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
AGENDA

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

HALIFAX

Capital Health

Public Health Services

Cities & Environment

Faculty of Architecture & Planning
Dalhousie University

HEART & STROKE FOUNDATION OF CANADA
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

AT modal Share to work is 35% - 50% on the peninsula.
Complete Streets are streets for everyone, no matter who they are or how they travel.
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

Research

Implementation Strategy

Workshop 2

Workshop 1

Guiding Principles

Present to Council
PROJECT APPROACH

Research

Workshop 1

Guiding Principles

Implementation Strategy

Workshop 2

Present to Council
Research

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
**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.
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.
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.

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

HRM: Municipal Design Guidelines
EXAMPLE: OPERATIONAL PRACTICE

Define Project Goals + Scope → Identify Modal Priorities → Identify Street Type → Select Street Type → Make Trade-offs → Confirm Recommended Design

Source: City of Edmonton Complete Streets Guidelines, 2013
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
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