the policy recommendations of the AT Plan with regards to the development of the off-road network.

Ms. MacInnis indicated that the powerpoint would be put on the Committee and AT websites.

Mr. Hammond indicated that staff representation from each division area were assigned to the Committee.

A discussion ensued surrounding measuring and evaluating the usage of identified infrastructure. Mr. MacIntyre explained that there was little capacity to measure usage of identified areas before and after changes were made. Ms. MacInnis indicated that funding could be used either to evaluate or to build new infrastructure.

6. CONSIDERATION OF DEFERRED BUSINESS - NONE

7. CORRESPONDENCE, PETITIONS, AND PRESENTATIONS

7.1 Correspondence

7.1.1 Correspondence from Ms. Tracy Roberts, Nova Scotia Health Promotion and Protection Re: Valley AT Champions Workshop

- Communication dated Friday, June 22, 2010 from Ms. Tracy Roberts, Nova Scotia Health Promotion and Protection was submitted.

The Chair indicated a communication from Ms. Tracy Roberts, Nova Scotia Health Promotion and Protection, regarding the Valley AT Champions' Workshop.

7.2 Petitions - None

7.3 Presentations

7.3.1 Child- and Youth-Friendly Land-Use and Transport Planning Guidelines - Ms. Catherine O'Brien, School of Education, Health and Wellness, Cape Breton University

- The Child- and Youth-Friendly Land-Use and Transport Planning Guidelines for Nova Scotia - Executive Summary was submitted.

Ms. Catherine O'Brien, , School of Education, Health and Wellness, Cape Breton University, presented the Child and Youth-Friendly Land-Use and Transport Planning Guidelines. She explained that the Guidelines were a project of the Centre for Sustainable Transportation initially developed in Ontario but now being completed for every Province.

Ms. O'Brien described the rationale behind the guidelines and noted that traditional transportation planning was developed with only the adult automobile driver in mind. She explained that a shift in assumption was necessary in order to design successful communities as age-friendly planning had complementary benefits for the entire community. She also pointed to the numerous health benefits of promoting and facilitating active transportation.

Ms. O'Brien reviewed some of the literature on youth and sustainable transportation. She pointed to a US study that found that children who actively commute to school were more physically active outside of school and noted that this finding was reinforced by an Australian study. She added that childrens' travel behaviour was a topic poorly understood by planning academics and practitioners alike, however, she indicated that in the last five years, that seemed to be changing.

Ms. O'Brien described the Guidelines as being set out in six categories as follows:

- Putting children and youth first (Guidelines 1 to 3)
- Providing for children and youth as pedestrians (Guidelines 4 to 7)
- Providing for children and youth on bicycles (and other wheels) (Guidelines 8 to 12)
- Providing for children and youth as transit users (Guidelines 13 to 15)
- Providing for journeys to and from school (Guidelines 16 to 18)
- Reducing transport's adverse impacts on children and youth (Guidelines 19 to 21)

She provided a brief overview of the Guidelines and noted that they were available in draft form for every province except Quebec at www.kidsonthemove.ca.

Ms. O'Brien reported that a set of Guidelines specifically for rural communities was being developed and she welcomed any member of the Committee to review these Guidelines and provide feedback. She indicated that the rural supplement would be available on the website in the coming weeks.

Ms. O'Brien indicated that Imagine Canada named Kids on the Move in its list of Top 100 Promising Practices. She added that the Ontario Professional Planners Institute (OPPI) had officially endorsed the Guidelines and had also issued a call to action based on the Guidelines.

Ms. O'Brien explained that she was working with the Ecology Action Centre on disseminating the Guidelines and was also sharing the Guidelines with municipal physical activity coordinators.

Ms. O'Brien announced that the Coalition Linking Action and Science for Prevention, a project between Cape Breton University and the University of Toronto, had been undertaken to focus on active and safe routes to school.

Ms. O'Brien noted that the Cape Breton Regional Municipality (CBRM) had already begun looking at existing projects and how they related to the Guidelines. She suggested that HRM consider doing the same.

Ms. O'Brien reported that not a lot had been done regarding children and youth with disabilities however invited any feedback or input in that regard.

Ms. O'Brien requested that the Committee consider recommending to Council that HRM adopt the presented Guidelines. Consideration of this request will be added to the agenda for the next meeting.

7.3.2 Halifax Cycling Coalition Crosstown Connector Proposal - Mr. Steve Bedard, Halifax Cycling Coalition

- The HCC Crosstown Connector Proposal was submitted

Mr. Steve Bedard, Halifax Cycling Coalition, presented the Halifax Cycling Coalition (HCC) Crosstown Connector Proposal.

Mr. Bedard explained that the HCC was established in November of 2007, had a membership of 200, and represented cyclists on municipal and community committees. He added that the HCC believed increasing bicycle use would:

- Reduce traffic congestion
- Reduce HRM infrastructure spending
- Improve the health of residents
- Enhance the urban environment.

Mr. Bedard explained that the crosstown connector was a north/south corridor that would link residents with where they live to where they want to go. He outlined the strengths of the Crosstown Connectors as follows:

- Appropriate candidacy and phasing (entire route met eligibility requirements for bike lanes)
- Existing infrastructure would be used (incorporated Bell Road and Windsor Street bike lanes and would connect to Chester Spur)
- Topography: the route is relatively flat
- Proximity to schools and recreational facilities (within walking distance to five elementary schools and at least one high school and within walking distance of nine recreational facilities)
- Access to important economic geography (within walking distance of hospitals, universities, and Stadacona)
- Landmarks, parks, commercial districts (route skirted the Citadel, terminated at Point Pleasant Park, went through Agricola Business district, and ran next to Spring Garden Road Commercial District)

Mr. Bedard highlighted two potential issues and solutions. He indicated that parking

was an issue and noted that the Agricola Community was accepting of cycling however have never had to choose between parking and biking. He suggested, as a solution, that North and South bike lanes could run on separate parallel streets.

Mr. Bedard also recognized that some intersections pose a problem, such as those at North Park/Cogswell and North Park/Cunard. He suggested the possibility of diverting the bike route through the North Commons.

Mr. Bedard explained that the HCC wished to engage its membership to give political support to the Connector Proposal and the Committee. He indicated he would like to see the Committee adopt and support this initiative to see the Connector achieved by 2011.

Mr. Hammond indicated that this was something that could be discussed to be included in the work plan.

8. REPORTS - NONE

9. ADDED ITEMS - NONE

10. PUBLIC PARTICIPATION

There was no one wishing to speak at this time.

11. DATE OF NEXT MEETING

To be determined.

12. ADJOURNMENT

The meeting was adjourned at 6:01 p.m.

Tylor McDuff
Legislative Support