



# Incubating Active Transportation & Healthy Urban Design –

In Winnipeg, Ottawa & Halifax

June 17, 2014 - 1:00 – 2:30 pm Eastern Time

Part 2 of 2 Presentations



[www.chnet-works.ca](http://www.chnet-works.ca)

Population Health Improvement Research Network  
University of Ottawa

# DEVELOPING A COMPLETE STREETS POLICY FOR HALIFAX



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David MacIsaac, TDM Program Supervisor, Halifax

June 17<sup>th</sup>, 2014

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COALITIONS LINKING ACTION  
& SCIENCE FOR PREVENTION

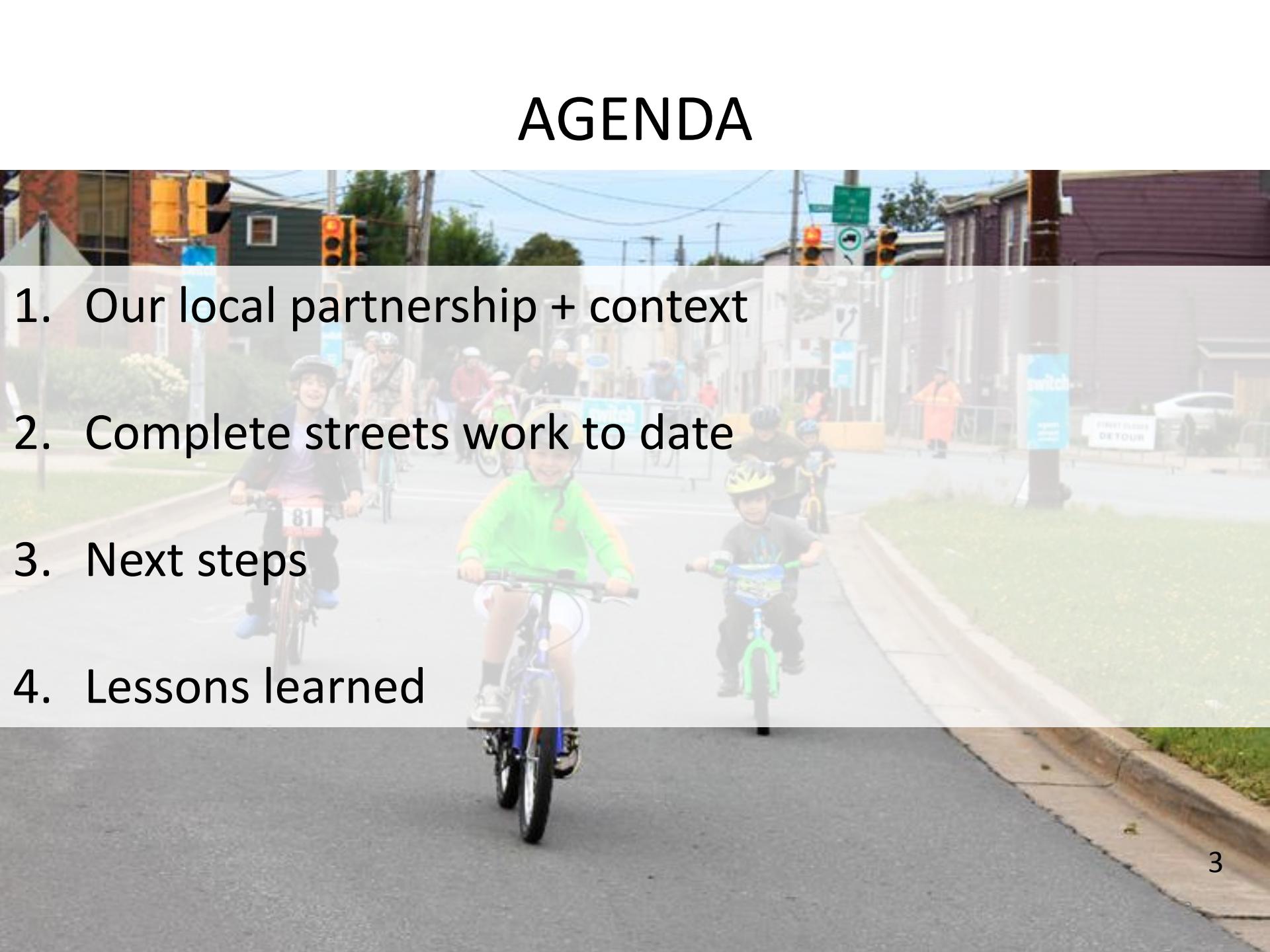
An initiative of:



**HALIFAX**



# AGENDA

A photograph of a street scene showing several children riding bicycles. In the foreground, a child in a green jacket is prominent. In the background, there are houses, traffic lights, and a person in an orange vest. The image serves as a backdrop for the agenda list.

1. Our local partnership + context
2. Complete streets work to date
3. Next steps
4. Lessons learned

# LOCAL PARTNERSHIP

HALIFAX



**Public Health Services**

**Cities &  
Environment**

Faculty of Architecture & Planning  
Dalhousie University



# LOCAL PARTNERSHIP

## Public Health Services, Capital Health

- Medical Officer of Health
- Manager of Understanding Communities Unit
- Health Promotion Coordinator
- Nutritionists
- Planning Facilitator

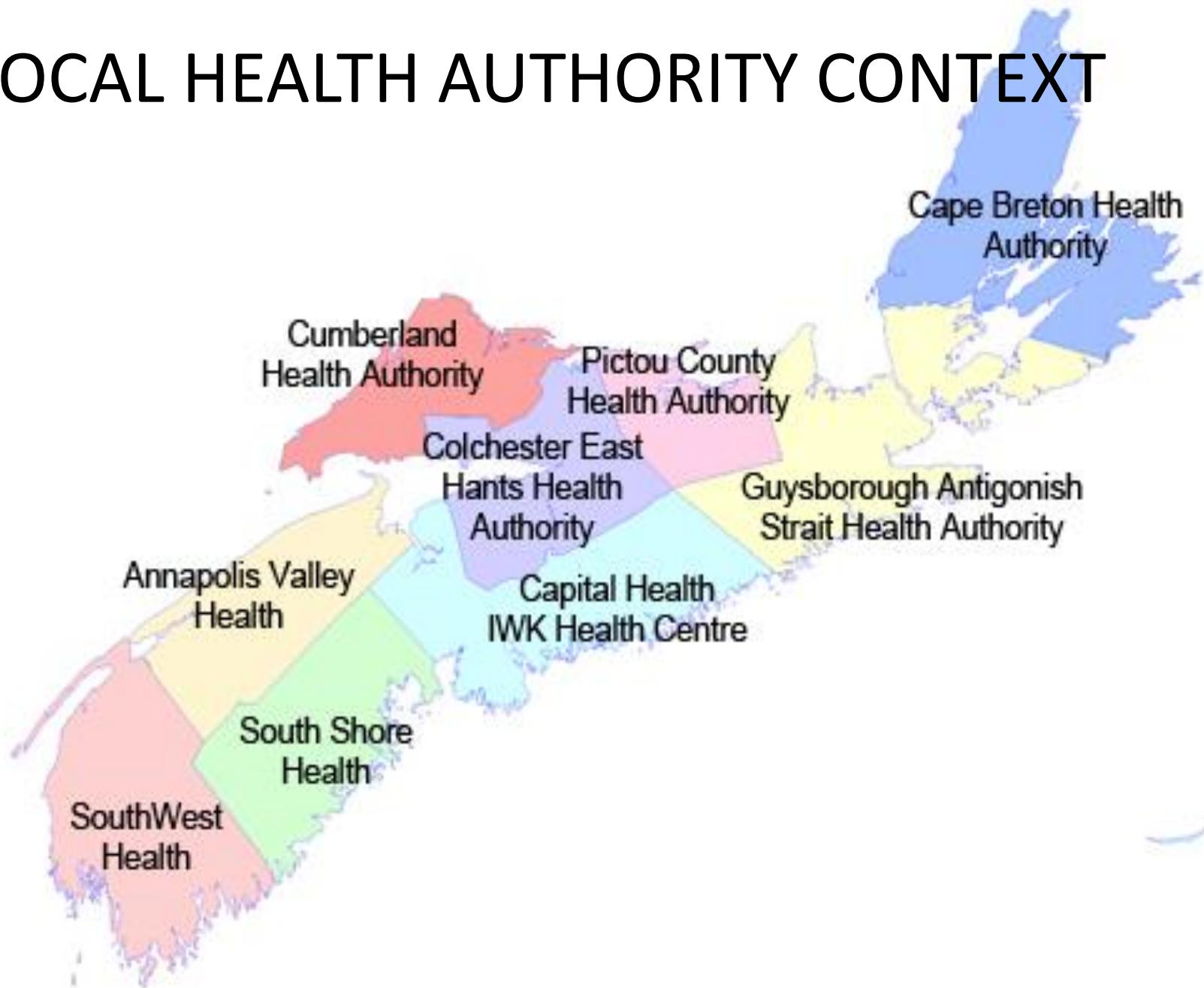
## Cities & Environment Unit, Dalhousie University

- Executive Director
- Community Planners

## Municipality of Halifax

- Chief Planner
- Community Engagement Lead
- Manager of Strategic Transportation
- Community Developer
- Cultural Planner
- TDM Supervisor
- PLUS: Traffic and, Development Engineers, Open Space Planners, Transit reps, Urban Designers

# LOCAL HEALTH AUTHORITY CONTEXT



# LOCAL MUNICIPAL CONTEXT



large land area: 5,500 square km

density: 71 people / sq km

regional municipality

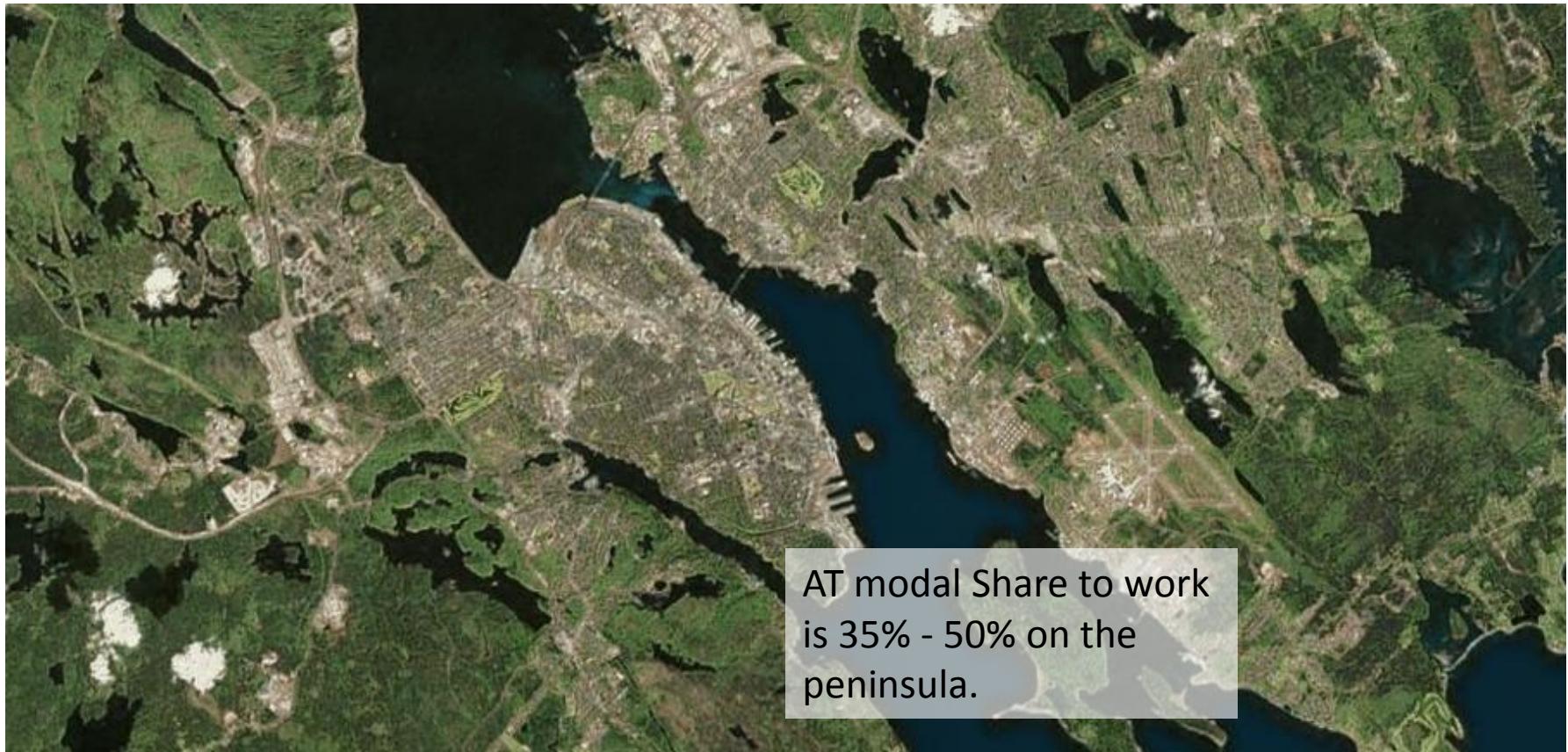
population: 390,285  
(2011 census)



# CONTEXT: Progress since 2006

- Gaps in the sidewalk network have been closed and amenities such as accessible curb ramps at intersections and modern pedestrian signals (e.g. with countdown timers and audible cues) added.
- The off-road greenway network has grown from 68 km to 135 km.
- The number of kilometres of on-road bike lanes has grown from 15 km to 108 km.
- There have been new initiatives to foster pedestrian and crosswalk safety.
- Safety promotion and skills training is expanding.

# LOCAL CONTEXT: REGIONAL CENTRE



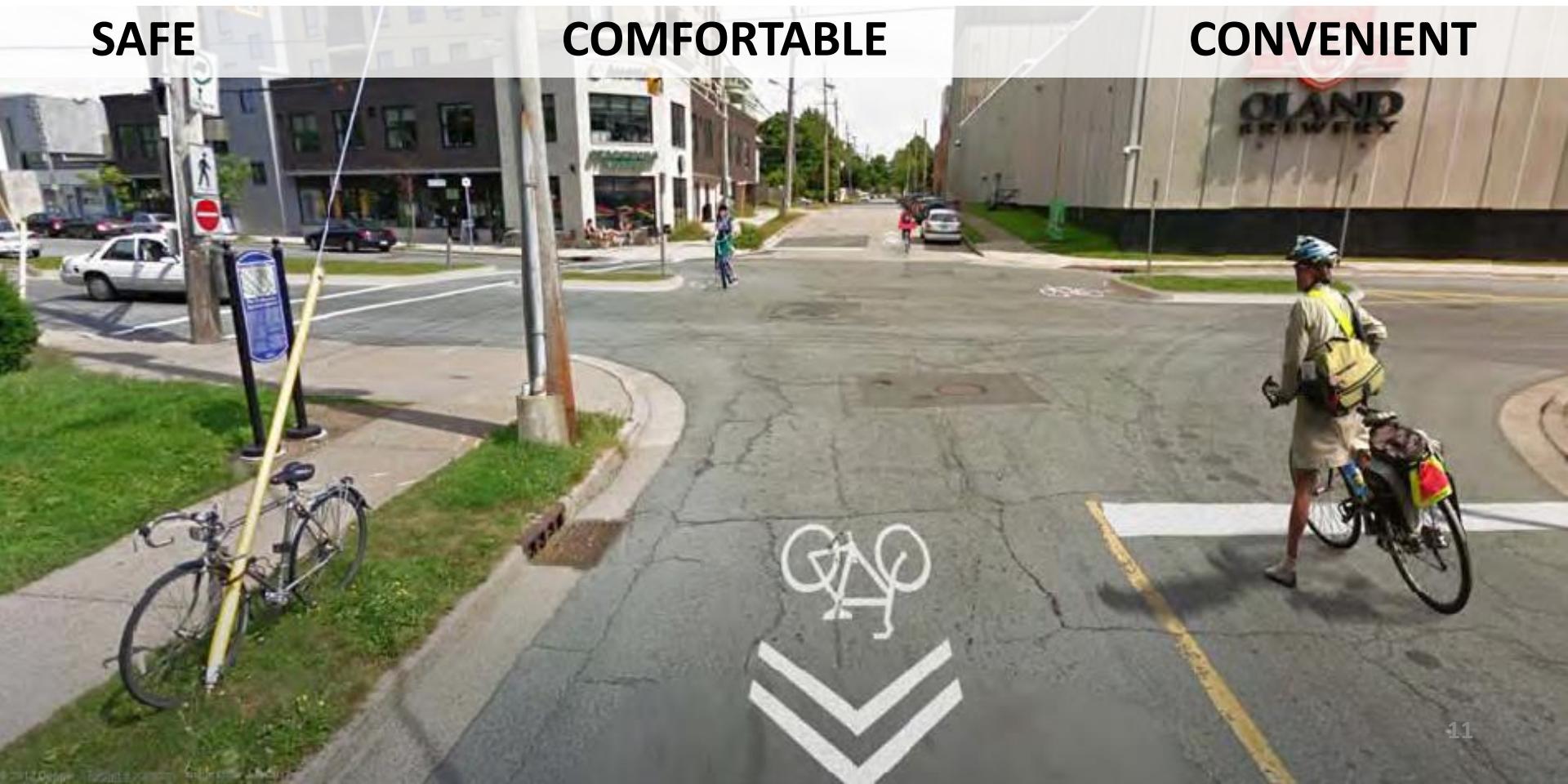


Complete Streets are streets for everyone, no matter who they are or how they travel.

SAFE

COMFORTABLE

CONVENIENT



# MUNICIPAL RATIONALE FOR COMPLETE STREETS

## Draft Active Transportation Priorities Plan:

“Halifax should consider incorporating pedestrian friendly street design guidelines during any review of the Red Book and in the development of a Complete Streets Policy.”

## Transportation Demand Management Plan (2010)



“Creating complete transportation systems requires a change in focus from designing roadways to accommodate vehicles, to considering roadways as a fundamental piece of the public realm, one that is to be used by everyone for equal utility.” (p 32)



Halifax will “design complete streets for all ages, abilities, and modes of travel.”

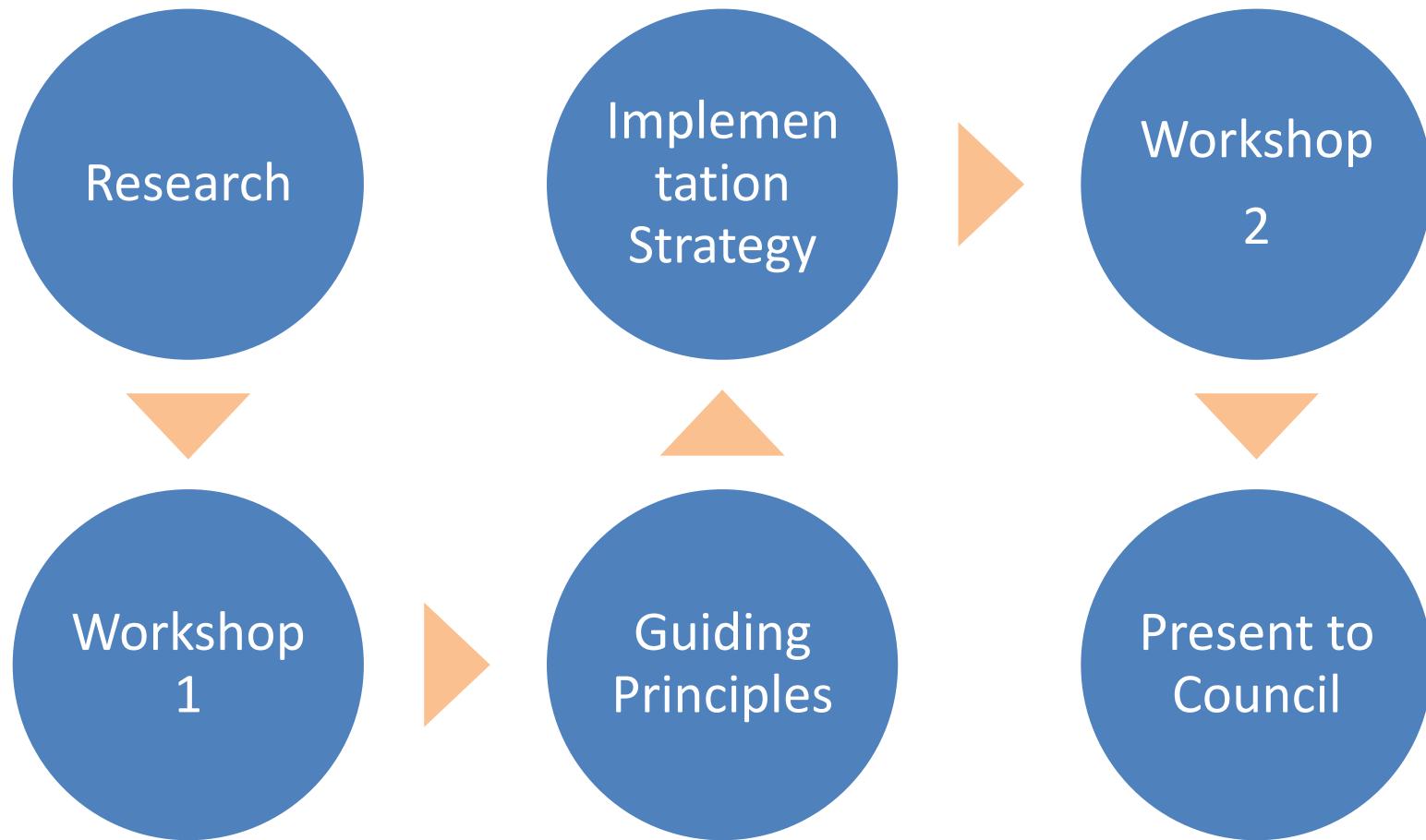
# PUBLIC HEALTH BENEFITS OF COMPLETE STREETS

By prioritizing walking, cycling and public transit we can:

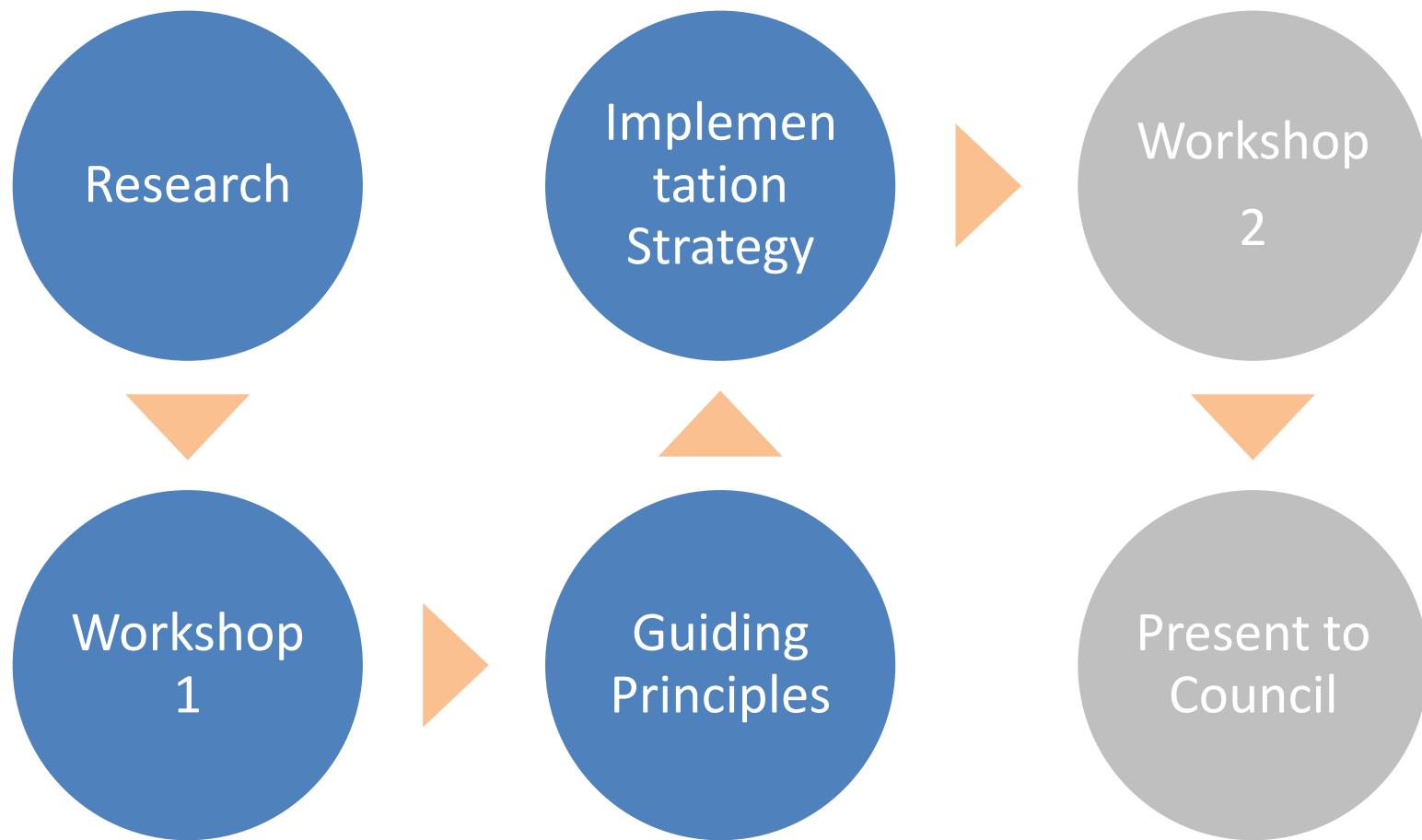
- Reduce cardiovascular and respiratory disease from air pollution
- Reduce injuries to pedestrians and cyclists
- Reduce noise and noise-related stress
- Reduce chronic diseases through an increase in physical activity
- Increase health equities and social welfare

(WHO, 2011)

# PROJECT APPROACH



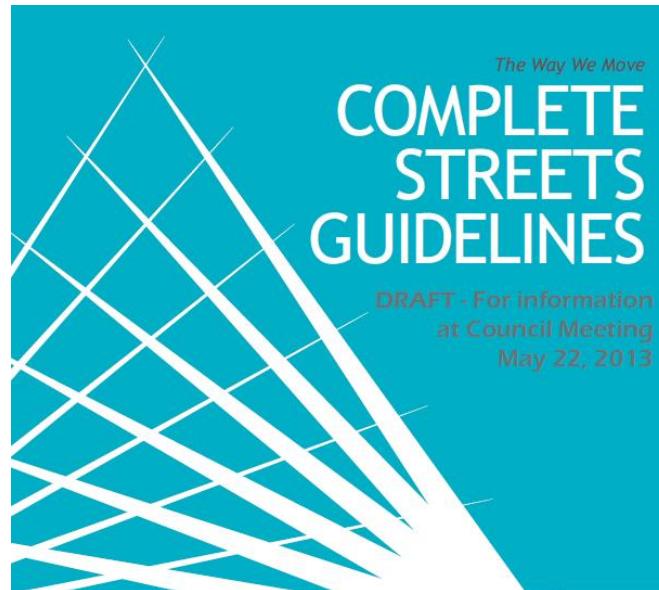
# PROJECT APPROACH



## COMPLETE STREETS FOR NIAGARA



1. Looked to other cities with Complete Streets policies and/or approaches
2. Interviewed HRM staff on existing street design process
3. Toured the region to explore existing complete streets



# Workshop 1

## Guiding Principles



### ***Trips are safe for ages 8 to 80***

Complete streets are safe, comfortable and enjoyable for all ages, modes and abilities in all seasons. Complete streets also ensure the specific needs of end users are incorporated into the design.

### ***Street networks are connected and complete***

When planning and designing new streets and/or retrofits for existing streets, attention will be paid to how the street will enhance the overall transportation network and connectivity for all transportation modes.

## Guiding Principles



### ***Complete Streets are multi-functional and multi-modal***

Complete streets are multi-functional, serving as connectors, public open spaces, social spaces, community hubs, gateways and destinations in their own right.

### ***Complete streets are context sensitive***

Complete streets are sensitive to the character, scale and needs of adjacent neighbourhoods and contribute to the long-term vision for communities.

## Guiding Principles

*“The most complicated place to collaborate is the right-of-way.”*

*– HRM staff*

### ***Achieving complete streets requires a collaborative process***

HRM business units collaborate consistently to design, build and maintain complete streets.

### ***Maximize public investment***

Prioritize investment in complete street infrastructure that maximizes usage and achieves multiple objectives.

## Guiding Principles



### ***Complete streets are adaptable to meet shifting needs***

Complete streets are adaptable to accommodate changing needs as communities evolve and mobility patterns shift.

### ***Complete streets contribute to the sustainability of HRM***

Complete streets support sustainable modes of transportation, contributing to climate change mitigation, improved air quality and resilient communities.

## Implementation Strategy



1. Create overarching policy
2. Update municipal technical and design guidelines
3. Modify operational practices
4. Educate
5. Evaluate

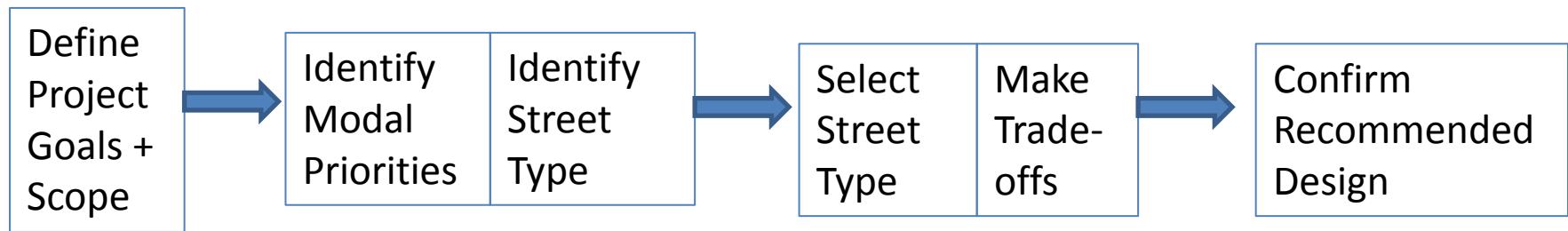
# EXAMPLE: UPDATE DESIGN GUIDELINES

## 4.1.2 Characteristics of Street Classes

Table 4.1 Characteristics of Street Classes

Characteristic	Arterial Street	Major Collector Street	Minor Collector Street	Local Industrial	Local Street
1. Traffic service function	First consideration	Traffic movement first consideration, land access second consideration	Traffic movement of equal importance with land access, parking permitted	Traffic movement second consideration with land access first consideration, parking permitted	Traffic movement second consideration with land access first consideration, parking permitted
2. Land access function	Limited access with no parking				
3. Range of design traffic average daily volume	More than 20,000	More than 12,000	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; with pedestrian overpasses	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions*	50-70 km/h	40-60 km/h	30-50 km/h	15-30 km/h	15-30 km/h
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger vehicles and service vehicles; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

# EXAMPLE: OPERATIONAL PRACTICE



# NEXT STEPS

- Draft Policy
- Workshop 2 – check back with staff
- Engagement
- Present to Council
- Implementation



# LESSONS LEARNED

- There are a number of complete streets policies/approaches in other jurisdictions to learn from.
- Some leading municipalities don't have a complete streets *policy*.
- Complete streets approaches differ from jurisdictions to jurisdiction. Unlike engineering guidelines which tend to be precise and “one size fits all”, complete streets guidelines tend to be tailored to the needs of each community.



# LESSONS LEARNED

- Taking time to learn about local approaches to street design and space allocation is important.
- Complete streets implicate a wide range of functions in the municipality.
- Working with a multi-disciplinary team is beneficial.
- Partnership with Public Health (through Healthy Canada by Design) helped accelerate the development of the complete streets project.



# THANK YOU!

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## ***What actions will you take as a result of this Fireside Chat?***

*Adobe Connect Poll*

*OR RSVP to access instruction email*

1. Share information with colleagues
2. Use information to inform your work
3. Use information to press for program or policy change in your organization or jurisdiction
4. Use information to support relationships with professionals from other sectors within your organization or jurisdiction
5. Use information to support relationships with other professionals within your own sector
6. Other

# Healthy Canada by Design CLASP

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HEALTHY CANADA  
by design



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