



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 14.4.1
Halifax Regional Council
July 19, 2016
July 26, 2016

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Tim Outhit, Chair, Transportation Standing Committee

DATE: June 29, 2016

SUBJECT: Integrated Mobility Plan

ORIGIN

Motion approved at the June 21, 2016 meeting of the Transportation Standing Committee.

LEGISLATIVE AUTHORITY

The Halifax Regional Municipality Charter Subsection 65 states (in part) that:
The Council may expend money required by the Municipality for:

- (o) public transportation services;
 - (aa) streets, culverts, retaining walls, sidewalks, curbs and gutters

Section 6 of the Terms of Reference of the Transportation Standing Committee, which states that
"The Transportation Standing Committee shall:

- (a) review and oversee policy direction and long term funding approach to promote and encourage Transit alternatives as outlined in the Regional Plan;
- (b) review and oversee specific strategic planning directions related to Transit Services coming from the Regional Plan such as the five year strategic plan, Accessibility Plan and the Ferry Plan."

RECOMMENDATION

The Transportation Standing Committee recommends that the report dated May 30, 2016 be forwarded to Regional Council for Information and that Regional Council also receive a presentation from Staff.

BACKGROUND/DISCUSSION

The staff recommendation as outlined in the report dated May 30, 2016 was amended to include a recommendation that Regional Council receive a presentation from staff on the matter.

FINANCIAL IMPLICATIONS

As outlined in the attached staff report dated May 30, 2016

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this Report. The risks considered rate Low.

COMMUNITY ENGAGEMENT

The Transportation Standing Committee meetings are open to public attendance, a live webcast is provided of the meeting, and members of the public are invited to address the Committee for up to five minutes at the end of each meeting during the Public Participation portion of the meeting. The agenda, reports, and minutes of the Transportation Standing Committee are posted on Halifax.ca.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

ALTERNATIVES

The Transportation Standing Committee did not identify any alternatives.

ATTACHMENTS

Attachment 1 – Staff report dated May 30, 2016

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Cathy Collett, Legislative Assistant 902.490.6517

P.O. Box 1749
Halifax, Nova Scotia
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Item No. 12.1.3
Transportation Standing Committee
June 23, 2016

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: Original Signed

Bob Bjerke, Chief Planner and Director, Planning & Development

DATE: May 30, 2016

SUBJECT: Integrated Mobility Plan Update

ORIGIN

At the February 23, 2016 meeting of Halifax Regional Council, a motion was passed to undertake the Integrated Mobility Plan.

LEGISLATIVE AUTHORITY

The Halifax Regional Municipality Charter Subsection 65 states (in part) that:

The Council may expend money required by the Municipality for:

- (o) public transportation services;
- (aa) streets, culverts, retaining walls, sidewalks, curbs and gutters

Further, Subsection 229 (1) states (in part) that

A municipal planning strategy may include statements of policy with respect to any or all of the following:

- (g) studies to be carried out prior to undertaking specified developments or developments in specified areas;
- (i) the provision of municipal services and facilities;

RECOMMENDATION

It is recommended that the Transportation Standing Committee forward this report to Halifax Regional Council for information.

BACKGROUND

At the October 20, 2015 meeting of Halifax Regional Council, a motion was passed to:

Direct staff to develop a strategic plan specifically aimed at increasing the modal split of sustainable forms of transportation as per the Regional Plan which integrates both land use and transportation planning and includes comparative costing analysis of road and right of way infrastructure upgrades and widening compared to other forms of transportation and report back to Regional Council by April 30, 2016 (dependent on appropriate project scoping and funding sources as identified through Audit & Finance).

DISCUSSION

The foundation for the Integrated Mobility Plan comes from four objectives identified in the 2016 Regional Municipal Planning Strategy:

1. Implement a sustainable transportation strategy by providing a choice of integrated and connected travel modes emphasizing public and community based transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle;
2. Promote land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes;
3. Forecast HRM's need for mobility and provide service and infrastructure to meet this demand while influencing choice towards transportation sustainability; and
4. Design complete streets for all ages, abilities and modes of travel.

The Integrated Mobility Plan will build on this foundation in a number of ways:

Bold Moves. The Regional Plan set targets for shifting mobility demands to transit and active transportation, but the supporting operational plans were essentially an expansion and improvement of what we are currently providing. Substantive and meaningful shifts in mobility demands will require new thinking, or "bold moves". The Plan will identify what changes we will make to operations and policies to support the Regional Plan targets.

Community Principles, Understanding Trade-offs. Transportation has a large role in the growth, success, and livability of our region and communities. Satisfying needs of all users on our roads and streets involves trade-offs: for example, ensuring the viability of higher-order transit requires making a commitment to focus residential density, shops and services within a short walk of each stop. The Integrated Mobility Plan will provide direction on street design, community design, and transit services.

Our Role. In the past, municipal transportation planning has focused on people's need to move about the region, particularly the heavy demand created by commuting. The Integrated Mobility Plan will establish the role we need to play in emerging opportunities and topics in which we have traditionally allowed others to take the lead. Areas such as goods movement, higher-order transit, parking management, active and healthy communities, connected and autonomous vehicles, emerging options for ride sharing (such as Uber and Lyft), and the long-term potential for car sharing will be examined.

Measuring Mobility Investment Choices. Building on Council's direction of comparative costing analysis, the Integrated Mobility Plan will identify the proper measures around health, environment, economy, and livability that will allow a more comprehensive understanding of the net value of the Bold Moves to be considered. Analysis of the information gathered will inform the development of a clear framework that will inform future evidence based decision making.

The Plan will create an Integrated Mobility Vision. The Plan will put an end to “Maybe someday...” and replace that with “Here’s where we’re going and this is how we’ll get there”. A long term vision of what our mobility network will be in the future will help us to make more strategic decisions today.

The Integrated Mobility Plan is being undertaken in three phases:

Phase One (Jan. 2016 – Apr. 2016)	Project Initiation
Phase Two (May 2016 – Sept. 2016)	Visioning, Consultation, Analysis and Modeling
Phase Three (Oct. 2016 – Feb. 2017)	Integration, Consultation and Optimization

Since the Integrated Mobility Plan was conceptualized it has informed the process of other projects that have started or were in process.

Phase One included the following key tasks:

- Established a partnership with Dalhousie University to collect and assess regional travel data through a household survey
- Initiated a Goods Movement Opportunities Study to establish a role for the Municipality in the management and optimization of goods movement within the region and explore opportunities to address community impacts
- Convened a panel of transportation planning experts to discuss principles and Bold Moves, bringing with them new and innovative practices from across the country.
- Hosted a focus group session with organizations that advocate for better transportation and mobility to help define the structure of the Plan and how the community and stakeholders will play a part in its creation
- Selected a Project Manager to lead the second and third phases of the project

The Integrated Mobility Plan Project Manager was hired following a national search for transportation planning professional with proven experience in developing innovative and strategic transportation master plans. Rod McPhail was hired through that process and began working on the project on May 9th, 2016.

Cities and Regions with strong integrated mobility plans find the following are some of the more salient benefits gained:

- Improved access to all citizens and businesses,
- Ability to increase capacity by managing demand,
- Improved Public Health,
- Sustainable, affordable mobility,
- Stronger communities,
- Less need to own or use an automobile,
- Better environmental outcomes by reducing emissions from transportation,
- More prosperous City and Region.

Important to the success of the Integrated Mobility Plan will be the phased implementation over many years. A key ingredient of this Plan is the development of a HRM staff team to work on all aspects of the study. By taking this approach, HRM retains the corporate knowledge internally and the staff team can become the lead individuals as the Integrated Mobility Plan is implemented.

Attachment A titled: “Building Blocks to an Integrated Mobility Plan” graphically displays the many components that will be explored while developing the Integrated Mobility Plan. Some of these components such as building new roads, Light Rail Transit (LRT) lines, widening roads, commuter rail service are expensive and require extensive planning, engineering and designing prior to implementation. Other components such as growing the bus fleet, Intelligent Transportation Systems (ITS), transit priority measures, building new bike trails, providing strategically located parking facilities are moderately priced

while the majority of the components of the Integrated Mobility Plan are virtually free and can be accomplished by changing policy to have a very large impact on travel behaviour. Some of these policy decisions, while greatly improving mobility, can be controversial. Measures such as removing problematic on-street parking, land use intensification in strategic growth areas and implementing new funding mechanisms can be controversial and require considerable consultation with the public.

As comprehensive as it is, a successful Integrated Mobility Plan must rely on its ability to integrate with other ongoing or recently completed initiatives including:

- The Centre Plan
- The Green Network Plan
- The Parking Strategy Roadmap
- The Moving Forward Together Plan
- The Community Energy Plan
- The Economic Strategy

It is expected that staff will report on The Integrated Mobility Plan in the first quarter of 2017. While the Plan is being undertaken, significant development proposals can be expected to be submitted to HRM for consideration. Since community growth is so integral to the success of any mobility plan, Regional Council can expect staff to recommend that any major decisions of this nature be deferred until the Plan is completed.

FINANCIAL IMPLICATIONS

There are no financial implications to this project update.

RISK CONSIDERATION

There is no risk to the acceptance of this information.

COMMUNITY ENGAGEMENT

Extensive community engagement will be a key component of the Integrated Mobility Plan.

ENVIRONMENTAL IMPLICATIONS

Environmental implications associated with transportation will be a key component of the Integrated Mobility Plan.

ALTERNATIVES

Transportation Standing Committee may choose not to forward the information in this report to Regional Council or may request additional information be provided by staff.

ATTACHMENTS

- Attachment A: Building Blocks to an Integrated Mobility Plan
 - Attachment B: Timeline for Integrated Mobility Plan and Connected Plans
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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Dave McCusker, P.Eng., Manager, Strategic Transportation Planning, 902.490.6696
Rod McPhail, Project Manager, Integrated Mobility Plan, 902.292-3908

Original Signed

Report Approved by: _____
Peter Duncan, P.Eng., Asset & Transportation Planning, 902.490.5449

**BUILDING BLOCKS TO AN
INTEGRATED MOBILITY PLAN
CONNECTING PEOPLE & PLACES**

**GOODS
MOVEMENT**

inland terminal
truck lanes /truck activity

management & monitoring

distripark
truck ferry
freight modal shift (to ferry/rail)

greenways
bicycling
multi-use facilities

walking
**ACTIVE
TRANSPORTATION**

bike sharing
public health
bicycle network

traffic control
review one way streets
emergency evacuation plan

intersection design
**ROAD
NETWORK**

complete streets
congestion management
pedestrian priority & walkability

HOV/HOT /transit lanes
widening
bicycling

preferential parking (carshare, HOV, electric vehicles)
standards
PARKING

shared parking
park & ride lots
information technology

new routes
ferry service
terminals /stations
commuter rail
alternative service delivery
accessibility for aging society

transit availability
frequency
BRT /LRT
**TRANSIT
NETWORK**

transitways BRT/LRT
signal pre-emption
reserved lanes
**TRANSIT
PRIORITY**

signal pre-emption /queue jumps
enforcement
railways (mixed traffic/dedicated time windows)
water crossing /water corridors
reduce on-street parking

right-of-way reserves
regional plan
intensification
corridors & nodes
regional plan
mixed-use

housing affordability impacts
integration
**LAND USE
PLANNING**

transit & pedestrian oriented design
neighbourhood distribution

public education
**PUBLIC
SAFETY**

minimizing conflicts between modes
maximizing safety within modes
security considerations

obesity epidemic
local food
aging population
active living
social inclusion
**PUBLIC
HEALTH**

chronic disease
physical activity
noxious emissions

road pricing
parking pricing
development contributions
fare structure

financing
funding mechanisms

transportation management associations
variable work hours
car share

public /private initiative
**TRANSPORTATION
DEMAND
MANAGEMENT**

ride sharing /matching
HRM smart trip program
delivery hours

reduce trips

smart apps incentive
I.T.S. (intelligent transportation systems)
tele-conferencing

home base work
**INFORMATION
TECHNOLOGY**

ride sharing
autonomous vehicles
demand responsive transit (dial-a-ride)

reducing CO² emissions
reducing land consumption
green network priority plan

adapting to climate change (sea level rise /storms)
**ENVIRONMENTAL
SUSTAINABILITY
& RESILIENCE**

impacts on air, water, noise & vibration
winter resilience
ecologically sensitive areas

interconnected travel nodes

public /private initiative

home base work

demand responsive transit (dial-a-ride)

green network priority plan

ecologically sensitive areas

Integrated Mobility Plan Update

ATTACHMENT B: TIMELINE FOR INTEGRATED MOBILITY PLAN AND CONNECTED PLANS

