



SHIFT STREETS

FINAL REPORT AND SUMMARY

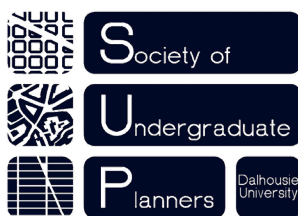
MARCH 1-3, 2018

DALHOUSIE SCHOOL OF PLANNING
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Introduction

For nearly 30 years, students at Dalhousie University's School of Planning have organized and hosted the SHIFT Conference. The SHIFT Conference aims to bring students, professionals and the community together to engage with a specific planning issue or topic. Now in its 29th year we are pleased to report that we have hosted another successful conference. The 2018 Shift Conference explored, Streets. The Streets theme was about taking action to make our streets places for people that are accessible, equitable, and climate responsive. SHIFT:Streets was chosen to empower us to make our streets year-round destinations that connect our city. Through this lens we focused on the people of our cities to discuss how and what needs to be changed to improve our streets for the pedestrian rather than the vehicle. During the conference we were able to have 'uncomfortable' discussions about privilege, race, and equity, as well as seeing our streets through an urban anthropologist lens, through winter cities design and accessibility to shift the way we think about and design our streets.

Over the course of four days various events, speakers, panel discussions, and workshops took place where we explored the theme of Streets. One of our 2018 keynote speakers, Tamika

Butler, reminded us that we must put ourselves in someone else's shoes and plan for that person. Butler reminded us to recognize our privilege in the work that we carry out to understand that everyone experiences streets differently and to build on that difference to make our streets inclusive. Building on Butler's lecture, Katrina Johnston-Zimmerman brought us through human history and our existence in cities to understand how we as humans use the built infrastructure in a 'weird' way. Johnston-Zimmerman told us that in order to design and make our streets great places we must look at our work through the perspective of women and girls to create inclusive and welcoming spaces.

During the conference we heard from local city councilors, a planner and architect where we heard their perspectives on how to create better streets. Councilor Lindel Smith stated "sometimes people don't have the pedestrian in mind, we need to re-scape our streets so that we put the pedestrian first". With the focus on pedestrians and humans in general, a lot of discussion focused on how to engage the community. Engaging the community at the early stages of projects we learned is crucial to understand what it is that citizens want, "putting ourselves in situations where we're not the experts,

where we recognize that they may know more than we do” is a perspective Butler reminded us that needs recognition in the planning paradigm.

So how do we create great streets to improve the pedestrian experience? Our Conference speakers and participants provided us with great direction. Focusing attention on equity, accessibility and winter street design will allow our streets to become year-round destinations for everyone. SHIFT:Streets created conversations that inspired many and will hopefully be carried throughout the professional sphere and civic engagement processes within Halifax.

We are grateful for all the attendees, speakers, workshop leaders, volunteers, and our sponsors for contributing to SHIFT:Streets 2018. Our Conference would not have been a success without the continued support from the community. We would also like to say thanks to the students who contributed the last eight months to planning this conference to ensure we were able to run a free public conference and bring in inspiring and powerful speakers from across the

continent. Without the hard work of the students the conference would not be nearly as successful as it was.

The following report outlines each event during the four days of the conference. A summary of each session, workshop and discussion is provided outlining key points and takeaways. Although this report is a summary of these discussions we hope it provides inspiration to shift the way we design our streets in Halifax and possibly across Canada.

The SHIFT:Streets committee comprised of: Adriane Salah, Alexandra Devine, Benjamin Lemphers, Cameron Robertson, Chris Markides, Dawn Cordeiro, Evan Brown, Matt Conlin, Nikolas Wensing, Siobhan Evans, Victoria Ascah, and Frank Palermo.





PechaKucha Night at Seven Bays

A PechaKucha is a series of very short, yet informative presentations by an assortment of professionals, advocates, and members of the public on a similar theme. The PechaKucha rule of thumb is 20 slides, 20 seconds a slide. Since this year's SHIFT Conference is all about taking back our streets, the overarching theme was streets. We hosted thirteen amazing presenters: Ben Wedge, Jeremy Banks, Hanita Koblents, Devin Segal, Eric Jonsson, T.J. Maguire, James Boyle, Graziella Grbac, Patty Cuttell-Busby, Jeremy Williams, Kelsi Lane, Eliza Jackson, and Jenny Lugar. They covered a range of poignant street-related topics including: sustainable transit, traffic by-law favoritism, the Argyle Street redesign project, Amsterdam's streets, music and culture, age friendly communities, supporting small businesses, community artwork, bike infrastructure, the empowerment of women cyclists, and city sprawl. While each presenter had a unique style and topic, their messages seamlessly blended together that helped set the tone for the remainder of the conference.

Ben Wedge's sustainable transit presentation urges people to face the future and to rethink space. Sprawling suburbs are a transit nightmare and future tech, such as autonomous vehicles, will not fix their winding geometry. Parking lots are wasted – they could be infill housing, office towers, and more. Building off this idea, Jenny Lugar spoke to the quality of life and

relative cheapness of urban areas versus suburban sprawl. Some suburban areas have no bike, AT, or pedestrian infrastructure, nor close shops that pedestrians can safely walk to. It is three times as expensive to service a suburban home than an urban one. Jeremy Banks continued the vehicle discussion with a thought-provoking presentation on the implications of our Motor Vehicle Act. In our increasingly pedestrian-centric city cars pose a severe danger and should not have ubiquitous domination of the roadways. To combat the car, Kelsi Lane and Eliza Jackson made presentations on cycling. Eliza campaigned for women cyclists and their experience – how, during the day or night, the city can be friendlier to cyclists in general, and women cyclists in particular. Kelsi endorsed the creation of more bike infrastructure with community artwork and recited three significant rules about implementation that are often forgotten: Plan for permanency, be proactive, and what is this doing for the community.

Hanita Koblents and Devin Segal presented the Argyle Street redesign project together. They created an informative, step-by-step directional package on all the necessities and considerations to inform future building of shared streets. Graziella Grbac had a similar goal-oriented presentation on age-friendly communities, since our population is aging. She outlined the objectives societies should have to promote and create age friendly

atmospheres. Following their lead, T.J. Maguire presented the “loveability” of Amsterdam. His presentation was a case study – why can’t Halifax do what Amsterdam is doing? They have fantastic bike infrastructure, the harbour is swimmable, they have free ferries, there kids feel safe next to roads.

Touching on life on the street was Eric Jonsson, James Boyle, Patty Cuttall-Busby, and Jeremy Williams. Eric Jonsson advocated for social assistance. Intergenerational poverty and bureaucratic systems can lead to unfortunate situations that can be remedied relationship building, equity movements, and affordable housing implementation. James Boyle argued that the way to reform the city is to lead with a “culture-first” agenda. Music can help lead this movement as it empowers, expresses, and builds community. From culture comes economic growth. Jeremy Williams had a similar notion for the empowerment of children via art. Art can inspire, invigorate, educate, change. Patty Cuttall-Busby championed the small, niche business as the heart and sole of the street that made them friendly and desired destinations – “A street with no small business is a street with no life.”





Carmichael Lecture: Tamika Butler

Tamika Butler serves as the Executive Director of the Los Angeles Neighborhood Land Trust (LANLT). Tamika has a diverse background in law, community organizing, communications, and non-profit leadership. She had previously served as the Executive Director of the Los Angeles County Bicycle Coalition, and Director of Social Change Strategies at Liberty Hill Foundation, and acted as the California Director at Young Invincibles. Her presentation reflected her extensive background and lends a critical lens to our city and our streets. Readily apparent themes in her presentation were equity, oppression, privilege, gentrification, engagement, “co-powerment,” and public outreach.

Tamika discussed how things like popular chain stores or craft breweries might seem like they make streets nicer and more equitable but not necessarily to the people already there. It is making them more invisible and often evicting them from their own neighbourhoods. Often, according to Tamika, bike lanes are seen as the first sign of gentrification. It is not because people do not bike in low income neighbourhoods, but because these neighbourhoods are receiving bike infrastructure when they do not possess necessary infrastructure like streetlights or sidewalks for their community to be liveable.

Argyle Street is a recently completed

“shared street” in Halifax’s downtown core. However, Tamika spoke to the idea of “shared streets.” Infrastructure and design can be changed but unless discrimination and oppression are acknowledged not everyone will feel welcome or safe. To resonate this fact, Tamika invoked the powerful story of Erik Gardener, a young African-American man who lost his life while with his friends on the street. He was on a shared street, yet he lost his life.

A similar idea arises in what Tamika referred to as “constant reminders.” These could be any type of sight, sound, or sense that serves as a reminder to any group that other groups might not understand. This issue arose in Halifax through the Cornwallis Statue. Lots of people did not understand the issue with the statue nor did they really have to think about it – and Tamika states that if you do not have to think about it, it’s a privilege.

From her talk, Tamika suggested integral skills for planners to have: engagement, communication, and empathy. Engagement requires planners to reach out to the public. The public can give substantial insight into planning related matters that could save resources and lives. Furthermore, it transcends the job. Planners must endeavor to build trust with one another before either party has need of the other – outreach needs

to start early. We need to foster communication and relationships. Planners must empathize, they must put themselves in another's shoes – being an ally is not enough. Tamika further discusses that planners need to imagine that they are someone else and plan a city for them because “shared streets” should be for everybody, parks should be for everybody, and communities should be for everybody.

In closing, Tamika addressed five main directives, not only for planners, but for each and every member of the community. First, always swim upstream. You have to look upstream at the causes to see the solutions. Second, know who you are. The only way to help others is to first know yourself. Third, know who you are serving. Empathize with others and acknowledge that you do not know everything. Fourth, co-power instead of empower. It can be hard to be empowered alone – find accomplices who have something to offer and something to lose and help co-power each other. And finally, make mistakes.



Opening Ceremony

We opened the conference with a blessing from Geri Musqua-LeBlanc. Geri is the coordinator of the Elders in Residence program, and a member of the Keeseekoose First Nations. We then welcomed everyone to the conference and outlined the agenda and events taking place.

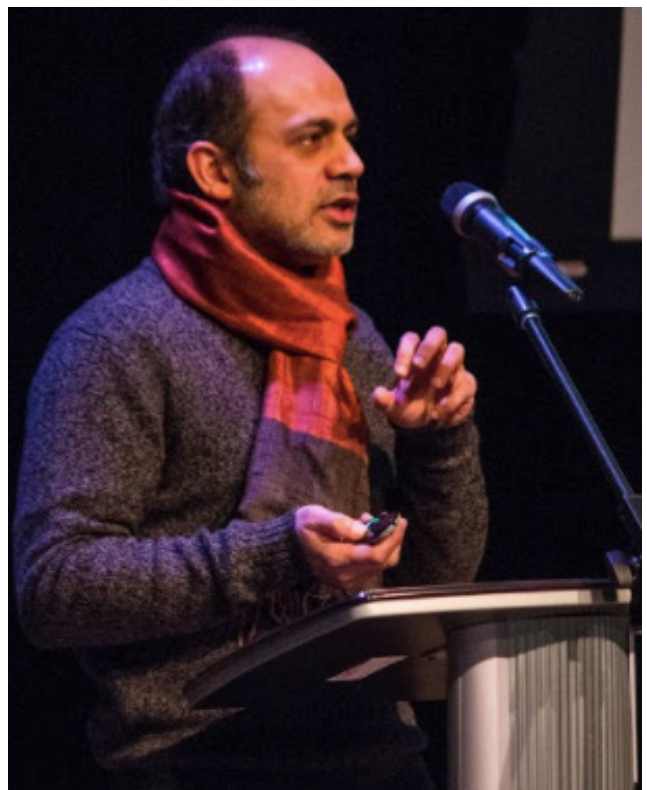
Frank Palermo spoke about the topic of streets and what needed to take place to make Halifax better. He spoke about the objective of the conference and learning from each other over the two days of SHIFT.



Keynote: Vikas Mehta

Vikas Mehta is an Associate Professor of Urbanism at the University of Cincinnati and author of 101 Things I Learned in Urban Design School. Vikas spoke at the Dalhousie Shift: Streets Conference about making sociable streets. His keynote lecture described what can be done to create sociable and pluralistic streets.

Vikas' presentation began with a description of why streets are so essential to public life. He described streets as social spaces where peoples can gather, learn, play, relax, explore and enjoy. Vikas offered a variety of tips on how to create even better sociable streets. The first step he described is to design and manage the neighborhood commercial street as a gathering space. He also suggested that we make the street attractive to all users and preserve and support community gathering places. Also, he stated it is important to strive to achieve a complete and self-sufficient neighbourhood commercial street. He



also argued we must make the street a delightful space through personalization, articulated street facades and permeable street facades. He described that it can be beneficial to let users and businesses claim ownership of the street, without letting them privatize the street. Finally, he stated that the city must assist businesses manage the street by advocating for rights and through regular post-occupancy evaluations.

After his discussion on what can be done to create a sociable street, Vikas explained that streets should be a place of plurality that welcomes different identity groups. A pluralistic street is cooperative, flexible, interactive, and contains friction. He argued that these streets should be institutionally produced, community generated, and have social meaning.

Vikas' final main point was that we should be thinking about streets ecologically. He argued that the street is a system and the health of a system works best with coexistence not competition. He stated that there are multiple interconnected systems within the street that are stable and unstable and that conflict is always present but is managed through distribution and diffusions.



Keynote: Katrina Johnson-Zimmerman

Katrina Johnson-Zimmerman is a Philadelphia-based urban anthropologist, specializing in direct observation, education, outreach and advocacy. Katrina delivered an engaging talk to full seats at the Halifax Central Library's O'Regan Hall. The following is a summary of her talk.

We cannot begin to talk about a just, sustainable, equitable, or inclusive city, until we begin to question who has a right to the city.

The city, up until now, has predominantly been shaped and managed by men. Of nine major urbanism conferences in the United States in 2017, only 36% of panelists and keynotes were women. This lack of representation means a lack of role-models for young women urbanists to aspire to. "We cannot be what we cannot see", says Johnson-Zimmerman.

In planning for women and girls, you plan for everyone. In Anthropology, women have long been considered the "indicator species". We need to move beyond women being an "indicator species" for what makes a successful public space

- we need women to be part of the process. And Women-led Streets can be public spaces, parade routes, play spaces, spaces of protest, sites of cultural change, outdoor living rooms, and places of human dignity.

How would our cities look if they were led by women? They would not be filled with poorly lit, confined places where only half the population feels comfortable, nor would they be vast car oriented places. We must recognize that our cities are gendered and not experienced the same by everyone. There is much in place that creates an inequity for women that needs to be addressed.

An important starting place is in politics. Gender-balanced political representation leads to better policies for women. The city is still a patriarchal place. We have the opportunity today to make women the main characters.

Women-led cities emphasize compassion over consumption. If we allow compassion to guide the way that we build cities we will make better cities for everyone.



Political Panel on Streets

Deputy Mayor Wayne Mason; Councillors Lindell Smith, Lisa Blackburn, and Sam Austin; Jane Abbot of Abbot Brown Architects; and Jenny Lugar of the Ecology Action Centre

Our political panel featured Councillors Lindell Smith, Lisa Blackburn, and Sam Austin, Architect Jane Abbott, and the Ecology Action Centre Advocate Jenny Lugar. The political panel was facilitated by Deputy Mayor Wayne Mason. This fantastic panel brought together different perspectives, feasibility discussions, and addressed the issues. Questions were prepared for the panel and there were also questions from the audience. These questions dealt with a variety of topics, including: creating vibrant streets, sustainable streets, accessibility, streets in the winter city, and the perpetual conflict between cyclists, drivers, and pedestrians.

In building vibrant streets as destinations in our city, the consensus was that managing development and infrastructure are the largest factors. Active, engaged, friendly buildings are need for a prosperous street – wide streets only serve to draw traffic and congestion. Walkability, personality, versatility, and complexity. Not every street needs to be a destination but strive towards the human scale - prioritize pedestrians over everything else.

To promote sustainable and local streets, the panelists agreed that there are old by-laws and old mindsets that must change. The old policies that still govern do not necessarily reflect our city today. An uncomfortable conversation must be had. Architects have a responsibility to build bold, planners have a responsibility to redraft by-laws, and communities have a responsibility to fight this uphill battle. The “we’re not Amsterdam, we’re not Copenhagen” argument does not hold up because those cities were not always the Amsterdam and Copenhagen that we know now.

Accessibility and snow clearing in the winter are persisting issues. Curb design has a long way to go, along with walking in another’s shoes. We need to listen to the accessibility community.

Listening is of prime importance – consultation and communication. We need to contact our councillors. We, as a community, are the ones walking up and down streets that not everybody gets to. If they do not know they can not help.

The pedestrian, cyclist, and driver conflict must be rebranded. We must stop creating silos of usership. They are not separate entities. They are people on foot, people on bikes, people in cars. In areas where space might be limited, cars must slow down. Landscaping can be used to mitigate speed because the pedestrian should always be first. However, not every community has the luxury of mixed infrastructure. In Beaverbank, the “car is king” because there is no other option. Sidewalks should be mandatory to every new development. Change is hard, but we must turn this into a positive conversation about giving choice to people.

In making our streets more climate responsive, its about getting people out of single passenger cars to help the environment; fast, affordable, reliable transit; making transit sexier than taking your own vehicle to work; storm water management and landscaping for all seasons; prioritizing the most vulnerable areas and starting there.



Design Workshop

The Friday evening session of the SHIFT:Streets conference consisted of a design workshop facilitated by Professor Frank Palermo and keynote speaker Katrina Johnston-Zimmerman. The workshop focused on a section of Queen Street between Morris Street and Spring Garden Road. Approximately twenty-five people were in attendance, including students, city staff, members of the business community and community members. The goal of this design workshop was to examine the large plot of land South of the Central Library owned by Dalhousie University. Attendees were encouraged to present their own ideas for how that land could develop and how it could relate to the rest of the street. Professor Palermo stressed the importance of the street as a pedestrian thoroughway and echoed the sentiments of conference speakers who presented

earlier that day.

There were a multitude of ideas presented, but several themes emerged from these ideas including:

- A pedestrian greenway behind the Dalhousie plot of land including a covered, lit canopy to enhance safety;
- Extending the width of the sidewalks on Queen Street to enhance the pedestrian experience;
- Additional trees planted along both sides of Queen Street; and
- Removing the right turn slip-lane at the intersection of Morris Street and replacing it with pedestrian space.

The ideas presented were a strong step towards reimagining part of the Spring Garden Road Area that is currently at a crossroads.



Keynote: Susan Holdsworth

Saturday morning started off with Susan Holdsworth's presentation on Edmonton's Winter Cities Initiative. As the lead on the Winter Cities project, Susan first outlined the issues Edmonton faced before getting this project underway. Tourists frequented Edmonton in the summer months, but not in winter; winter brought long hours of

darkness with lots of ice and snow; and there was a general attitude against being a tourist destination all year. Then she quoted Dr. Norman Pressman, the founder of the Winter Cities Initiative: "Our perpetual summer state of mind has been a serious impediment to the development of meaningful solutions for comfortable winter

living.”

The Iceberg model for livable winter cities shows how much of the work for such a goal is under the surface; infrastructure for winter events, how to change paradigms and systems, and more are all pieces that make up the ‘base of the iceberg’ while fun, one-day events are the tip and what people see. This part of the presentation stressed that in order to create a livable and lovable winter city, we should view current by-laws and policies as opportunities to change and grow a city from where it was to what it could be. The result of a shifting paradigm in terms of Edmonton in winter resulted in the strategic plan, For the Love of Winter, which outline four important elements of the city: live, design, thrive, and share. The goal of this strategic plan are to created winter design guidelines focused on only the winter aspects of the city, on placemaking, and on designing for better microclimates and a more attractive public realm.

For the Love of Winter outlines five important aspects: blocking wind chill; capturing sunshine; using colour; using creative lighting; and providing infrastructure. Susan spoke most to the issues of wind chill, lighting, and infrastructure. In Edmonton in particular, mitigating wind chill is important so that it is possible for people to be outside for extended periods of time without the concern of frostbite or other health issues. Building podiums and stepbacks, vegetation, and

canopies or colonnades were identified as some of the best ways to deal with wind chill. The use of creative lighting creates a strong sense of place and a sense of warmth without actually changing the temperature, but it is important to keep it at the human-scale and to be mindful of dark skies in order to mitigate light pollution. This aspect resulted in the Integrated Lighting Strategy. Finally, providing proper infrastructure means keeping areas safe for everyone, include those on foot, bicycles, or even cross-country skis! The focus was put on pedestrians to promote multi-modability, with raised crosswalks, proper snow and ice clearing on sidewalks and bikeways, and creating streets mindfully (“look twice before you cross the street” → “think twice before you build the street”).

Before questions, Susan showed a promotional video of the 2017 International Winter Cities Shake-Up Conference. She received questions about elevated pedways, something which she had said were detrimental to placemaking in winter, and what would then happen for people sleeping outside in winter and those with mobility issues. Susan and her audience conceded that while Edmonton and Halifax are very different cities, many of the same principles can be applied in terms of creating an inviting winter city.



Keynote: Gerry Post

Gerry Post came out of retirement to spearhead the provincial government's Accessibility Act. His presentation was short before opening the floor up for questions and discussion. In his presentation, he discussed the three big 'shifts' Halifax will need to go through in order for streets to be accessible and equitable. These three shifts: governance; planning; and civic engagement.

Since amalgamation in 1997, Halifax Regional Municipality has not had a strong regional voice, despite having a regional council. Gerry pointed out the example of a swing vote for a development on Wellington Street in the South End coming from a Dartmouth councillor. He presented this as reasoning for a shift in governance – a reason that the way HRM is designed needs an overhaul: council could be more regional, the municipality could be smaller; the current urban-rural divide is causing strife in the regional municipality, which creates issues for planning.

The next shift focused on the accessibility

of how HRM is planned – for example, Access Nova Scotia is situated in Bayers Lake, which is not at all accessible. Transit hubs should be multi-use with perhaps affordable housing, retail areas, non-retail commercial areas, etc. Bonus zoning also needs to be addressed so that it does not become 'bogus planning' – it must be fair, equitable, transparent, and simple for the public to understand.

To improve civic engagement, Gerry pointed out that there need to be avenues for improvement to happen, and gave the example of England's Planning Aid, which helps planners to enhance civic engagement. He finished with the point that the right kind of quality irritation results in a pearl; irritation in communities which are engaged and can channel that irritation can be beneficial in creating tangible results.

The audience's questions fell in the realm of the current attitude towards councillors, the general attitude towards accessibility, and how to remain positive about politics and planning in Nova Scotia.



Workshop: #Snowbility

The #Snowbility work shop took place on the afternoon of March 3rd during the Shift: Streets Conference. Facilitated by Eliza Jackson, the session tackled the ever-present issues of getting around Halifax streets in the winter months and focused on obstacles and barriers that can prevent people from going outside. Special guests in attendance were Paul Vinnaut, known to some as the “Asshole with the Shovel”, Jacky Lin involved with the planning of Winterful Halifax, and Erika Butler a columnist for the Halifax Examiner.

The workshop built off of the accessibility and equity narrative throughout the conference and picked up where Key Note speaker Susan Holdsworth left concerning street maintenance and condition throughout the winter months in the Halifax context. She questioned what do we need to do to make our city streets safe and accessible for everyone. Furthermore, our streets should be places for people from all walks of life all year around our seasons or physical ability should not affect how we are able to enjoy and get around our city.

The session revisited past winter lived experiences in our city touching on aspects that affected how we got around our streets, what has worked, and what prevented us from doing so. Participants shared friends, relatives, and personal experiences of being shut in during periods of the winter months due to the inability to get around outside due to ice, slush, or the lack of proper snow removal. This guided the discussion in that we need to move from sympathy to empathy and put ourselves in the shoes of someone of a different physical accessibility than ourselves to truly understand how inadequate and subpar snow removal hinders how some are able to enjoy the winter months. Going one step further, how can the city, community groups, and citizens make our streets and the areas they connect, destinations throughout the winter to get people back outside and shift our attitudes towards the cold months?

Participants were first asked to get in groups and discuss what it would take for you to walk, roll, or cycle more in the winter? Responses varied from the built infrastructure and its maintenance around the city to the types of destinations and activities going on outdoors.

Some of the more common responses among groups were segregated bike lanes and infrastructure, well maintained path and walkways that connect throughout the city for modes other than cars, and reliable public transit and snow removal services all throughout the city.

Others spoke about the reality if your physical activity was limited, such as seniors or those relying on wheelchair access. An emphasis was made to ensure all outdoor recreational activities were sensitive to this and that our snow removal service was cognizant of how someone in a wheelchair, scooter or walker may need a wider area at a bus stop, or require careful clearing around curbs. Some shared personal stories of days spent confounded to their home for days because the snow removal services could not facilitate their physical ability.

The workshop then broke up into moving round tables to tackle some specific questions around winters in our cities and active ways we can address current limitations. The table below lists the three questions asked and the major take-aways from each group.

How can we make public spaces and being outside more fun?

- Festivals and celebrations
- Building on existing celebrations (i.e. cider festival)
- Winter markets
- Make being outside easier (i.e. infrastructure, environment)
- Creating places of warmth and colour

- Fostering social spaces to gather
- Harnessing the excitement of those active during winter

How can we make the built design more accessible and friendly to all modes of transportation?

- New building design to mitigate wind tunnels (i.e. trees and overhang)
- Protecting bike lanes
- Outdoor human design for all year round (i.e. patios)
- Underground power lines
- Designing streets with maintenance in mind
- Winter mitigation strategies for buildings
- Separate priority strategies for different modes of transportation

How can the cities winter maintenance improve for all citizens in mind?

- Keep in mind all accessibility levels of those who move around streets
- Improve snow storage
- Re-assess the priority of snow street removal
- Learn from best practices of other cities
- Educate snow clearing staff
- Use new innovative materials and techniques
- Institute a flexible budgeting process to adapt to changing winter months
- Assess interconnectivity of municipal plans
- Maintain the pedestrian perspective
- Assess the pedestrian and active transportation patterns throughout the city.



Workshop: Tactical Urbanism on Spring Garden Road

Sarah Bercu, HRM Urban Design Technician and MPLAN graduate, and Carmichael Lecturer Tamika Butler facilitated an insightful workshop on tactical urbanism options for Spring Garden Road. Spring Garden is next up in HRM's streetscaping efforts, and they hope to pilot some ideas in a section of Spring Garden Road in Spring/Summer 2018. Sarah began by defining tactical

urbanism as small-scale simple measures which introduce change in practical ways, and catalyze support for policies that ensure longer term change. She distinguished tactical urbanism from place-making efforts like yarnbombing, spontaneous art installation, public pianos, and "eye-bombing".

These initiatives are fun and cool, but do

not fundamentally change the urban form, as tactical urbanism does. Tactical urbanism requires a team, a sense of urgency within the municipality, a system for seizing opportunity, a reliable funding strategy, a maintenance Plan, a measurement of objective metrics, and an outreach plan.

Halifax's new Integrated Mobility Plan calls on the municipality to do pilot projects in the vein of tactical urbanism, yet we are still without a detailed framework to support tactical urbanism efforts in Halifax.

Sarah and Tamika rotated groups between 4 tables, altering the size and composition of groups to give a range of opportunities for participation. Tamika offered some advice on facilitating workshops: Use different groups sizes, make people move. Encouraged those who are not speaking to talk. Be mindful of times and location of engagement.

Participants shared many innovative ideas for Spring Garden, in addition to sharing challenges and stakeholders who should be consulted. Each group had different scaled maps of Spring Garden Road and were provided with markers to illustrate their tactical urbanism ideas. Sarah will take the marked-up maps back to HRM's Planning Department for consideration in designing the pilot project on Spring Garden Road.

Main Themes

- Continuous awnings for rain protection

- Activated edges – at Victoria Park (South Park and SG)
- Scramble crosswalks/Wider sidewalks
- Raised crosswalks at South Park, connecting to Victoria Park and Public Gardens
- Public Art at Brenton Street, south west corner of Spring Garden and South Park
- Parklets with seating and tables
- Promote sidewalk cafes, with moveable furniture
- Discourage vehicle use, emphasize pedestrian and AT modes

Issues/Challenges

- Awnings (water dripping)
- Circulation of pedestrians
- Vulnerable populations, including panhandlers
- Commercial deliveries
- Red Book/ Legislation
- Business Improvement District (BID)
- Maintenance, snow clearing
- Talk to groups who are not coming to Spring Garden and find out why not?

Stakeholders

- Vulnerable populations
- Merchants/ Spring Garden BID
- Local residents
- Halifax Cycling Coalition



Keynote Panel

Frank Palermo, Katrina Johnston-Zimmerman, Tamika Butler, Gerry Post, Susan Holdsworth

The panel included Katrina Johnston-Zimmerman, Tamika Butler, Gerry Post and Susan Holdsworth. Frank facilitated the panel discussion, opening the session with a discussion on the old library on Spring Garden. We then moved to questions from the audience. Highlights of the session are as follows;

1. A question was posed by a member of the audience about transit in Halifax and how to go about public consultation. Tamika responded that you need to take the time when it comes to engagement and if you get it wrong you need to do it over. Don't be afraid to scrap feedback and start again. Katrina echoed this sentiment and said we as planners should do the challenging work and come to the communities that are not represented. If we are serious about a plan for everyone, why wouldn't we do the work to include the community?

2. How do we as student begin working without losing the ambition and community led ideals we leave school with?

Everyone agreed that young people need to face uncomfortable situations and really listen

to communities when doing engagement. Also, be prepared to work harder to get points across. Youth have a great deal of knowledge that older planners can learn from. Katrina spoke about engaging youth and being open to their ideas to get past traditional methods of planning that may no longer serve a growing city or new plans. Constantly question if you are doing everything you can or if you are relying on others to get information.

The final discussion was powerful in the way it hit home a vision for planning, where all speakers talked about the need to plan for other people. If you can see another perspective; accessibility concerns, children, seniors the environment than you can start planning for the greater good. Tamika brought up the saying "a rising tide lifts all folks", stating it is not accurate at all. People who are disadvantaged in a society have more concerns and factors that prevent them from rising with everyone else. We need to lift those people up first to create a society that benefits everyone.



Conclusion

The Shift conference was not only a way to start dialogue and discussion surrounding how streets are viewed, used, and could be used in the future, it was an opportunity to allow the public to feel informed and engaged. Beginning with a PechaKucha event on the Wednesday evening, all four days' worth of events were well attended, and more importantly, saw consistent and energetic engagement from the members of the public. The conference covered a wide variety of topics, but the speakers did a good job of tying in content from each other's talks into their own, creating an organic and smooth transition of topic matter throughout the conference. A particular highlight for the organizing team was the ability to create a conference with a focus on diversity, with respect to the topic matter covered and the presenters themselves. This sentiment was echoed by the public throughout the conference, much

to the delight of the conference team. A common theme throughout the conference surrounded taking a closer look at the streets and places people frequent every day, as well as those seldom travelled, and reflect upon who these sites truly support or neglect. A discussion surrounding streets would not be complete without issues of accessibility and equity being addressed, and the conference material brought these subjects to the forefront consistently. While the conference ran quite smoothly, and the majority attending provided positive feedback, there is always room for improvement. An interactive campaign using chalkboards in four locations on two streets sought to gauge the opinion of the public regarding what they loved and longed for on their streets. While feedback on the boards was plentiful as it was insightful, conveying the desires of the community and connecting the conference attendees with



these messages proved to be a challenge. A more focused workshop or display technique could prove more effective for future attempts. Additionally, while all events were well attended, more members of the public, representing a greater breadth of the HRM communities is always a goal to strive towards. This could be achieved through more advertising and outreach into surrounding communities, and a longer advertisement campaign to allow more word to spread. Nonetheless, the SHIFT: Streets conference successfully brought together representatives from urban and rural parts of the HRM and abroad and created meaningful conversations about the kind of city Haligonians want to see and be a part of. The message to the public was not only to voice approval and concerns for the streets and sites throughout the HRM, but to keep the momentum of the conference alive by actively engaging family, friends, neighbours, and city representatives to ensure that ideas translate into action. A city's heartbeat is found at street level, it is on the streets where people interact and form connections to

each other and the city around them. The streets provide a place for all citizens to feel a sense of inclusion and community, and it is the hope of the organizing team that the SHIFT conference has helped to highlight the wonderful features and possibilities of the streets throughout the HRM. The SHIFT organizing team would like to acknowledge all the generous donations provided by all our sponsors, without whom this conference could not have taken place. Additionally, the organizing team would like to thank all the volunteers of the conference, who missed out on taking in some of the speakers and events to ensure all details behind the scenes were taken care of. Finally, a heartfelt thank you is extended to Frank Palermo, the conference supervisor, for his guidance, expertise, and dedication to this conference. It was a pleasure to have worked with Frank throughout the entire process, and we wish him well in his retirement.

