

HALIFAX INTEGRATED MOBILITY PLAN



Committee of the Whole

December 5, 2017

halifax.ca/integratedmobility

Presentation Outline

- Why the IMP Now?
- Big Transportation Moves in HRM
- IMP Vision and Transportation Focus
- Public Consultation during the IMP Study
- What Did the Public Tell Us
- The IMP
- Action Plan
- Public Consultation for IMP Implementation
- Monitoring, Implementation, Financing
- Next Steps

Why the IMP Now?

- HRM's Time is Now.
- Join other major Canadian Cities and start your transformation Now.
- The IMP implementation has to start Now.



IMP is a Big Move for HRM

The IMP recommends **137 ACTIONS** and mobility strategies that are integrated and will provide HRM residents with viable mobility options



A History of Big Moves in HRM



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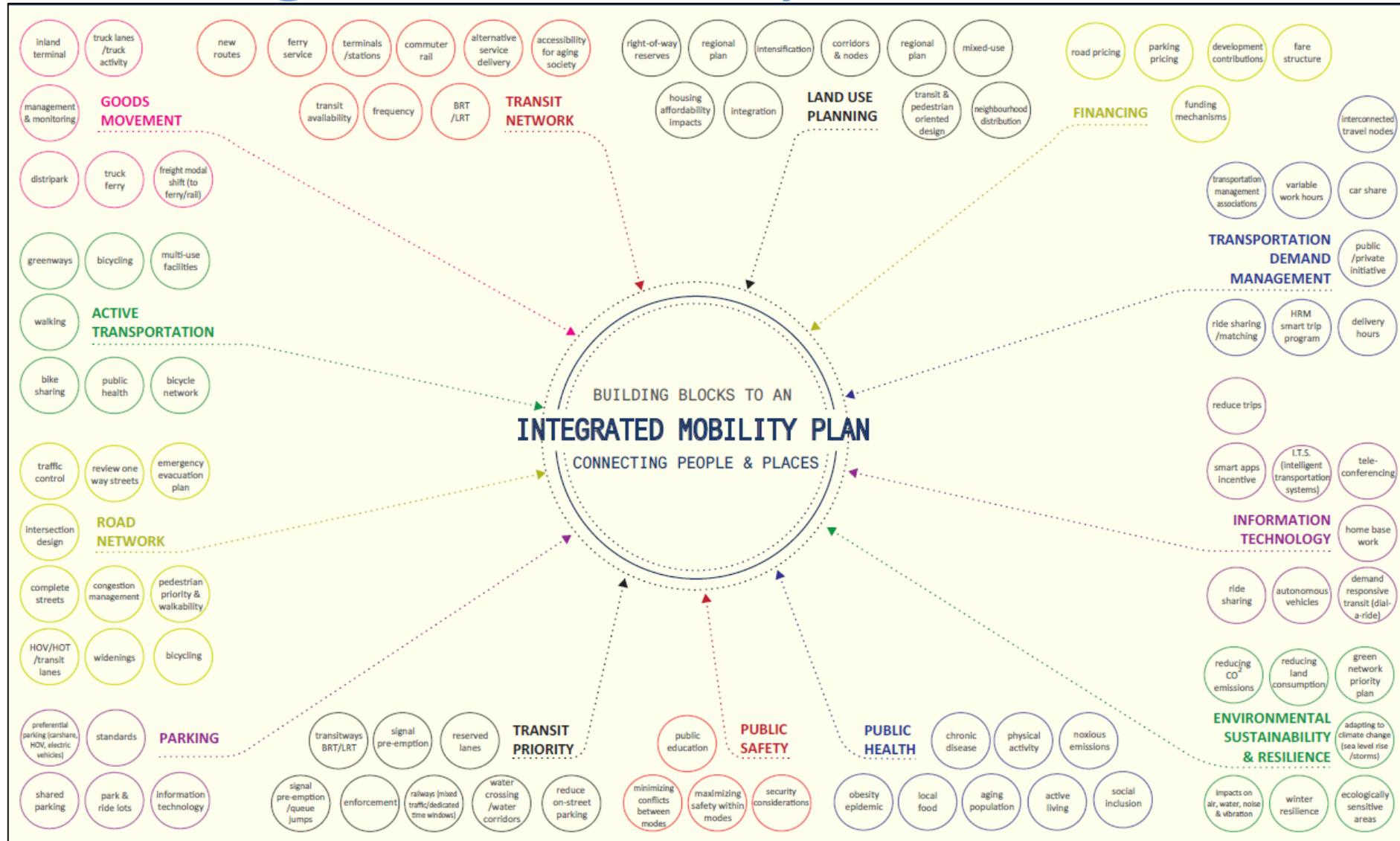


HRM Council Direction, *October 20, 2015*

“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 widenings as compared to other forms of transportation and report back to Council by April 2016.....”

The IMP study commenced April 2016, Project Manager started May 2016

What is an Integrated Mobility Plan?



Key Deliverables

After Considerable Consultation with all Stakeholders

We Will Deliver:

- Clear Process for Making Decisions and Setting Priorities
- Clear Staged Plan to Develop Affordable Mobility
- Strategies Over Time to Achieve HRM's 2031 Modal Choice Targets As Stated in the Regional Plan
- Establish Base Line Performance Measures to Monitor Success Over Time
- Introduce Pilot Projects

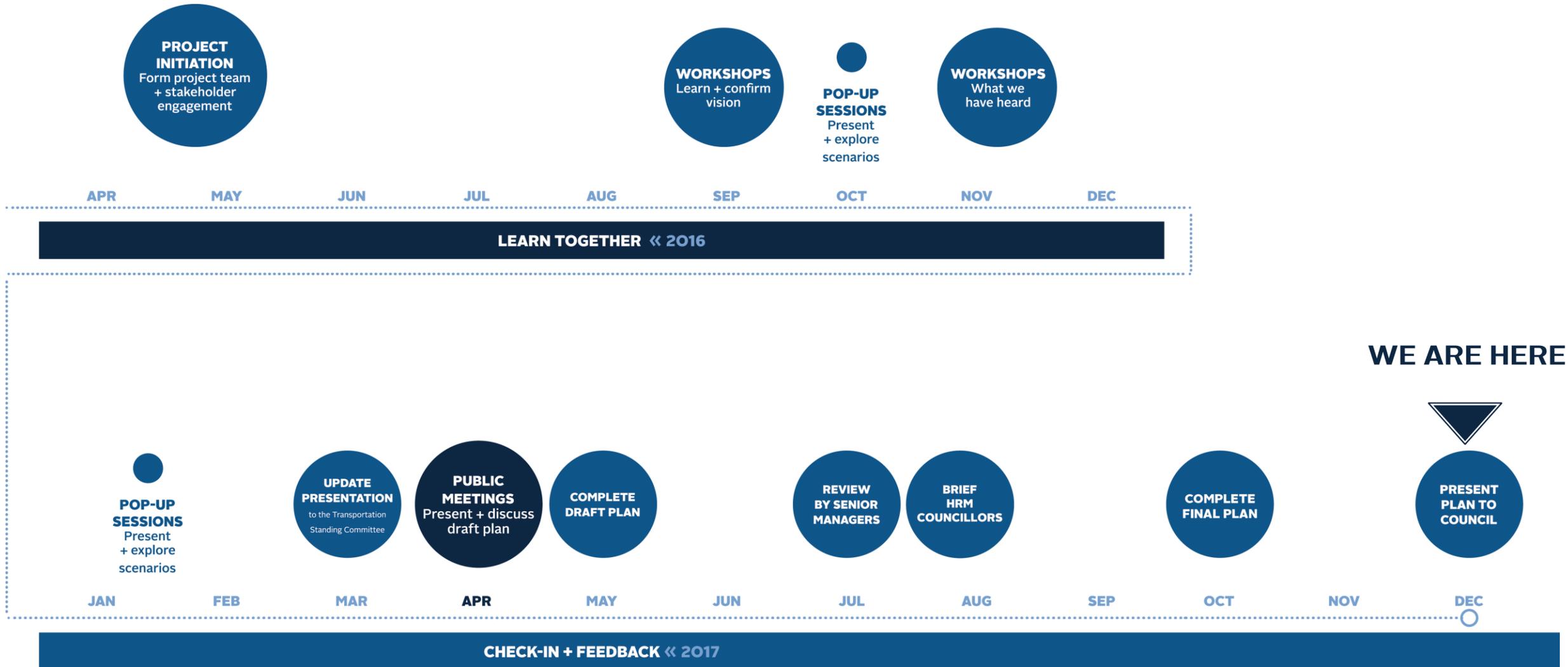
Developing the IMP: Staff Team

The IMP team comprises a multidisciplinary group with representatives from:

- **Transportation and Public Works**
- **Halifax Transit**
- **Planning & Development**
- **Nova Scotia Public Health**

The IMP staff team will be in place at the conclusion of the IMP Study and will be available to assist with **project implementation**.

Developing the IMP: Schedule



Public Consultation

- **3** rounds of public meetings
- **22** Public Meetings held in **14 venues**
- Small **pop-up** sessions
- Over **2000** responses to project surveys on our IMP **web site**
- **3** volumes summarizing “**what we heard**” from the public on IMP project web site
- **Meetings** (*BIDs, Provincial Departments, HRM Business Units, Dalhousie University, Car Share Atlantic, Downtown Business Commission, Halifax Port Authority, Halifax Cycling Coalition, Consultants, Cogswell Team, Halifax Harbour Bridges, HRM Alliance*)
- **Briefing** new **HRM Council** & **1 presentation** to **HRM Council**
- **2 presentations** to the **Transportation Steering Committee**
- Many followers on **Facebook** & **Twitter**



Background

HRM currently has Functional Plans that guide key areas:

- **Road Network**
- **Parking**
- **Transportation Demand Management**
- **Transit**
- **Active Transportation**
- **Goods Movement**

Lack of overarching strategy linking the functional plans has made implementation difficult in some cases

More consideration of land use planning and its influence on transportation planning is needed

Background

Table 4.1 from the Regional Plan identifies 16 road projects worth an estimated \$750M (2016). Not all of the planned roads are necessary.

There is growing awareness of the potential to accommodate current and future mobility needs through alternate means including

STRATEGIC LAND USE PLANNING, HIGHER ORDER TRANSIT, ACTIVE TRANSPORTATION, and TRANSPORTATION DEMAND MANAGEMENT



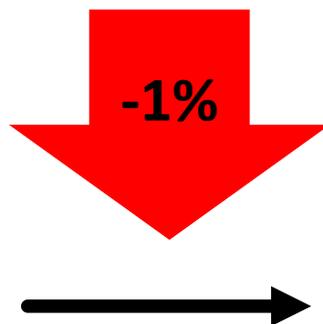
2014 Regional Plan Mobility Targets

By **2031**, at least **30%** of all trips will be made by walking, cycling and transit

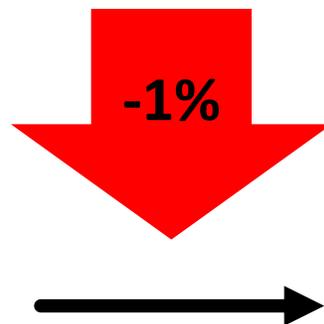
- We are currently heading in the wrong direction



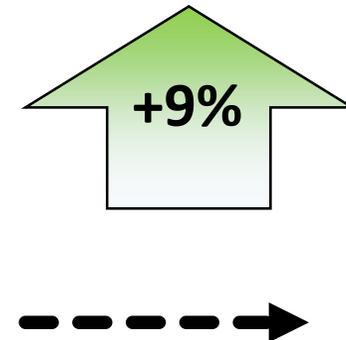
23%
2006
Census



22%
2011
Census



21%
2016
Census



30%
2031
Target



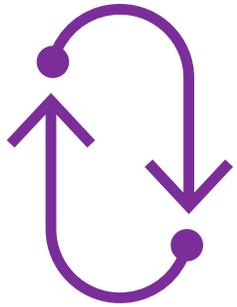
Vision

“Halifax residents will have a choice of **AFFORDABLE**, **HEALTHY**, **SUSTAINABLE**, and **CONNECTED** travel options for moving people and goods through integrated transportation and land use planning.”

Transportation Focus

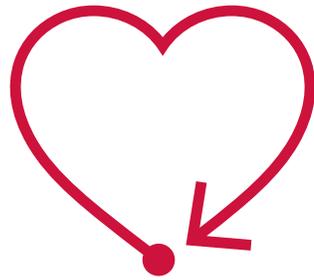
Develop an Integrated Mobility Plan that recommends solutions for residents and businesses in the Rural, Suburban and Urban areas of HRM.

Pillars of an Integrated Mobility Plan



CONNECTED

Connects people, places, goods, and services



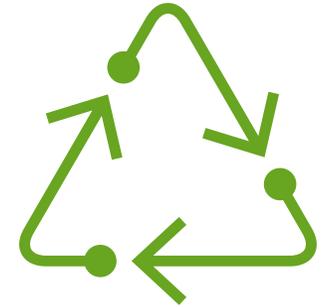
HEALTHY

Safe comfortable, convenient for all ages and abilities



AFFORDABLE

Investment is strategic and travel is affordable



SUSTAINABLE

Environmentally, socially, and economically responsible

Key Principles



COMPLETE COMMUNITIES

Cluster complete communities around public transit, employment, shops, and services.



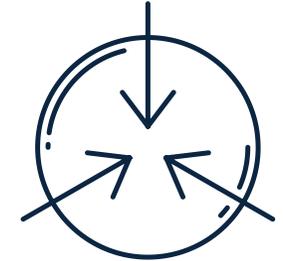
MOVE PEOPLE

Move people and goods, instead of focusing solely on vehicles.



MANAGE CONGESTION

Manage congestion instead of attempting to eliminate it.



INTEGRATE SOLUTIONS

There is no one solution to solve mobility problems.

What did the public say?

The public said they would like to make fewer trips by car in the future **BUT** they also told us that they need competitive, viable alternatives to the car.

This will require service improvements to transit as well as implementing Active Transportation solutions immediately.

THE PLAN

Integrated Package of Recommended
Actions to be rolled out between
2017-2031



Policies

FOUNDATIONAL POLICIES

- Land Use & Transportation
- Complete Streets
- Transportation Demand Management

MODE-SPECIFIC POLICIES

- Active Transportation
- Transit
- Goods Movement
- Road Network
- Parking

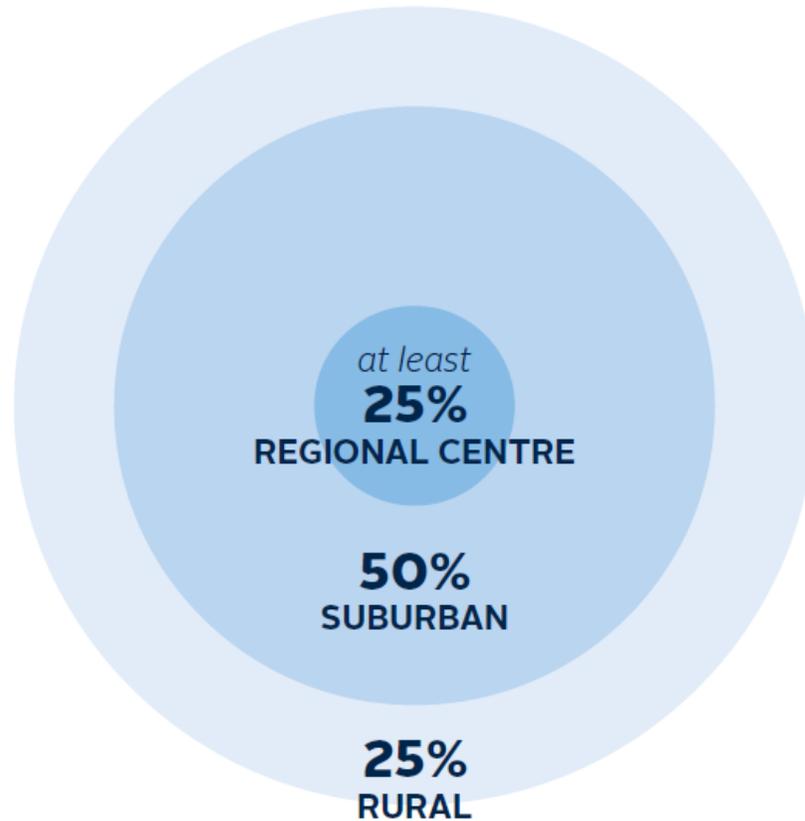


LAND USE

- Plan **COMPLETE COMMUNITIES**.
- **PLAN IN ADVANCE FOR TRANSIT FACILITIES** that can support walkable, mixed use neighbourhoods
- **LOCATE HOUSING AND JOBS** within walking distance of transit stations
- **AVOID ROAD EXPANSION** that would encourage dispersed development

LAND USE

HRM's **CENTRE PLAN** will target increased growth in the Regional Centre



2014 Regional Plan



Centre Plan (2017-18)

LAND USE

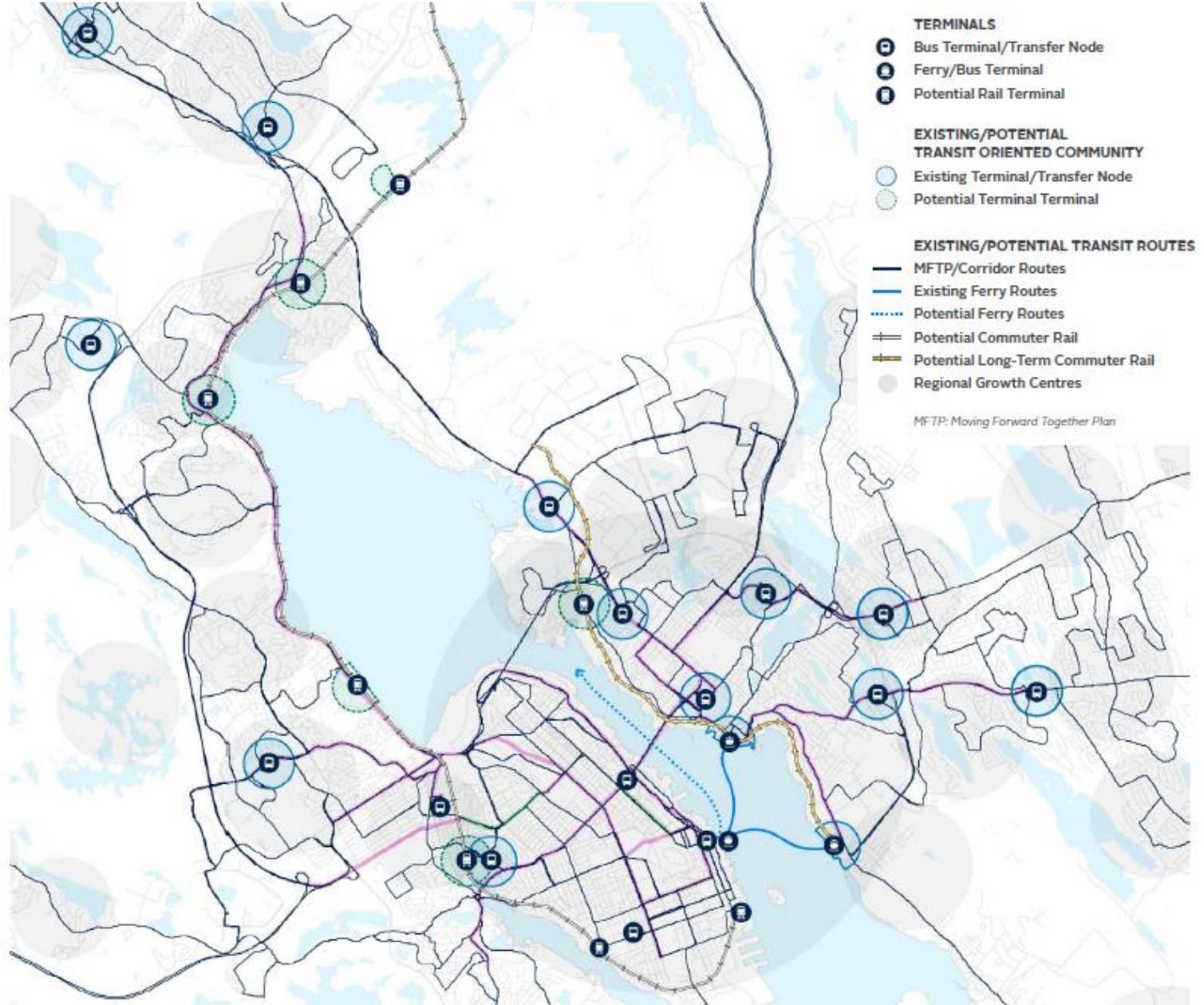
Importance of Growth in
the **REGIONAL CENTRE**
for achieving **REGIONAL**
MODE SHARE TARGETS



LAND USE

TRANSIT ORIENTED DEVELOPMENT

- Inform the review of the Regional Plan
- Strategic land use planning will change travel patterns



COMPLETE STREETS

- Adopt a new approach to address the **FUTURE NEEDS OF ALL USERS** of the public right-of-way
- Adopt new **GUIDING PRINCIPLES** for Complete Streets
- Develop a **NEW PROCESS** to determine what streets will become **COMPLETE STREETS**.



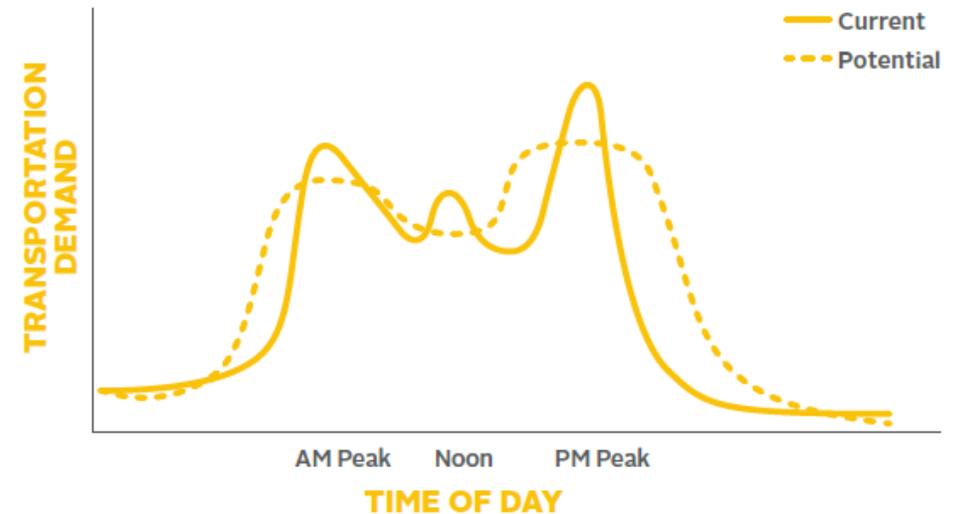
DESIGN FOR PEOPLE, NOT CARS

- For the past 70 years, the Halifax Region has been designed to accommodate car travel
- Roads have been designed to move vehicles as quickly and efficiently as possible
- Current **RED BOOK NEEDS TO BE REVISED** with a new focus and emphasis on moving people by **ALL MODES** of travel



TRANSPORTATION DEMAND MANAGEMENT

- Work with employers to encourage **FLEXIBLE WORK ARRANGEMENTS**
- **COMMUNITY OUTREACH** and **EDUCATION** to spread awareness of TDM initiatives
- Make it easier to avoid vehicle ownership through support of **RIDESHARING** and **CAR SHARING**

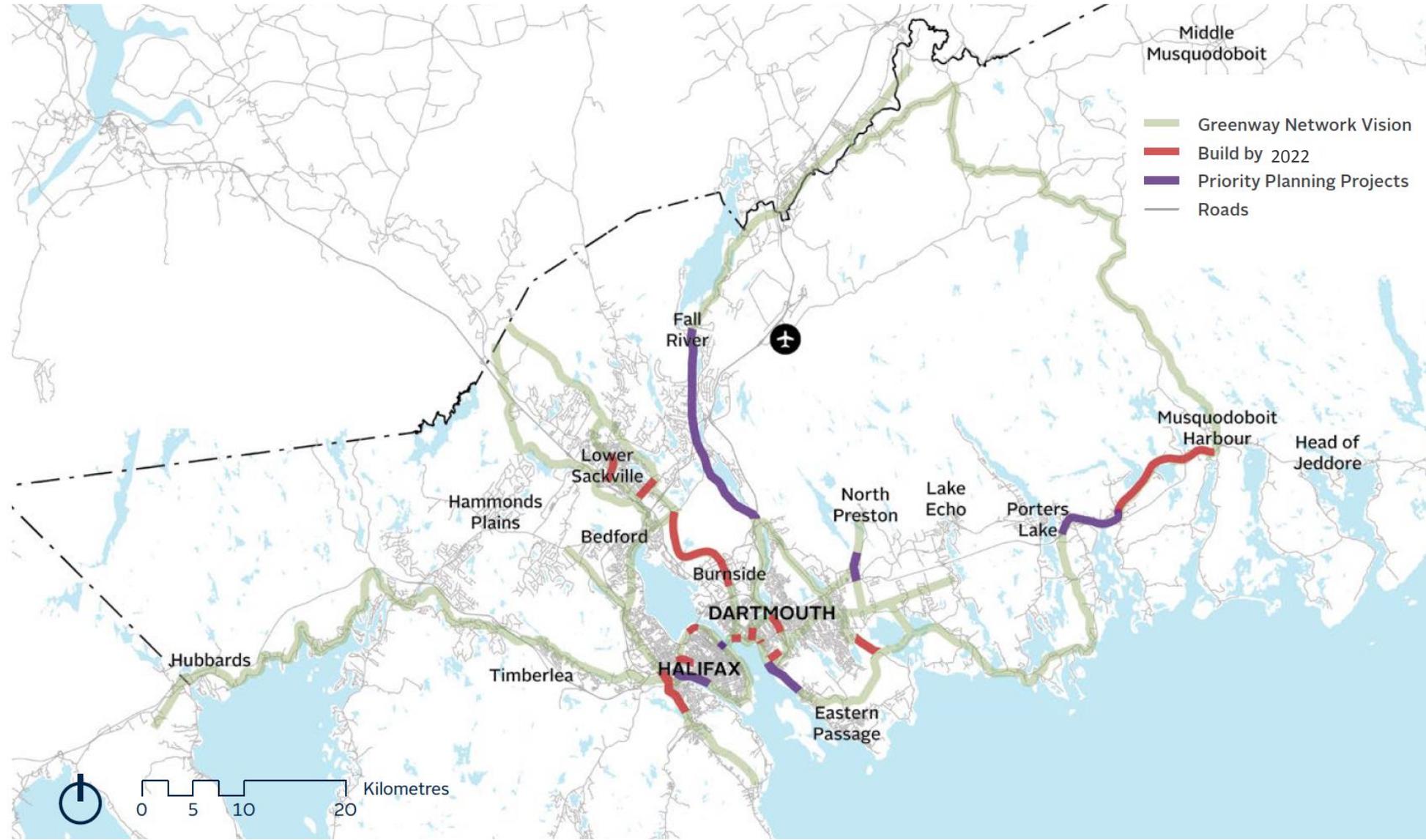


ACTIVE TRANSPORTATION

- Complete priority gaps in the **SIDEWALK NETWORK**
- Expedite implementation of priority sections of the **GREENWAY NETWORK**
- Develop an **ALL AGES AND ABILITIES (AAA) BICYCLE NETWORK** in the Regional Centre
- Implement **AAA PEDESTRIAN AND BICYCLE CONNECTIONS** to all **HALIFAX TRANSIT TERMINALS**



ACTIVE TRANSPORTATION | Greenway Connections



ACTIVE TRANSPORTATION | 2022 Bicycling Network



TRANSIT

- Implement the **MOVING FORWARD TOGETHER PLAN**
- Implement **TRANSIT PRIORITY CORRIDORS**
- Investigate potential for **HIGHER ORDER TRANSIT**



TRANSIT PRIORITY CORRIDORS



- Transit Priority Corridor
- Proposed Bicycle Network 2022
- - - Potential Commuter Rail Routes
- - - Potential Ferry Routes
- Existing Ferry Routes
-  Major Bus Terminal/Park and Ride
-  Bus Terminal/Park and Ride
-  Ferry/Bus Terminal
-  Potential Rail Station

HIGHER ORDER TRANSIT



BUS RAPID TRANSIT



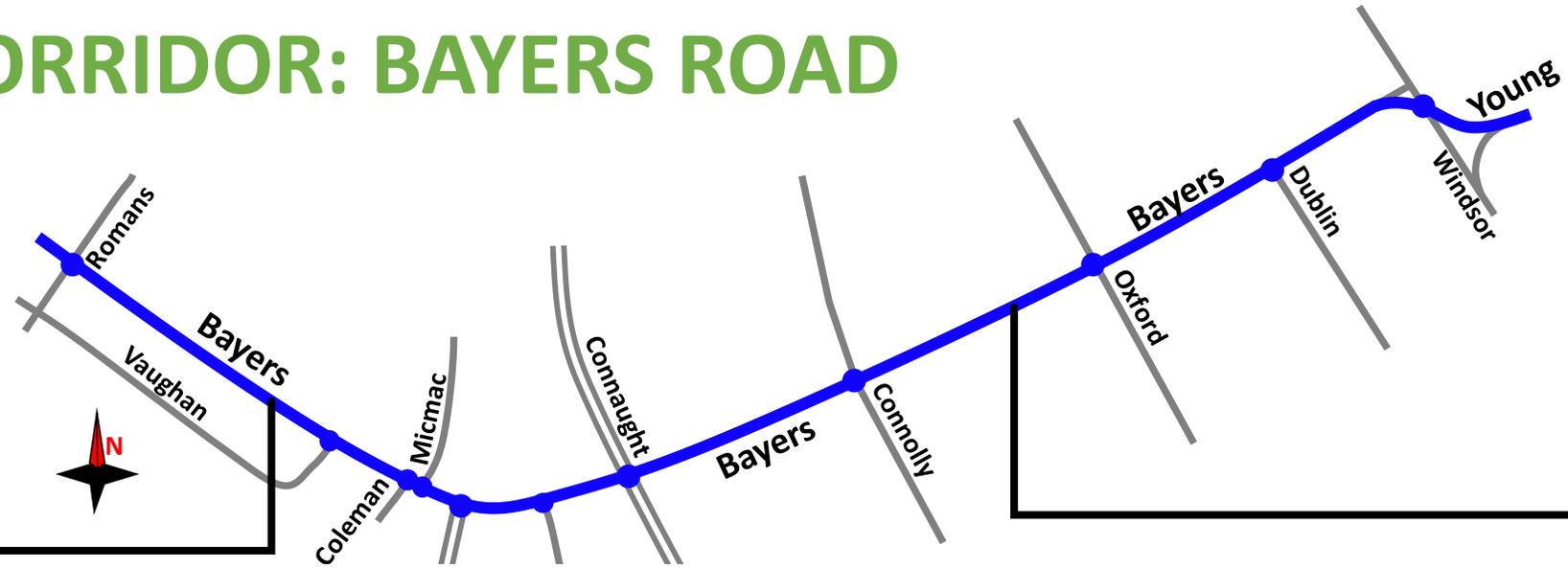
COMMUTER RAIL



EXPANDED FERRY SERVICE

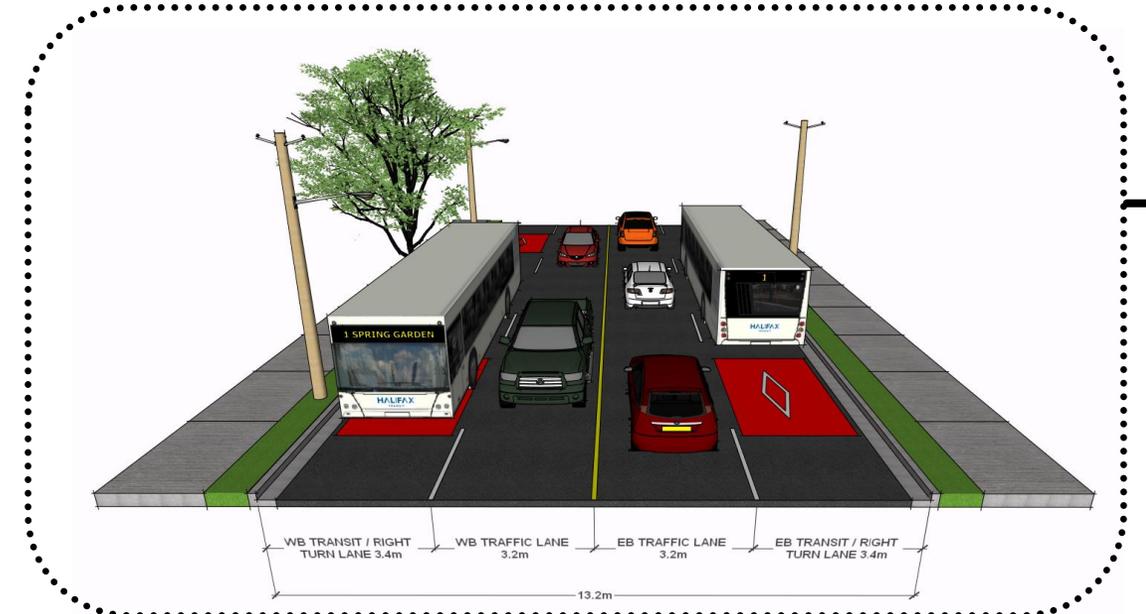
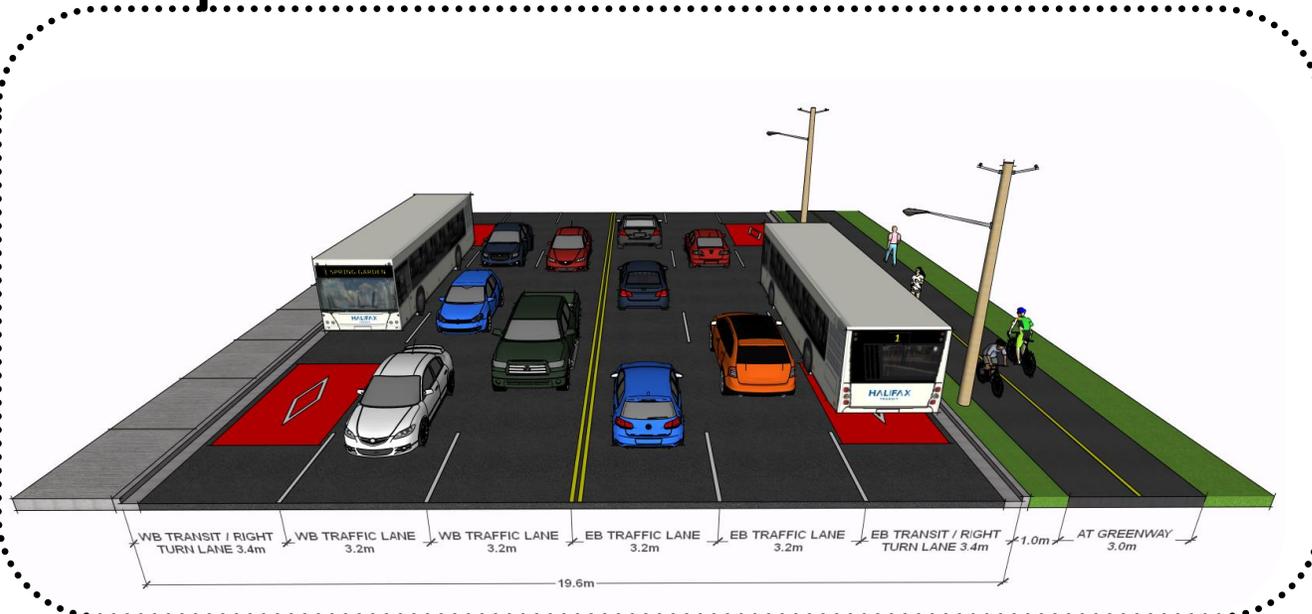


TRANSIT PRIORITY CORRIDOR: BAYERS ROAD



Romans Avenue To Connaught Avenue

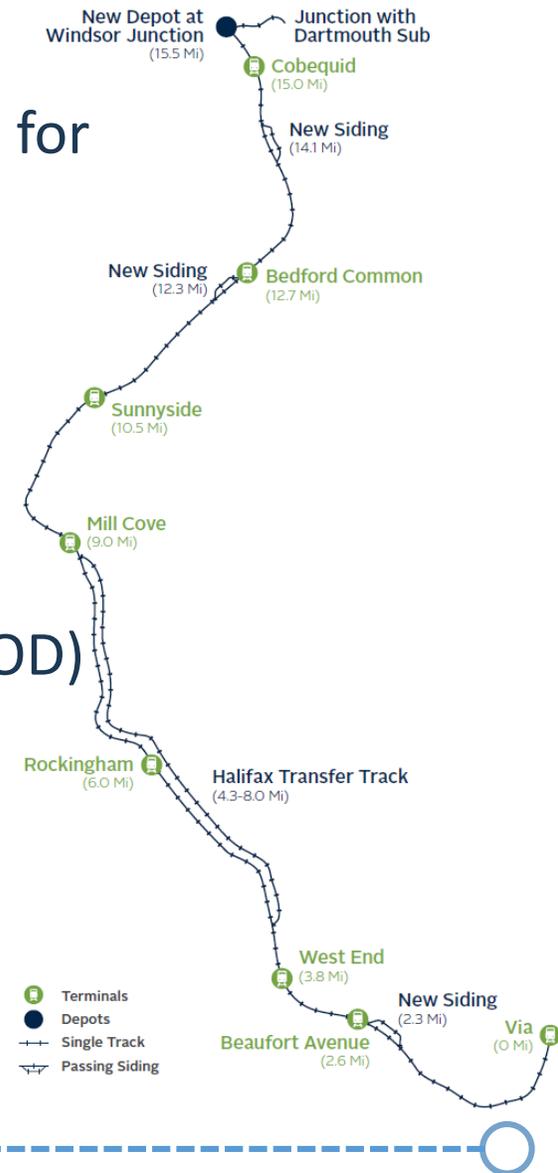
Connaught Avenue to Windsor Street



COMMUTER RAIL: BEDFORD TO HALIFAX CORRIDOR

From the perspective of the IMP, Commuter Rail is the best mobility option for the following reasons:

- **WOULD SUPPORT** future land use close to future stations
- **INTEGRATION** with Halifax Transit and AT at all stations
- **RELIABLE** year round service
- Initial park & ride facilities could be **FUTURE DEVELOPMENT** sites (TOD)
- **IMPLEMENTATION UTILIZES** existing CN Rail corridor



GOODS MOVEMENT

- Continue to work with Port Authority on **PORT MASTER PLAN**
- Aim to reduce **TRUCK / PEDESTRIAN CONFLICTS** on the peninsula



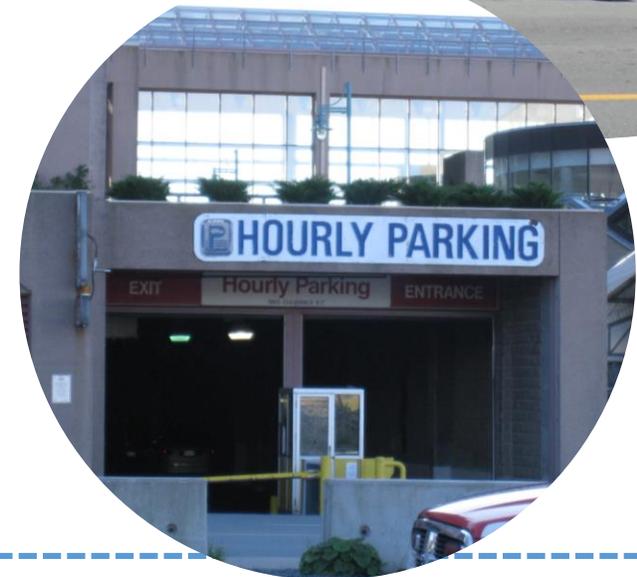
ROAD NETWORK

- **MANAGE CONGESTION** rather than try to eliminate it
- Identify and develop plans for **STRATEGIC CORRIDORS**
- Revise **RED BOOK** (HRM Municipal Design Guidelines)
- Develop **MULTIMODAL LEVEL OF SERVICE** Guidelines
- Improved use of **TRAFFIC SIGNAL TECHNOLOGY** and **VARIABLE MESSAGE SIGNS**
- Develop an innovative **DATA COLLECTION STRATEGY**



PARKING

- Establish a better understanding of parking **SUPPLY** and **DEMAND**
- Develop a **PROCESS** to deal with the potential loss of some on-street parking to implement active transportation and transit priorities
- Use **TECHNOLOGY** to improve parking management
- Establish parking **PRICING** that encourages turnover and trips by non-auto modes



EVALUATION CRITERIA

- Will assist HRM when making decisions on capital projects
- Criteria include the four core concepts (pillars) and four guiding principles to determine benefits of all future projects:
 - **Connected**
 - **Healthy**
 - **Sustainable**
 - **Affordable**
 - **Complete Communities**
 - **Move People**
 - **Manage Congestion**
 - **Integrate Solutions**

MONITORING, IMPLEMENTATION, and FINANCING

- Establish a **MONITORING PROGRAM** to measure success of the IMP over time
- Select **KEY PERFORMANCE INDICATORS AND METRICS**
- Develop an **ACTION PLAN** to implement the IMP
- Determine **ROLES** and **RESPONSIBILITIES** for implementation
- Work with Finance staff and other Business Units to **FORMULATE THE NECESSARY CAPITAL AND OPERATING FUNDING** to implement the IMP.



PUBLIC CONSULTATION FOR IMP IMPLEMENTATION

- The IMP outlines guidelines for public consultation.
- It is very important to keep implementation rolling
- **IDEAL CONSULTATION TIMEFRAME:** Summer / fall for projects to be constructed during the following year
- Consultation must be in the context of implementing the IMP



ACTION PLAN

- The IMP is a **BIG MOVE** for HRM. The time to implement is **NOW**.
- The IMP has **ACTIONS** for the Rural Areas, Suburban Areas, and the Regional Centre.
- The Plan will be **ROLLED OUT** over approximately **14-15 YEARS**.



Rural Area



Suburban Area



Urban Area

KEY DELIVERABLES

The IMP Delivers:

- ✓ Clear Process for Making Decisions and Setting Priorities
- ✓ Clear Staged Plan to Develop Affordable Mobility
- ✓ Strategies Over Time to Achieve HRM's 2031 Modal
Choice Targets As Stated in the Regional Plan
- ✓ Establish Base Line Performance Measures to Monitor
Success Over Time
- ✓ Introduce Pilot Projects

RECOMMENDATIONS

It is recommended that Halifax Regional Council:

1. Authorize the direction contained in the Integrated Mobility Strategy as a framework for amending the existing Regional Plan and developing new planning documents as may be necessary to implement the Integrated Mobility Plan direction; and
2. Direct staff to prepare the long-term capital outlook, funding options and priorities, as directed by Regional Council on October 3rd, 2017, to include the Integrated Mobility Plan, and return to Halifax Regional Council for discussion of the capital outlook and its implications.

NEXT STEPS

Work Underway:

- Active Transportation Rollout
- Bus Rapid Transit Study
- Mumford Terminal
- Transit Priority Measures
- Consultation – Strategic Corridors
- 2018 Capital Budget
- Connect2 – Car Sharing
- Team Development / Realignment

NEXT STEPS

Upcoming:

- Functional Designs – Strategic Corridors
- Complete Streets
- Multimodal Level of Service Guidelines
- Transportation Demand Management
- Performance Monitoring

HALIFAX

THANK YOU

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