

Integrated Mobility Program

Q1/2019 Newsletter - April 2019



WINTER HIGHLIGHTS (January - March)



COMPLETE STREETS

- Completed wayfinding pilot project sign templates. Signage being developed (A75)
- Completed detailed design for Barrington Street complete Streets Project - including transit priority signals and transit only lanes. (A90)



TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Partnered with the Nova Scotia Health Authority on SmartTrip (A64 & A65)
- Business case developed to hire a full-time TDM coordinator



ACTIVE TRANSPORTATION

- Detailed design for Penhorn Greenway and Northwest Arm Drive Greenway almost complete (A7 & A72)
- Detailed design underway for Hollis Street segment (A7 & A72)
- Completed detailed design for Herring Cove Road (Lynnett Rd. to civic #569) priority sidewalk connections (A69)
- Completed inventory of pedestrian & cycling connections to all Halifax Transit terminals (A70 & A73)
- Completed baseline counts of cyclists in strategic locations (A85)



TRANSIT

- Regional Council approved location for Mumford Road Transit Terminal (A18 & A89)
- Developed “how to” videos with tips on using transit that will be translated and shared on social media. (A55 & A58)
- Researched options for reducing or eliminating fares for youth and children. Considering bus passes for all high school students and increasing the age to 16 for children to ride free. Council Report pending. (A57)
- Initiated planning efforts for marketing and communications of 2019/20 proposed service adjustments as outlined in the annual service plan. (A59)

Halifax Transit saw a 6.5% increase in overall system wide boardings and a 4.8% increase in revenue in Q2 over last year (A95)



PARKING

- Demonstrated “try me” parking pay stations at the Home Show (A137)



ROAD NETWORK

- Ongoing work on strategic corridor plans for the Bedford Highway, Herring Cove Road, Spring Garden Road, and Dutch Village Road (A32, A121)
- Completed the development of Multi-modal Level of Service (MMLOS) Guidelines, which provide a framework for assessing transportation infrastructure projects based on how they accommodate multiple modes including pedestrians, cyclists, buses, trucks, and vehicular traffic (A115)
- Work underway to develop new Traffic Impact Assessment Guidelines (A115)

View more details: halifax.ca/integratedmobility

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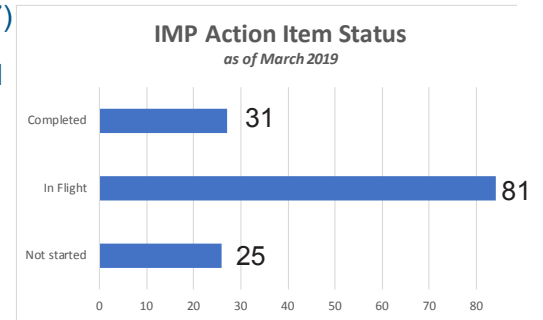
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The Integrated Mobility Plan (IMP), adopted by HRM Regional Council in December 2017, is a priorities plan that informs the municipality's approach to mobility and land use planning. HRM is in the midst of implementing the IMP's 137 actions. This newsletter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

SPRING 2019 GOALS:

- Plan and design new sidewalks for 2019 construction season (A7)
- Updates to transit ride-sharing web pages (A56)
- Analyze and consult on proposed options and prioritizing AAA (all ages and abilities) pedestrian & cycling connections to all Halifax Transit terminals (A70 & A73)
- Tender Barrington Greenway extension and Allan Street local street bikeway - phase 1 (A72)
- Complete Vernon Street Local Bikeway - phase 1 (A72)
- Construct Bissett Greenway (A79)
- Engage stakeholders on accessible parking (A137)
- Design work on approved complete streets projects (A35)



Of the 137 actions in the IMP, 31 actions have been completed, 81 actions are in flight & 25 actions have not been started.

FEATURED PROJECTS:

Centre Plan



The Regional Plan and Integrated Mobility Plan identify that the Regional Centre offers the highest potential for walking, bicycling and transit use due to its relatively contiguous and dense mix of housing shops, schools, employment and services. To encourage socially, economically and environmentally responsible growth, the Centre Plan is designed to accommodate 40% of the municipality's growth within the Regional Centre. Growth will be distributed throughout the centre in context-appropriate forms; meaning that most growth will occur in the form of moderate height buildings, with tall buildings located strategically. Established residential areas will accommodate growth through gentle density; meaning the addition of housing forms, such as garden suites and secondary suites, which do not change community appearance and built character.

Gottingen Street Transit Priority & Complete Streets

In November 2018 buses started using the northbound peak period transit lane on Gottingen Street. The lane provides dedicated space for northbound buses during weekday peak periods (7-9 a.m. and 3-6 p.m.) reducing congestion-related delay and allowing buses to get residents to their destinations on Gottingen Street and beyond more reliably. This was achieved by shifting on-street parking and loading to one side of the street and restricting its use during peak periods to allow for transit-only operation. For this project, complete streets enhancements include curb extensions to shorten pedestrian crossing distance on side streets, benches and street trees. These elements aim to improve pedestrian safety and comfort and beautify the public realm. This project received financial support from the Federal Government through the Public Transit Infrastructure Fund and the Provincial Government through the Connect2 program. Staff will evaluate the impact of the lane over the coming months and report findings.



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