

Integrated Mobility Program

Q4/2018 Newsletter - January 2019



FALL HIGHLIGHTS (September - December)



FOUNDATIONAL POLICIES

- Installed 5 new crosswalks with rectangular rapid flashing beacons (side mounted ultrabright LED strobe lights) (Caldwell Rd @ Atholea Dr, Bissett Rd @ Salt Marsh/Shearwater Flyer Trail, Bissett Rd @ Rehab Centre, Larry Uteck Blvd @ Civic 420, Sackville Dr @ Executive Dr/Beaconsfield Way) (A6)
- Installed Leading Pedestrian Intervals (LPI's) in 8 locations (A6)
- Installed reflective strips on 53 crosswalk posts to improve visibility (A6)



LAND USE & TRANSPORTATION

- Started Burnside Zoning Review consultation process (A29)
- Reported to Regional Council recommending that Centre Plan Package B include policies and regulations to manage conflict between industrial activities and abutting residential and institutional uses in the Woodside Industrial Park area (A29)



COMPLETE STREETS

- Advanced functional plan for Dutch Village Road (A33)
- Held public engagement session to inform functional plan for Spring Garden Road (A32, 33)
- Installed temporary jersey barriers at the corner of Wentworth and Ochterloney to improve pedestrian safety (A48)
- Installed complete street enhancements including curb extensions, benches and street trees on Gottingen Street (A43)



TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Contract for new rideshare software is being negotiated with the successful bidder. Upgrades to rideshare website are planned for early 2019 (A56)
- Commissioned and distributed PLANifax produced video explaining the operation of the new peak period transit priority lane on Gottingen Street (A59)
- Increased E-Pass membership, anticipate 1,000+ individuals after December intake (A64)



ACTIVE TRANSPORTATION

- Started inventory of all ages and abilities (AAA) pedestrian and cycling connections to all Halifax Transit terminals (A70)
- Completed Ahern and Woodside multi-use pathways (A72)
- Barrington Greenway extension approved and opened in a temporary configuration (A72)
- Completed functional plan for Almon Street and Downtown bikeways (A72)
- Hosted public engagement for North End and West End bikeways (A72)
- Rehabilitated bridges on Gaetz Brook Greenway (A79)
- Completed fall peninsula bicycle counts. Conducted bicycle counts at an additional twelve locations this summer/fall (A85)



TRANSIT

- Installed bus shelters, providing upgrades to 20 stops (A94)
- Overall system wide boardings increased 7% from April to June 2018 compared to same time frame last year (A95)
- Completed Bus Rapid Transit feasibility study (A96)
- Installed Transit Priority lane on Gottingen Street (A91)
- Mumford Terminal relocation study approved to be forwarded to Regional Council (A18)



PARKING

- Completed rewrite of the on street parking By-law to reflect the curbside priority chart (A129)
- Implemented on-street parking spaces for floating car-share vehicles that don't have a home base (A130)



ROAD NETWORK

- Held two public engagement sessions and an external stakeholder meeting to inform the Bedford Highway Functional Plan (A121)

View more details: halifax.ca/integratedmobility

HALIFAX

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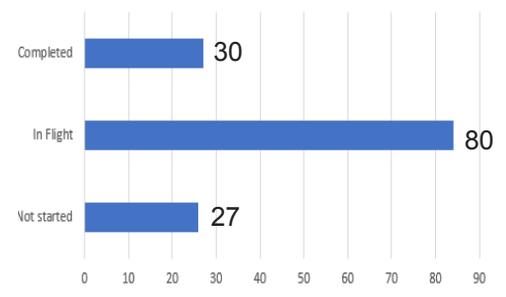
The Integrated Mobility Plan (IMP), adopted by HRM Regional Council in December 2017, is a priorities plan that informs the municipality's approach to mobility and land use planning. HRM is in the midst of implementing the IMP's 137 actions. This newsletter provides a quarterly update on implementation progress for key actions (action numbers are identified), identifies upcoming priorities, and highlights some recent feature projects.

WINTER 2019 GOALS:

- Public Engagement for Complete Streets Functional plans: Spring Garden Road, Herring Cove Road, Dutch Village Road and Bayers Road (A32, A33, A34, A36, A38, A69)
- Finalize design and implementation plan for branding and wayfinding system for active transportation routes (A75)
- Work with Province on several regulatory and legislative changes in the Motor Vehicle Act to enable items like bicycle facilities (bicycle signals and crosswalks for bicycles) (A74)
- Present staff report to Transportation Standing Committee re Bus Rapid Transit (A96) & Robie/Young Transit Priority Corridor (A91)
- Complete detailed design for Herring Cove Rd sidewalk connection (A69) & Northwest Arm Dr greenway (A79)
- Complete functional plan for North End and West End bikeways (A72)
- Launch SmartTRIP program for NS Health Authority Central Zone in early 2019 (A64)
- Design work on approved complete streets projects (A35)
- Create a Road Safety Task Force (A4)
- Award contract for Parking Technology (A134/5): an end to end solution that integrates enforcement, installation of pay stations, digital permitting & mobile payments.
- Complete detailed design of Almon Street and Downtown bikeway pending Regional Council approval of functional plan.

IMP Action Item Status

as of Dec 2018



Of the 137 actions in the IMP, 30 actions have been completed, 80 actions are in flight & 27* actions have not been started.

*Please note: re-evaluation of the status of some actions has resulted in a correction in the number of *not started actions* since the previous newsletter.

FEATURED PROJECTS:

Woodside Walking and Bicycling Connections

In fall 2018, the municipality completed 1.2km of new multi-use pathway and new sidewalk in Woodside. The new facilities connect communities such as Portland Hills and Russell Lake to destinations in Woodside, the Woodside Ferry Terminal and continuing along the Dartmouth Harbourfront Greenway into downtown Dartmouth. This is a new segment of the Regional Centre AAA bikeway network that also includes new sidewalks and makes Halifax Transit stops accessible. This new facility is now part of a 10km corridor connecting communities, schools, transit, parks, tourist attractions and more.



Coburg and Edward - Pilot Project to Permanent

This example shows how a pilot project can influence permanent changes. Here at Coburg Road and Edward Street the original request was to review the exceedingly long pedestrian crossing distance beside St. Andrews Church. As a pilot project, the intersection was realigned and narrowed with a temporary concrete barrier to confirm the layout. After a trial period and engagement with the church, particularly around existing accessible parking and loading, a previously planned street renewal was designed to make permanent changes. This design was informed by the results of the pilot project. During the same project, opportunities were found to include other bump outs along Coburg/Spring Garden Road, including the one at Carlton Street.

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