

INTEGRATED MOBILITY PROGRAM NEWSLETTER

Q4 2020. Produced in March 2021

COVID-19 AND MOBILITY IN HRM

COVID-19 has greatly impacted just about everything we do in our daily lives, including how we get around the region. Working from home, coupled with transit restrictions, saw many people start walking and cycling to get some fresh air, exercise and run essential errands. Mobility and mode share in the region shifted significantly, resulting in fewer overall and peak-hour vehicle trips, fewer transit boardings, and an apparent increase in cycling trips.

Here are the pedestrian, cycling and transit statistics comparing October, November & December 2020 to the same months in 2019.



Pedestrian volumes were provided by the Downtown Halifax Business Commission and Develop NS.

Change in Traffic Volumes on the Harbour Bridges:

Bridge traffic volumes are almost back to pre-pandemic levels, when we compare October, November and December 2020 to the same months in 2019. At the same time, traffic congestion during the morning and afternoon peak periods is considerably less than what it used to be pre-pandemic.



Bridge traffic data was provided by Halifax Harbour Bridges. AM and PM peak data represent weekday 6-9am and 3-6pm, respectively.

For more information on the impact of COVID-19 on mobility patterns, visit the **COVID-19 Dashboard**. This dashboard is updated monthly with new data to give fresh insights into how mobility patterns and behaviours shift over time.

STREET IMPROVEMENT PILOT PROJECTS (TACTICAL URBANISM)

The IMP supports the use of pilot projects to test new street design and placemaking strategies in advance of repaving the streets permanently to test improvements for the safety and comfort of those walking, rolling, cycling, and driving. Bump outs are curb extensions that enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, and slowing turning vehicles.

In total, 20 bump outs were installed in 2020. As well, 200 metres of bike lane was installed on Rainnie Drive and one kilometre on Lower Water Street.

Bump outs:

- Oakdale Crescent/ Crichton Avenue - 2 bump outs
- Young Street / Kaye Street / Isleville Street - 5 bump outs
- Robie Street / Quinpool Road - 6 bump outs
- Ochterloney Street / Victoria Road - 2 bump outs
- Artillery Place - 5 bump outs



IMP ACTION ITEMS

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.



38

COMPLETE



40

ON-GOING FOR THE
LIFE OF THE PLAN



47

IN PROGRESS



12

NOT STARTED

IMP PROJECTS

Planned IMP projects continued during COVID-19. Here's a sample of some of the work:



New Transit Priority Lanes:

- Young/Robie St. - 2.9 kms
- Bayers Rd. - new bus lane between Romans Ave. & Coleman Court - 0.8 kms



- New Multi-use Pathway: Bayers Rd. (Romans to Hfx Shopping Ctr)
- Auto-counters installed 3 places
- South Park - Phase 2
- Snow clearing standards set



- New sidewalk - almost a km btw Lynnett & 544 Herring Cove Rds
- Shore Road in Eastern Passage bridge & sidewalk replacement
- Advanced pedestrian crossing lights (Leading Pedestrian Intervals - LPI's) at 8 intersections.
- Overhead flashing lights (RRFB's) at 3 crosswalks

What IMP Projects are up next?

- Functional planning for the Woodside-Shearwater Active Transportation connections underway (Action 79)
- North Preston Active Transportation Functional Plan underway (Action 79)
- Support community associations to implement the River-Lake greenway corridor connecting Dartmouth, Fall River and Elmsdale (Action 79)
- North end and west end AAA bikeways functional plan approved by Halifax Regional Council (Action 72)
- Functional planning for Africville AT connections and mid-town AAA bikeways underway (Action 72)
- Functional plan for the Bedford Sackville Greenway enhancements identified a need for an Active Transportation crossing of Highway 101 (Action 83)
- Improved Active Transportation crossing of Highway 111 at Portland Street is part of Portland Street functional plan (Action 83)
- Initiation of 60% design for the Bedford Highway (Action 121)
- Continue functional planning for Lower Water Street (Action 121)
- Functional design for Portland Street (Action 121)
- Planning underway for Peninsula South Complete Streets Project to include AAA bikeways (Action 72)
- Detailed design for Dutch Village Road (Action 69)
- Functional design for the Windsor Street Exchange Redevelopment Project (Action 122)
- Develop implementation plan for the 2021 COVID-19 Mobility Response (Motion of Regional Council)
- Design underway for construction of AAA bikeways in 2021 on Wyse Road, Terminal Road, Dahlia St. and Leaman Dr. (Action 72)



ROUND UP

- Continued Regional Plan review (Actions 14, 15, 6, 17, 20, 27, 28, 29)
- Approved Burnside Zoning Amendments Sept. 29/20 (Actions 27, 28 29)
- Installed dynamic radar speed display signs at 5 locations (Action 6)
- Released vehicle collisions database to open data and to the internal GIS platform (Action 4)
- Continued to post online road safety dashboard twice per month to report road safety progress (Action 4)
- Installed two new traffic signals, increasing the total number of traffic signals from 272 to 274 (Action 125)
- Identified the next 10 high frequency collision locations to review for road safety improvements (Action 4)
- Ongoing assessment of all uncontrolled marked crosswalks (350+) to identify locations requiring an upgrade to Rectangular Rapid Flashing Beacons (RRFB)(Action 4)
- Installed communications and/or controller equipment at an additional 5 intersections adding to the iNet system. 214 out of 274 intersections have been completed (Action 125)
- Refined functional design for Mumford Road Transit Terminal with the land owners (Action 18)
- Cleared visibility obstructions, removed sign clutter, improved lighting & pavement markings, and modified traffic signals in response safety reviews at 10 high-frequency collision intersections (Action 4)
- Updated Municipal Design Guidelines - Phase 1. Currently under internal review and is expected to reach Regional Council in spring 2021. Incorporated complete streets design philosophy, as well as new guidelines for streetscaping, trees, and streetlighting (Action 2)
- Installed traffic calming on 11 streets (Action 4 & 38)
- Due to COVID-19 restrictions, the municipality continued flex work options for staff to work from home (Action 61)



DYNAMIC RADAR SPEED DISPLAY ON MASSACHUSETTS RD

Road Safety Dashboard

The Strategic Road Safety Framework, approved in 2018, aims to improve road safety for all road users through a range of data-driven initiatives and improvements. Staff have developed specific, evidence-based action items that will transition the Strategic Road Safety Framework into the Strategic Road Safety Plan, which is focused on reducing fatal and injury collisions on roadways in the Halifax region.

The dashboard allows users to track progress the municipality is making on a number of different safety initiatives as we work together to accomplish our *Towards Zero* goals.

Collision data presented below include fatal, and injury collisions occurring within the road right-of-way; and excludes any collisions occurring on private property. Injury collisions may involve injuries to more than one person. The data is based on closed collision files received from Halifax Regional Police and RCMP up to the date indicated and is subject to change in future updates.

Road Safety Countermeasures Engineering			
Action Item	2020 Target	2020 Completed	Current Total*
Leading Pedestrian Intervals	10	14	24
Rectangular Rapid Flashing Beacons	12	12	24

In Streets & Sidewalks

- Road Safety
- Engineering Improvements
- Heads Up Halifax
- Neighbourhood Speed Limit Reduction
- Road Safety Dashboard
- Road Safety Grant
- Speed Display Signs
- Traffic Calming for Safer Streets +
- Traffic Control Improvements
- Municipal Design Guidelines (Red Book)
- Hosting Events on Public Streets or Sidewalks
- Paving & repair +

ONLINE ROAD SAFETY DASHBOARD



BAYERS ROAD TRANSIT PRIORITY LANES



REGIONAL CENTRE AAA BIKEWAYS IMPLEMENTATION

SOUTH PARK STREET PROTECTED BICYCLE LANES

Construction of phase two of the South Park Street protected bicycle lanes to create an “all-ages-and abilities” (AAA) cycling connection from Inglis Street to Sackville Street is substantially complete. The one-way protected bike lanes are open, and decorative street lighting will be installed in early 2021. Construction of phase one (Spring Garden Road to Inglis Street) was completed in fall 2019.

Features of phase two include:

- One-way protected bike lanes on each side of South Park Street
- Decorative street and sidewalk lighting
- Sidewalk renewal on the west side of the street
- Intersection upgrades at South Park and Sackville Streets, including traffic signal adjustments and the installation of tactical curbs to reduce crossing distances and improve pedestrian safety
- Streetscaping elements, such as unit pavers, ornamental lighting and bicycle racks

- Designated on-street parking areas with pay stations
- Asphalt milling and paving
- Durable (thermoplastic) pavement markings for the bicycle lanes

VERNON-SEYMOUR-COBURG INTERSECTION

This new intersection hosts the first bicycle-actuated half signal in Halifax! This means people approaching the intersection in the centre painted bike lane will be detected by radar which will trigger a red light for vehicles on Coburg Road. The creation of gaps in traffic minimizes the crossing delay and creates a more all-ages-and-abilities crossing along this local street bikeway route. People walking and rolling will benefit from the newly painted crosswalk across the western leg of the intersection. Get more information on [how to use this intersection](#). (Action 72)

SOUTH PARK BICYCLE LANE



VERNON-SEYMOUR-COBURG INTERSECTION



VERNON-SEYMOUR-COBURG BICYCLE LANE





PARKING UPDATES

- Updates to permit types including new student commuter permit and contractor permits approved by Regional Council in October 2020 (Action 129)
- Launched pay stations and new price ratios for short and long-term parking (Action 133)
- Launched online portals for parking permits and tickets (Action 134)
- New hand-held technology for enforcement to look up pay-by-plate (Action 135)
- Reviewed parking supply and demand in the QEII area & added additional commuter parking (Action 136)
- Created educational videos; step-by-step guides and tutorials to support residents in using the new system (Action 134)



EDUCATIONAL INFORMATION

- Supported six short videos to educate and promote bicycling for people new to bicycling (Action 60)
- Issued "Get There By Bike" community bicycle education and promotion grants. Five projects to be supported (Action 60)
- Launched "How to Ride Transit" program. It includes multilingual guides and videos (Actions 55 & 58)

HOW TO RIDE

A GUIDE TO USING HALIFAX TRANSIT



311
Halifax.ca/transit



HALIFAX
TRANSIT