



**TRANSPORTATION STANDING COMMITTEE  
MINUTES  
September 24, 2015**

**PRESENT:** Councillor Reg Rankin, Chair  
Councillor Russell Walker, Vice Chair  
Councillor Gloria McCluskey  
Councillor Waye Mason  
Councillor Tim Outhit  
Councillor David Hendsbee  
Councillor Barry Dalrymple  
Deputy Mayor Lorelei Nicoll

**REGRETS:** Councillor Linda Mosher

**STAFF:** Mr. Mike Labrecque, Deputy CAO  
Ms. Kirby Grant, Solicitor  
Mr. Andrew Reid, Legislative Assistant

*The following does not represent a verbatim record of the proceedings of this meeting.*

*The agenda, supporting documents, and information items circulated to the Transportation Standing Committee are available online: <http://www.halifax.ca/boardscom/SCtransp/150924tsc-agenda.php>*

*The meeting was called to order at 1:00 p.m. and the Standing Committee adjourned at 2:50 p.m.*

**1. CALL TO ORDER**

The Chair called the meeting to order at 1:00 p.m.

**2. APPROVAL OF MINUTES – June 25, 2015**

MOVED by Councillor Walker, seconded by Councillor Mason

**THAT the minutes of June 25, 2015 be approved as circulated.**

**MOTION PUT AND PASSED.**

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

MOVED by Councillor Mason, seconded by Councillor Walker

**THAT the agenda be approved as presented.**

**Two third majority vote required.**

**MOTION PUT AND PASSED.**

**4. BUSINESS ARISING OUT OF THE MINUTES – NONE**

**5. MOTIONS OF RECONSIDERATION – NONE**

**6. MOTIONS OF RESCISSION – NONE**

**7. CONSIDERATION OF DEFERRED BUSINESS – NONE**

**8. CORRESPONDENCE, PETITIONS & DELEGATIONS**

**8.1 Correspondence**

**8.2 Petitions**

**8.3 Presentation**

**8.3.1 2015/16 Q1 Halifax Transit KPI Report**

The following was before the Committee

- A staff presentation dated September 24, 2015
- An information report from the Director of Halifax Transit dated September 1, 2015, re: 2015/16 Q1 Halifax Transit KPI Report

Mr. David Reage, Manager, Planning and Scheduling Halifax Transit, presented the 2015/16 First Quarter Halifax Transit Key Performance Indicators (KPI) Report as contained in the information report dated September 1, 2015. Mr. Reage described revenue and ridership in the first quarter of 2015/16. He noted reported overloads, identifying the route 52 as having reported 8 overloads over a 3 month period. He also noted plans for installing accessibility landing pads. Mr. Reage described Access-a-Bus statistics and customer service performance. Mr. Reage updated on the Automated Vehicle Location / Computer Aided Dispatch (AVL/CAD) project, stating it was scheduled to be implemented in the 2<sup>nd</sup> Quarter 2016/17 and updated that the voice automation function was scheduled for the 4<sup>th</sup> Quarter 2016/17. Mr. Reage

also updated on the Moving Forward Together Plan, stating that staff would be able to provide dates at the next meeting for when a possible draft would be prepared.

In response to questions of clarification, staff responded:

- Overloads are defined as exceeding the capacity for those seated and standing on buses. Overloads are not considered a major issue for high frequency routes such as 1 and 10.
- Manual counts on buses are performed once per year, but will be made obsolete by automated counters.
- Regarding no shows for Access-A-Bus, staff stated that the figures were lower than 2014/15 and that they were striving to eliminate no shows and cancellations to give more use of vehicles.
- Regarding Access-A-Bus cancellations, Mr. Robar clarified that cancellations are defined as notice given 24 hours in advance, while notices given less than 24 hours are considered to be no shows.
- Regarding the trend of lower conventional ridership but higher ferry use, Mr. Reage responded that the success of the Woodside ferry could be owed to this trend.

Councillor Walker commented on the opening of the Lacewood Terminal, highlighting the large turnout of people. Councillor Dalrymple commented that the park and ride in Fall River was completely full Monday to Fridays and suspected that in the winter there would be increased parking issues.

## **9. REPORTS**

### **9.1 STAFF**

#### **9.1.1 Administrative Order #39, Annual Rate Review**

The following was before the Committee:

- A staff recommendation report dated August 6, 2015

MOVED by Councillor Mason, seconded by Councillor Walker

**THAT the Transportation Standing Committee recommend to Regional Council the Taxi and Limousine Rates in Administrative Order 39, Schedule 1, 2 and 3 remain unchanged.**

**MOTION PUT AND PASSED.**

#### **9.1.2 Administrative Order #2015-004-OP, the Traffic Calming Administrative Order**

The following was before the Committee:

- A staff recommendation report dated September 15, 2015

MOVED by Councillor Walker, seconded by Councillor Mason

**THAT the Transportation Standing Committee recommend that Regional Council approve Administrative Order #2015-004-OP, the Traffic Calming Administrative Order, as outlined in Attachment 1 of the report dated September 15, 2015.**

Committee members voiced concern regarding the initiation of the process to apply traffic calming. Mr. Roddy MacIntyre, Traffic Services Supervisor Transportation and Public Works, responded to this concern in addition to a number of other questions from the Committee.

- Regarding whether a majority of residents should be required before the process was initiated, he stated that a single resident may initiate the process in the first stage. He also highlighted that the process has several steps and would include engaging the neighbourhood and collecting data at the later stages.
- He confirmed that there was a mechanism to keep track of the history of requests made in a same area.

- Regarding the rationale for the 45 km/hr threshold for traffic calming, staff indicated that there were a range of speeds across other jurisdictions and that the recommendation was based on those jurisdictions and also on past requests of what residents thought was reasonable.
- Regarding the rationale for the 3,000 vehicles per day measure, staff stated that the number originated from the Municipality's shortcutting policy and was intended to help prioritize where measures should be implemented first.
- He clarified that the 3,000 vehicles per day measure would not prohibit areas where traffic volume was less than 3,000 to be eligible for traffic calming.
- In regard to how many streets might qualify for traffic calming given the criteria in the Administrative Order, staff indicated that a precise figure would be difficult to determine as it would depend on request from an area; however, the ranking criteria provides a good balance and staff did not anticipate an overwhelming number of locations that would require measures to be put in place.
- In response to whether traffic calming had been performed recently, he stated that an Armview speed hump had recently been replaced; however, no new calming had been performed in some time.
- In response to a question regarding the process if residents did not pursue implementing measures in areas identified by police services, Mr. MacIntyre responded that the Order gave the option for added police enforcement at each step.

Councillor Mason requested clarification regarding s.21 of the Order, highlighting that it was not clear what the 75% was referencing. Mr. MacIntyre responded that each household would be issued a ballot and that the section referenced 75% of the number of ballots sent out.

MOVED by Councillor Mason, seconded by Councillor Walker that the motion be amended to read:

**THAT in Sections of the Administrative Order where the number of ballots returned in favour of implementation read 75%, it should read instead 50% + 1 and that this change apply to any consequential amendments.**

Councillor Mason stated that 75% of the number of ballots sent out was too high of a number to determine a successful ballot. He also proposed that the 50% + 1 threshold apply to consequential amendments where required.

Councillor Outhit stated that the threshold should apply not to the number of ballots sent out but the number of ballots received by staff, as it was inappropriate for a ballot not returned to be counted negatively. Mr. MacIntyre responded that the rationale was to ensure that a small minority was not able to achieve implementation.

Councillor Walker agreed with the amendment, stating it would more easily facilitate the process. He noted if residents are concerned about the issue then the ballot would be returned. He noted the possibility of vacant houses being on the mail out list.

**AMENDMENT PUT AND PASSED.**

Deputy Mayor Nicoll stated support for the Administrative Order as it also addressed speeding while shortcutting. She indicated that 50-75% of ballots returned in favour would not be difficult to obtain because residents were already asking for measures.

**AMENDED MOTION PUT AND PASSED UNANIMOUSLY.**

**9.1.3 Commuter Rail Feasibility Study**

The following was before the Committee:

- A staff recommendation report dated September 11, 2015

Mr. Eddie Robar, Director Halifax Transit, introduced the staff report. He highlighted that the recommendation was to accept the study and enable Halifax Transit to examine the goal of increasing modal split as outlined in the Regional Plan.

MOVED by Councillor Mason, seconded by Councillor McCluskey

**THAT the Transportation Standing Committee recommend that Regional Council:**

- (a) accept the findings of the Commuter Rail Feasibility Study; and**
- (b) direct staff to undertake a process to integrate land use planning and transportation planning to develop a strategic plan specifically aimed at increasing the modal split of sustainable forms of transportation as per the Regional Plan.**

Councillor Mason thanked staff for the report but stated concerns for assumptions in the report regarding the road network. He highlighted fundamental challenges in moving buses at high traffic locations into the peninsula. He stated that the report succeeded in providing the cost of rail but asked what else could be done to achieve the modal split targets in areas such as Dartmouth and Clayton Park. Councillor Mason encouraged the Committee to accept the report findings in a way that would enable future action such as anticipating station locations and building up density along the rail corridor.

Mr. Robar responded that the motion would not dismiss commuter rail but allow a greater understanding of how to achieve modal split goals, including looking at complete streets, transit, walking, and biking to achieve the 2031 goal set out in the Regional Plan.

Councillor Mason commented that the attractiveness of rail was that funds would be spent to increase frequency and reliability. He highlighted that this was the reason people loved the ferry. He suggested that the public transit network needed to be tied to investment and infrastructure to increase frequency and reliability in the Bedford/Sackville corridor.

Councillor Walker questioned the completeness of the report, stating that Canadian National Railway (CN) infrastructure and access fees still needed to be addressed. He indicated that Part B should include direction to staff to consult with CN regarding feasibility, expectations and charges.

Councillor Outhit echoed Councillor Walker, stating that the report was missing key information. He highlighted that the capital costs were not a deterrent and he questioned the operating costs included in the report. He questioned assumptions used in the ridership data formula, echoing concerns regarding the road network. Upon confirmation by Mr. Robar that the model included road network assumptions such as the Burnside Expressway, the Bayers Road widening and Herring Cove, Councillor Outhit stated further concern for the ridership data noting that none of these projects were approved. He stated support for an amendment to Part B of the recommendation to include direction regarding CN consultations. Councillor Outhit encouraged staff to take into account the full costs of road maintenance when making comparisons to rail and other modes. He also requested clarification from Planning regarding Part B of the recommendation in terms of short and long term results.

Mr. Bob Bjerke, Director Planning and Development, responded that staff required a more comprehensive approach to look at all modes of the transportation network. He stated that the Road Network's Priority Plan is currently under review and that there was a premise that the modal target split would be hit for Transit. He stated that the strategy to achieve the modal split described in Part B was not yet formulated, and that Part B would give direction to develop that strategy. He stated that it would involve working closely with Halifax Transit and Transportation and Public Works to create a comprehensive approach.

Councillor Dalrymple commented that the report clearly indicates rail is feasible; however, not economically viable. He questioned the definition of the feasibility, in view of comparable road network projects. He also highlighted support for rail at the Federal level, which might reduce costs. Councillor

Dalrymple stated that rail lines would cover ¼ of the population of HRM. He requested that public consultation be held in the areas most affected and where interest was tremendous such as Clayton Park, Rockingham, Armdale and Fall River. He suggested that additional tweaking occur to the recommendation to ensure the matter continues to progress.

MOVED by Councillor Walker, seconded by Councillor Mason that the motion be amended as follows:

**(c) Direct staff to continue consultation with CN in terms of receiving information on cost implications.**

Mr. Robar clarified that staff would be looking to determine the costs of track fees from CN.

**AMENDMENT PUT AND PASSED.**

The Committee agreed that a presentation, including the consultant, be made at Regional Council.

**AMENDED MOTION PUT AND PASSED.**

**9.2 COMMITTEE MEMBERS**

**9.3 ACCESSIBILITY ADVISORY COMMITTEE**

**9.3.1 Committee Update**

**9.3.2 Recommended Priority Areas for Snow Clearing – 2015/16 Winter Season**

The following was before the Committee:

- A staff recommendation report dated September 15, 2015, submitted by the Chair of the Accessibility Advisory Committee

MOVED by Councillor Mason, seconded by Councillor McCluskey

**THAT the Transportation Standing Committee recommend to Regional Council the following four areas for priority snow clearing for the 2015/16 winter season, in no particular order:**

- 1. Sidewalks**
- 2. Curb cuts**
- 3. Bus stops, including access to the street**
- 4. Signaled crosswalk activation buttons**

**And that consideration be given to aligning snow clearing standards for sidewalks and bus stops to be the same standard as the street they serve.**

**And further that this report accompany the staff report to Regional Council in November, 2015.**

Councillor Mason commented that the intent of the motion was to forward the priority areas determined by the Accessibility Advisory Committee (AAC) to Regional Council as information.

The Committee discussed the purpose of the recommendation and the Standing Committee's role of conveying the report to Regional Council. Councillor Walker indicated that the recommendation needs to be accompanied by a staff report for the Committee to make a recommendation. Mr. Labrecque commented that the AAC report would be vetted by staff.

The Committee agreed to revise the motion as follows:

**That the Transportation Standing Committee refer the report regarding priority snow clearing for the 2015/16 winter season submitted by the Chair of the Accessibility Advisory Committee to staff and Regional Council.**

**MOTION PUT AND PASSED.**

**9.4 ACTIVE TRANSPORTATION ADVISORY COMMITTEE**

**9.4.1 Committee Update**

The update was received by the Committee. No further action required.

**9.4.2 Sideguards**

The following was before the Committee:

- A staff recommendation report dated August 21, 2015, submitted by the Chair of the Active Transportation Advisory Committee

MOVED by Councillor Mason, seconded by Councillor Walker

**THAT the Transportation Standing Committee request a staff report, to investigate the implications of installing side guards on city-owned and contracted vehicles; specifically addressing the following items:**

1. **The cost of installing side guards on all city-owned heavy trucks, plows, and other heavy equipment.**
2. **The cost and legal authority of requiring long-term contractors (such as garbage collection and snow removal) to install side guards on all heavy vehicles.**
3. **The cost and legal authority of requiring all city-contracted (including hourly/daily jobs) vehicles to be equipped with side guards.**
4. **The cost of including side guards on all newly-purchased city vehicles.**

**MOTION PUT AND PASSED.**

Councillor Walker stated concern for listing city-contracted vehicles and asked that this be addressed in the staff report.

**9.5.1 Crosswalk Safety Advisory Committee**

Councillor McCluskey announced that the Crosswalk Safety Awareness Day would take place on November 24, 2015.

**10. MOTIONS – NONE**

**11. IN CAMERA – NONE**

**12. ADDED ITEMS – NONE**

**13. NOTICES OF MOTION**

**13.1 Councillor Mason**

**TAKE NOTICE** that at the next regular scheduled meeting of the Transportation Standing Committee I will request a staff report to outline options under current or amended noise bylaw and/or the Motor Vehicle Act to set standards that may restrict and control vehicle noise, especially muffler noise.

**14. DATE OF NEXT MEETING – October 22, 2015**

**15. ADJOURNMENT**

The meeting was adjourned at 2:50 p.m.

Andrew Reid  
Legislative Assistant