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Item No. 3
Committee of the Whole
March 11, 2015

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed by Director

SUBMITTED BY: _____
Jane Fraser, Director of Operations Support

DATE: January 19, 2015

SUBJECT: Summary of Proposed Active Transportation Spending in 2015/16 Capital Budget

INFORMATION REPORT

ORIGIN

Motion of Council at the December 3, 2014 Committee of the Whole meeting for a staff report to report on the implications of increasing the active transportation allocation to \$5M annually in 2015-2016 capital budget and ongoing capital budgets, and to include an overview of the allocations currently in other areas of the capital budget that support interconnectivity.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter section 79: Power to expend money (1) The Council may expend money required by the Municipality for ...aa) streets, culverts, retaining walls, sidewalks, curbs and gutters; (ah) playgrounds, trails, including trails developed, operated or maintained pursuant to an agreement made under clause 73(c) bicycle paths, swimming pools, ice arenas and other recreational facilities.

BACKGROUND

Making Connections, the 2014 Active Transportation Priorities Plan (AT Plan) identifies numerous recommendations to improve conditions for walking and bicycling throughout HRM. The recommendations are intended to be implemented through a number of HRM business units.

During the Committee of the Whole meeting on December 3, 2014 Council requested a summary of all AT-related funding proposed for the 2015/16 AT Capital Program to confirm the magnitude of the program, and to examine how these proposed projects aligned with the Council approved Active Transportation Plan.

DISCUSSION

A detailed summary of all of the proposed projects is provided in Attachment #A. It should be noted that some of the projects described are still being finalized, and project integration opportunities continue to be refined. It is possible that a small number of projects may be added or removed from this list and estimates revised depending on the outcome of this process.

FINANCIAL IMPLICATIONS

New Funding - 2015/16 Proposed Budget

Total Estimate (New Sidewalks - CR000003)	\$2,500,000
Total Estimate (Street Recapitalization - CYX01345)	\$800,000
Total Estimate (AT Plan Strategic Projects - CTU00420)	\$1,000,000
Total Estimate (Intersection Improvements - CTU01086)	\$80,000
Total Estimate (Traffic Signal Rehabilitation - CTU00419)	\$TBD*
Total Estimate (New Traffic Signals - CTU01085)	\$100,000
Total Estimate (Controller Cabinets and Detection Program - CT000004)	\$50,000
Total Estimate (Regional Trails - CPX01196)	\$850,000
Subtotal 2015/16 (Capital):	\$5,380,000

Surplus Funds Carried From 2014/15

Total Estimate (New Sidewalks)	\$600,000
Total Estimate (AT Plan Strategic Projects)	\$90,000
Total Estimate (Regional Trails)	\$555,000

Total	\$6,625,000
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**Although exact project scope and funding amounts have not yet been determined, the project manager has committed to contributing to improvements aligned with the AT Priorities Plan.*

COMMUNITY ENGAGEMENT

Not Applicable.

ATTACHMENTS

Attachment 1: Detailed Summary of Proposed Active Transportation Capital Projects 2015/16

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Hanita Koblenz, Active Transportation Coordinator 902.490.8474

Active Transportation Projects in the 2015/16 Capital Program

Making Connections, the 2014 Active Transportation Priorities Plan (AT Plan) identifies numerous recommendations to improve conditions for walking and bicycling throughout HRM.

During the Committee of the Whole meeting on December 3, 2014 Council requested a summary of all funding proposed for the 2015/16 AT Capital Program to confirm the magnitude of the program, and to examine how these proposed projects align with the Council approved Active Transportation Plan. This report identifies proposed AT related projects from various departmental budgets that support infrastructure development or improvements for walking and bicycling.

Some of the projects described herein are still being finalized, and project integration opportunities continue to be refined. It is possible that a small number of projects may be added or removed from this list and estimates revised depending on the outcome of this process.

Business Unit/Section: TPW/ Project Planning & Design

Capital Account: CR000003 (New Sidewalks)

The 2014-19 Halifax Active Transportation Priorities Plan (AT Plan) recommends the continuation of HRM's existing sidewalk program which evaluates potential sidewalks in the urban tax boundary according to a number of criteria, and constructs them in conjunction with other paving projects, and at times, as stand-alone projects. The AT Plan also has an overall emphasis on making connections in the AT Network. As a result, the following sidewalks have been identified for approval in the 2015/16 Capital Budget. While the majority of these projects should be achievable in 15/16, there may be a risk of delay should detailed design and survey indicate that land acquisition is required.

- 1. Shore Rd from Shoreview to Romkey (District 3) \$875,000**
 A multi-year project along Shore Road has constructed a sidewalk from Cow Bay Road to Shoreview Drive, and in 15/16 will be extended to Romkey. This stand-alone sidewalk project is located on a minor collector with a transit route, and will eventually connect to an existing sidewalk on Caldwell Road.
- 2. Sarnia Ave from Regent to Penhorn (District 5) \$50,000**
 Sarnia Ave (from Regent to Penhorn) is a proposed 2015/16 integrated street paving upgrade and new sidewalk project. As with all proposed paving projects an evaluation is conducted for new sidewalks to determine the need and priority rating. While Sarnia Ave is a local road, it has no sidewalks on either side, and it serves as a walking route to a nearby elementary school. An existing worn path demonstrates demand for a sidewalk in this location.
- 3. Mount Edward Rd from Spring to BellaVista (District 3/6) \$100,000**
 This section of Mount Edward Road is a sloping two lane major collector road with well used transit service. There are sidewalks on both sides south of Brigadoon, except for this gap. A wear path indicates pedestrian demand. This proposed new sidewalk project closes the gap between existing sidewalk infrastructure.
- 4. Akerley Blvd (from Morris to Joseph Zatzman (District 6) \$200,000**
 Akerley Blvd is a busy four lane arterial road with well used transit service on both sides of the street, but a sidewalk on one side only, and limited crossing opportunities. A strong wear path in the grass, especially leading to existing transit shelters, demonstrates significant demand for pedestrian facilities in this location. Impacted street trees will be replaced in accordance with the Urban Forest Master Plan. This project is also integrated with an upgrade to the street asphalt.

5. Kempt Rd from Lady Hammond to Commission (District 8)	\$260,000
Kempt Rd is a minor collector with a relatively dense mix of business and service commercial uses, meaning that there are several opportunities for walking between destinations. This section does not have a sidewalk on either side, but there are strong wear paths on both sides of the street. This project is also integrated with an upgrade to the street asphalt, water and sanitary sewer mains.	
6. Herring Cove Rd from Cowie Hill to Glenora (District 9)	\$380,000
Herring Cove Road is a busy two lane arterial road with well used transit service on both sides of the street, but sidewalk and curb on one side only. The other side has a partially paved/ partially graveled shoulder. Crossing to access the sidewalk on the other side would ideally be avoided because of the curvature and slope of the road. This is a stand-alone sidewalk project, and has a high priority rating.	
7. St Margaret's Bay Rd from Beech Tree to Sheppards Run (District 12)	\$175,000
A multi-year project along St Margaret's Bay Road has achieved the construction of a sidewalk on most of one side from James Street to Beech Tree Run. St. Margaret's Bay Road is a two lane arterial road with well used transit service and a wear path indicating pedestrian demand. Completing this section will still leave one section that needs to be constructed to link pedestrians to the commercial services and employment in Bayers Lake Business Park (to be contemplated in 2016/17). The proposed 15/16 project is also integrated with an upgrade to the street asphalt.	
8. Sackville Dr from Melham to Beaconsfield (District 14)	\$460,000
This section of Sackville Drive is a two lane arterial road with a rural cross section (shoulder & ditch). However, abutting lands have been developed at urban densities with urban services such as water, sewer, and sidewalks. These new subdivisions off Melham and Beaconsfield are located within walking distance of Sackville Heights Elementary School and pedestrians now need to be accommodated in the ROW. This proposed section is an extension of the phase completed in 2014/15 (Lucasville to Melham), and is integrated with an upgrade to the road asphalt. Existing bike lanes within this section will be reinstated once the new asphalt has been placed.	
9. Cobequid Rd from Sackville Drive to Glendale (design only) (District 15)	\$50,000
Cobequid Road is a four lane urban arterial with a sidewalk on the west side only, and a well-used transit service on both sides of the street. There is a mix of uses on the road, including a major trip generator, the Cobequid Health Centre, on the east side. A very deep wear path on the east side indicates strong pedestrian demand. This location presents some challenges, and designing this facility in one budget year will allow staff to understand the constructability issues and associated costs. If the design is deemed to be feasible staff will be in a position to plan for implementation in future years. The AT Plan recommends the development of a strategic sidewalk program to <i>address gaps on major roadways with transit service that have been too challenging or costly to address in the past</i> . A better understanding of what would be needed to build a challenging sidewalk such as this one will help inform the longer term strategy to address similar areas.	
10. Glendale Dr from Metropolitan to McDougall (District 15)	\$500,000
Glendale Drive is a two lane arterial road in the urban serviced area with transit service. It has a unique cross section with gravel shoulders, no curb, and an asphalt sidewalk on the north side only. A proposed sidewalk on the south side rates high because of the density of nearby community destinations, the presence of well used transit stops and pathway connectors to the interior residential streets. This is also an integrated project with upgrades to the existing RA5 system.	
11. Miscellaneous Predesigns	\$50,000
Total Estimate (New Sidewalks)	\$3,100,000
Subtract Carry Over from 2014/15	\$600,000
2015/16 Total	\$2,500,000

Other Potential Projects

If funding and sufficient time is remaining after the main list has been completed, the following will be considered for the 15/16 program:

Hammonds Plains Rd from Smith to Brookshire (District 16) \$550,000

Hammonds Plains Road is a four lane arterial, and this section of road goes under Highway #102 with no sidewalks on either side of the road. A new high school in Bedford West is now within walking distance of communities off Basinview Drive and Papermill Lake. Services for residents of Bedford West are also located on the Bedford Highway. High traffic volumes accessing the highway ramps make the need for separated pedestrian accommodation a high priority in this area.

Capital Account: CYX01345 (Street Recapitalization)

Walking: Various small pedestrian improvements are typically carried out in conjunction with street recapitalization projects (i.e. addition of curb ramps). The incremental costs of these improvements have not been separated from the overall project costs as they are very small relative to the overall project, and the actual locations of the pedestrian improvements will continue to be identified as project designs advance.

Bicycling: When streets identified as candidate routes for bicycle facilities in the AT Priorities Plan are identified for surface rehabilitation, they are evaluated for the feasibility of cost-effectively adding facilities such as bicycle lanes or paved shoulders. The estimated incremental cost of adding the bicycle facility is reflected in the figures below.

1. Hammonds Plains Road from Pockwock to Northwood(District 13) \$750,000

1.5m paved shoulders to be added to each side, building on previous years' work on HPR.

The overall plan is to incorporate paved shoulders from near the Highway #102 ramps in Bedford West to Westwood Boulevard in Tantallon.

2. Chain Lake Drive E from Ash Lake to Lovett Lake (District 12) \$50,000

1.5m paved shoulders to be added to one side, building on previous years' work to add paved shoulders on this part of Chain Lake Drive.

Total Estimate (Street Recapitalization) \$800,000

Capital Account: CTU00420 (Active Transportation – Strategic Projects)

The Active Transportation project budget carries out strategic projects intended to carry out important connections in the AT network as well as to build or install support facilities that make the community more pedestrian and bicycle-friendly.

1. Little Sackville River AT Bridge (District 15) \$420,000

This proposed bridge connects a large residential area with commercial destinations on Sackville Drive, and provides a connection to the proposed Little Sackville Greenway where it crosses the river near the Old Beaverbank Road. This project is to be constructed in conjunction with the Regional Trails project to build a segment of the Little Sackville AT Greenway (refer to below). It is currently in the design phase, and it is anticipated the project will be tendered in 2015/16 with construction occurring in 2016.

2. COLT-to-NW Arm Drive Greenway Phase 1 (District 9) \$150,000

This project is intended to make the connection from the eastern end of the St. Margaret's Bay Road bicycle lanes to the Chain of Lakes Trail AT Greenway. Phase 1 includes the construction of a small bridge over a watercourse between the Chain of Lakes Trail and a park off Crown Drive. The 2016/17 budget will contemplate the link from the Bay Road bike lanes to this bridge.

3. Hollis Street and Upper Water Street curb adjustments (District 7) \$175,000

This amount includes \$90,000 of carry-over from the 14/15 Capital Program that has been set aside to carry out line painting, signage, bicycle lane pavement patching, and concrete work associated with meters, signs, and pedestrian ramps affected by this project. An additional \$85,000 in the 15/16 program is intended for improving the rideability and walkability by upgrading the intersections on the corridor. Additionally, curb modifications at the south end of Upper Water Street will allow the installation of a short raised cycle path to connect southbound cyclists through a section where Upper Water Street is one-way northbound.

4. Young/Isleville AT Improvements (District 8) \$45,000

This work will include the addition of median refuges to facilitate the crossing of Young Street at Isleville by pedestrians and cyclists. The work will be integrated with a planned pavement rehabilitation of Young Street.

5. Design/Public Engagement of Regional Centre Bikeways (Districts 5/6/7/8/9) \$200,000

The 2014 AT Priorities Plan recommends a particular emphasis on the Regional Centre for the development of bicycle facilities. These funds will be used for preliminary design, public engagement, and detailed design of a number of candidate facilities in the plan such as, but not limited to:

- a. A route to connect the Chain of Lakes Trail to the peninsula;
- b. Bicycle facilities on the University/ Morris corridor;
- c. Various *Local Street Bikeways* such as: Vernon/ Seymour; North End Halifax; North End Dartmouth; and Dartmouth Flower Streets (including a connection through the Dartmouth Common to connect to the Sportsplex). These studies would all be pending the approval of an Administrative Order respecting the installation of Local Street Bikeways;
- d. A feasibility study for the northward extension of the Barrington Greenway; and,
- e. Possibly others.

6. Bike parking, catchbasin replacement, wayfinding signage, programs, pavement markings, miscellaneous studies \$100,000

To continue small yet important items that support walking and bicycling, these funds will be used for items such as, but not limited to: the continued supply of bicycle parking in the ROW and at public facilities; printing of the AT Map "Bike Routes & Greenways"; the development and installation of an AT wayfinding signage program; printing of safety and promotional materials for walking and bicycling; pavement markings to supplement existing bicycle facilities; and various studies as needed to support AT facility development.

Total Estimate (AT Strategic Projects) \$1,090,000

Subtract Carry Over from 2014/15 \$90,000

2015/16 Total \$1,000,000

Business Unit/Section: TPW/ Traffic Management

Capital Account: CTU01086 (Intersection Improvements)

Minor intersection improvements are carried out through this account and include items such as, but not limited to: proper ramp alignment; addition of curb cuts at crosswalks; pole relocation to improve visibility, and connectivity improvements. This budget typically allows for 3-5 intersection improvements per year. Candidate locations for 2015/16 include improvements for:

- Poplar at Otago (District 4) (integrated with street recapitalization);
- Hampton Green at Hollyoake, Hampton Green at Hallmark (District 4);
- Millwood sidewalk connection (District 14);
- Sackville Drive at Riverside Drive (District 15);
- Millwood Drive at Larrigan Drive (District 14)
- Highway #2 at Fletcher's Drive (District 1); and,
- Ochterloney at Prince Albert (District 5).

Total Estimate (Intersection Improvements) \$80,000

Capital Account: CTU00419 (Traffic Signal Rehabilitation)

Signalized Intersections: Various small pedestrian improvements are typically carried out in conjunction with traffic signal rehabilitation projects such as the addition of curb ramps, relocation of poles, and more. Staff will also complete signal timing adjustments to provide for increased pedestrian crossing time at signalized locations as well as continue with the installation of count-down timers at locations where the crossing distance is 14m or greater. The incremental costs of these improvements have not been fully identified as they are very small relative to the overall project, and the actual locations of improvements will continue to be identified as project designs advance.

Also approximately 10 RA-5 locations for upgrades or removals (identified in the assessment of RA-5 crosswalks completed under the 2014 Pedestrian Safety Action Plan) will be integrated with the Street Recapitalization program.¹

Total Estimate (Traffic Signal Rehabilitation) TBD

Capital Account: CTU01085 (New Traffic Signals)

Two new RA-5 crosswalks are planned for the following locations:

- Glendale at Raymond (in conjunction with PP&D sidewalk project)
- Lower Water at Prince

Total Estimate (New Traffic Signals) \$100,000

Capital Account: CT000004 (Controller Cabinets & Detection Program)

Up to five audible pedestrian systems (APS) will be included in this year budget. APS is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones) to pedestrians who are visually impaired.

Total Estimate (Controller Cabinets & Detection Program) \$50,000

¹ Evaluations completed in 2014 identified required upgrades on existing RA-5 crosswalks to meet Traffic Management's updated standard, which includes: 300 mm beacons (increased from 200 mm); additional side-mounted flashing beacons; brighter LED down-lighting modules; controllers allowing for pedestrian extension of the walk (flash) time; poles located downstream from approaching traffic; accessibility of push button and pedestrian ramp.

Business Unit/Section: TPW/Project Planning and Design Services

Capital Account: CPX01196 (Regional Trails Active Transportation)

Regional trails projects are typically carried out via the 'Community Development Model' where trails staff work with member groups of the Halifax Regional Trails Association (HRTA) to advance AT Greenway Trails.² Projects are put forward by HRTA groups and evaluated according to a number of criteria in the capital agreement between HRTA and HRM. The Greenway Network Vision (Map #3) of the AT Priorities Plan is intended as a guide to ensure that these trail projects carry out the connections in the future vision for a **network**. As illustrated below, each of the proposed 15/16 projects are working to build or maintain (through recapitalization) these important connections. All of the following projects are ready for implementation, pending Council approval. In addition, many of these community groups are expected to apply for (and have historically received) provincial funding to cost share up to 1/3 of these projects, meaning that the funds below will be leveraged even further.

Project Description

- 1. Atlantic View Trail (District 2) \$66,000**
The *Atlantic View Trail Association* is proposing to construct an observation platform overlooking the West Lawrencetown marsh and recapitalizing a ten year old, 2 km portion of the AT Greenway/abandoned rail corridor from Rocky Run Bridge to Causeway Road. This is part of the Trans Canada Trail.
- 2. Beechville Lakeside Timberlea (BLT) Trail (District 12) \$19,200**
The *BLT Trail Association* is proposing to recapitalize 2.5 km of AT Greenway from Lake of Woods to Highway 103. This is a heavily used trail requiring upgrade. This trail is also part of the Halifax to Lunenburg Destination Trail initiative³. The group is to be expected to apply for additional funding.
- 3. Carroll's Corner AT Greenway (District 1) \$50,000**
The *Carroll's Corner Trails Group* is constructing the third phase of their multi-year AT Greenway from Carroll's Corner to Dutch Settlement. The Association's major corporate partner (National Gypsum) has donated all of the land for the Greenway. The Province has also contributed 1/3 to previous phases. This trail is also designated as part of the Trans Canada Trail.
- 4. Chain of Lakes Trail (District 9/10) \$50,000**
Construction of the Lakeside Sewer Diversion from Timberlea to Joseph Howe Drive under the Chain of Lakes Trail is nearing completion. In partnership with the *Chain of Lakes Trail Association* these funds will be directed towards trailhead improvements, connecting trails, and landscaping around Percy Street (4a), and safety fencing through the watershed lands (4b).
- 5. Cole Harbour / Bissett Lake AT Greenway(District 4) \$94,000**
The *Cole Harbour Parks and Trails Association* has two phases remaining on the Bissett Lake AT Greenway: 1/ construction of the segment linking Bissett Lake Park to Cole Harbour Road along lands acquired for the purpose from Jennifer Place Apartments, 1182 Cole Harbour Road, and 2/ connecting the Bissett Lake Park trail to the Cole Harbour Heritage Park over the former Rehab

² AT Greenways are 3 to 4m wide paved or crusher dust trails with transportation their primary purpose (e.g. they connect origins and destinations). The AT Plan is **not applicable** to other types of trails that are primarily recreational in nature (e.g. looping trails in parks).

³ Nova Scotia is upgrading, unifying and branding seven of its trails as a new outdoor adventure tourism product: a continuous 109km hiking and cycling route from Halifax to Lunenburg that will be promoted as a new way to experience two of the province's most popular destinations—and all the scenic communities in between.

Lands. The segment near the apartment is designed and ready to implement while the connection to the Rehab Lands will undergo detailed design with these funds.

6. Halifax Urban Greenway (District 7) \$13,500

The *Halifax Urban Greenway Association* plans to use these funds for waste receptacles and interpretive signage on the existing AT Greenway along Beaufort Ave. These amenities will support and animate use of the AT Greenway.

7. Chezzetcook Acadian Marsh Greenway (District 2) \$50,000

The *Shore Active Transportation Association* plans to initiate a feasibility study/preliminary design for an AT Greenway between exits 20 and 21 on Highway 107. A gap in the trail corridor here results from the decision to construct Highway #107 on the rail bed between these two exits. The NS Department of Transportation and Infrastructure Renewal has given the green light to proceed with the study. The section is designated as part of the Trans Canada Trail.

8. Second Lake Greenway (District 15) \$24,500

The *Second Lake Parks and Trails Association* is requesting this allocation to finish the Second Lake AT Greenway between Metropolitan Avenue and Armcrest (at Beaverbank Road). This is the final phase of the AT Greenway through Second Lake Provincial Park, and it extends all the way to Cobequid Road at Sucker Brook Drive.

9. Little Sackville River Greenway (District 15) \$945,000

The Little Sackville River Greenway will be the largest undertaking of the HRM Regional Trails Program this year. The *Sackville Rivers Association* has spent several years planning for this project and detailed designs are complete. The Greenway will ultimately connect the existing Bedford-Sackville Connector Greenway to the core of Lower Sackville and up to Feely Lake Regional Park (and the abandoned Windsor/Hansport rail corridor). The funds for 15/16 are intended towards construction of the segment from Old Beaverbank Road to Glendale Drive (1.5 km) at an estimated cost of \$945,000. This will allow for the construction of the trail base with the Little Sackville River AT bridge (refer to above) and paving of the trail occurring in 2016. The \$945,000 estimate is comprised of \$390,000 new funding and \$555,000 of carry-over funding from previous years.

10. River Lakes AT Greenway – Blue Hill K Road (District 1) \$91,000

The trails committee of the *Shubenacadie Watershed Environmental Protection Society* is proposing to upgrade the Old Blue Hill Coach Road (from Blue Hill Road to Highway #102) to the standards of an Active Transportation Greenway trail. This is one of three priority AT Greenway sections that were identified in the *Fall River Trail Visioning Plan*.

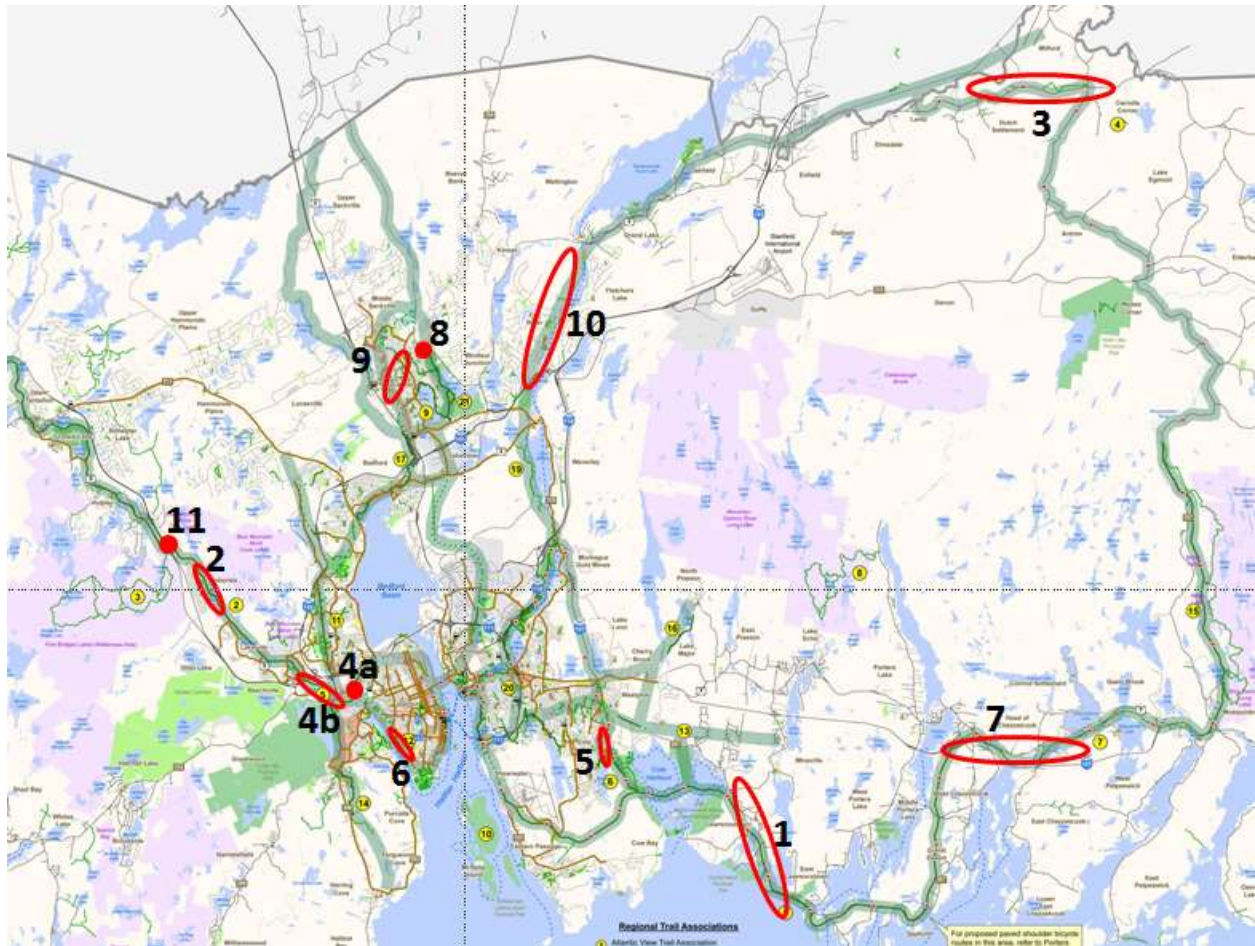
11. Parking Lot Improvements - St. Margarets Bay Road (District 13) \$1,800

The *Woodens River Environmental Organization* is planning to make small improvements to a parking lot that serves both the Bluff Wilderness Trail and the BLT AT Greenway.

Total Estimate (Regional Trails)	\$1,405,000
Subtract Carry Over	\$555,000

2015/16 Total \$850,000

Extract from Map #3 of the AT Priorities Plan with 2015/16 Regional Trail Projects Superimposed.



Active Transportation in the 2015/16 Capital Program

New Funding - 2015/16 Proposed Budget

Total Estimate (New Sidewalks)	\$2,500,000
Total Estimate (Street Recapitalization)	\$800,000
Total Estimate (AT Plan Strategic Projects)	\$1,000,000
Total Estimate (Intersection Improvements)	\$80,000
Total Estimate (New Traffic Signals)	\$100,000
Total Estimate (Controller Cabinets and Detection Program)	\$50,000
Total Estimate (Regional Trails)	\$850,000
Subtotal 2015/16 (Capital):	\$5,380,000

Plus Surplus Funds Carried From 2014/15

Total Estimate (New Sidewalks)	\$600,000
Total Estimate (AT Plan Strategic Projects)	\$90,000
Total Estimate (Regional Trails)	\$555,000

Total	\$6,625,000
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Other Active Transportation Initiatives in 2015/16

Business Parks Expansion

As part of completing phase 12-5 of Burnside, the Business Unit *Operations Support* (Corporate Real Estate Section) will construct approximately 650 metres of a four lane major collector road (Wilkinson Avenue) which will include painted bicycle lanes and sidewalks. The incremental cost of adding the AT infrastructure will be approximately \$315,000 (from capital account # CQ000008 - Burnside City of Lakes Development). This has not been included in the section above because it is similar to AT infrastructure added as part of other new developments in HRM which have not been recorded in this report.

Other AT Plan Recommendations

The AT Priorities Plan included 41 recommendations that were not necessarily related to capital budget items. While the plan is still relatively new, and staff requires time to fully operationalize each of the recommendations, some of the initiatives have already begun:

Recommendation #1: Halifax should develop a comprehensive strategy to address the gaps in the pedestrian network, especially on major roadways (collectors and arterials) served by transit in the urban areas. To achieve this, consideration should be given to creating a new strategic pedestrian budget to address gaps on major roads.

The proposed new sidewalk on Shore Road and carrying out the sidewalk design on Cobequid Road are examples that will help to inform this process.

Recommendation #2: Where a sidewalk is needed on a busy road in the urban areas, and a bike route is also desired according to Maps 2A, B & C, consideration should be given to building an AT greenway beside the road to serve both modes.

The construction of an AT Greenway in lieu of the sidewalk is being explored for Mount Hope Avenue (2016), Cobequid Road, and Windmill Road.

Recommendation #8: Halifax should consider making it a standard practice to add tactile surface indicators in concrete curb ramps to assist pedestrians with visual impairments.

Testing of tactile markings is currently underway (installed at crosswalks on North Park Street and Barrington & South Streets in 2014, for example)

Recommendation #14: The municipality should engage with the Halifax Regional School Board to encourage the siting of schools in a manner that will encourage active travel to school.

A working group has been established with the School Boards, the Department of Education, and HRM staff to improve communication on related planning and coordination initiatives. Several meetings have occurred to date.

Recommendation #18: The municipality should consider the adoption of a policy to enable the implementation of Local Street Bikeways where shown on Maps 2 A, B, and C, including consistent signage to identify this type of facility.

A draft Local Street Bikeway Administrative Order is complete and under internal review.

Recommendation #22: To achieve the goal of doubling of AT mode share, the municipality should put particular emphasis on the Regional Centre for the cycling component of implementing the AT Plan.

The budget identifies \$200,000 to carry out design and public engagement for bicycle routes in the regional centre.

Recommendation #26: The municipality should work with rural communities and the Province to identify good candidate routes for paved shoulders that provide AT connections to local destinations. Halifax should also work with the Province and Bicycle Nova Scotia to identify preferred routes through the municipality to be followed by the Nova Scotia Blue Route. Council should consider amendments to Maps 2A, B, and C as needed, resulting from this process.

NSTIR and Bicycle Nova Scotia held local consultations on potential routes for the NS Blue Route in November 2014. Municipal staff and local residents participated in the sessions and are awaiting the outcome.

Recommendation #34: At least for the next five years of AT Plan implementation, consideration should be given to prioritizing funds from the Active Transportation and Regional Trails budgets towards greenways with a transportation focus (i.e. those that support walking and bicycling and connect origins with destinations).

All of the projects contemplated for the 2015/16 Capital Plan for Regional Trails support greenways connecting origins and destinations.

Recommendation #39: The municipality should continue to improve pedestrian and bicycle connections to its transit service.

The Lacewood Terminal includes trail and sidewalk connections and bicycle parking, as an example.