

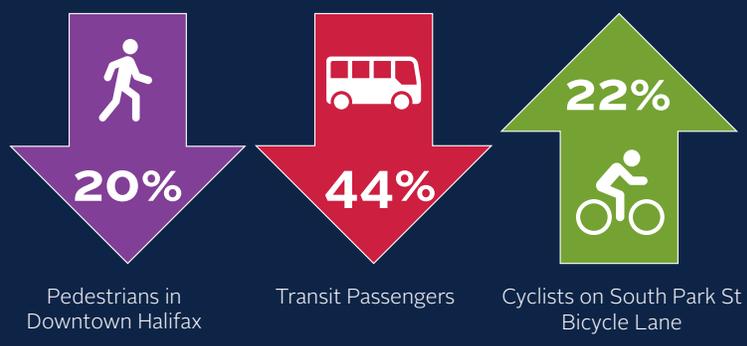
INTEGRATED MOBILITY PROGRAM NEWSLETTER

Q3 (July - September) 2021. Produced in October 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. The mode share of walking, rolling, cycling, and transit have shifted each time new restrictions were introduced or lifted. We've begun to see pedestrian volumes and transit ridership increasing toward pre-pandemic levels. Cycling volumes are exceeding pre-pandemic levels along key corridors like South Park Street.

Here are the pedestrian, transit and bicycle statistics comparing July, Aug. & Sep. 2021 to the same months in 2019 (bicycle statistics are compared to 2020 conditions).



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

Change in Traffic Volumes on the Harbour Bridges:

Bridge traffic volumes have dropped, when we compare July, August and September 2021 to the same months in 2019. Traffic volumes during the morning and afternoon peak periods are less than what they used to be pre-pandemic. Distributing traffic volume through the day and reducing trips during peak times is one way to manage congestion without investing in new infrastructure.



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.

OPERATION LIFESAVER - RAIL SAFETY DECALS

In conjunction with Rail Safety Week (September 20-26, 2021) the municipality installed [Look, Listen and Live safety decals](#) at the railway crossings on Shore Drive in Bedford and Ochterloney Street in Dartmouth.

The safety decals were provided by [Operation Lifesaver](#), an organization dedicated to preventing collisions at railway crossings and incidents related to railway trespassing. (Action 5)



Shore Drive - Bedford



Shore Drive - Bedford



Ochlerloney Street - Dartmouth



Ochlerloney Street - Dartmouth



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:



- Tendered construction work for the West Bedford Park & Ride (Action 70)
- Completed Bayers Road phase 1 -Transit Priority lanes and active transportation pathway. (Action 90)



- Participated in the Ecology Action Centre's e-bike program. P & D staff used the bikes to commute in September and the parking enforcement team used the bikes on the job (Action 60 & 64)



- Supported open streets events in downtown Dartmouth (Portland St.) and Halifax (Agricola St.) in September (Action 49)

ROUND UP FOR JULY - SEPTEMBER 2021

- Continued construction on the [Spring Garden Road streetscaping project](#), including the extensive work required to underground all the wires. (Action 32, 37, 41 & 43)
- Conducted virtual stakeholder & public engagement for the [Rainnie Drive/Brunswick Street complete streets project](#). Over 1000 online surveys completed. (Action 72)
- Launched "[Your New Commute](#)" campaign to encourage commuters to consider sustainable options for travel to school, work, run errands or meet up with friends & family. Campaign included "Your New Commute" webinar series in September 2021 (Action 55 & 57)
- Released [Open Data](#) including Traffic Control Locations and Speed Display Signs which will support the future revised [Road Safety Dashboard](#) (Action 4)
- Completed traffic calming on approximately 40 streets (Action 4)
- Completed phase 2 of [Allan-Oak-Oxford local street bikeway](#) (Action 72)

- Drafted revisions to the Traffic Calming Administrative Order that include increased emphasis on road safety and vulnerable road users, addition of an equity lens, options for neighbourhood and school zone reviews and general housekeeping items (Action 4)
- Reviewed adding parking on both sides of [Vernon Street](#) as speed reduction measure (Action 85)
- The IWK Health Centre joined as new SmartTrip member (Action 64)
- Closed Bedford Row and Argyle Street to traffic and converted Grafton Street to one-way to allow for the extension of patios during the summer months (Action 49)
- Launched phase 1 of [Student Transit Pass Pilot Program](#). Approximately 2,500 passes will be distributed. Participating schools and grades are: Prince Andrew High School (Grades 10-12); Dartmouth High School, École du Sommet, & École Mosaïque (Grades 9-12) (Action 57 & 105)

ROUND UP FOR JULY - SEPTEMBER 2021 CONTINUED

- Kicked off Accessible Bus Stop Inventory & Assessment project. Consultant onboarded and work began to complete site visits on the nearly 800 stops that need upgrading (Action 94)
- Approved funding for Mill Cove Ferry Phase 1 studies. The ferry service is being approached in phases due to its complexity and integration of emerging technologies, such as zero emission ferries. This first phase includes a vessel technology study, concept design work at Halifax Ferry Terminal, site access, site design & terminal concept design at Mill Cove, service calibration studies, and climate assessments (Action 99 & 102)
- Conducted an analysis of parking supply & demand to determine parking needs in commercial and institutional areas. Reviewed parking supply surrounding the IWK Health Centre. Signage changes made to create a balance between short-term and long-term parking. Changes safeguard against curb space being overwhelmed by overflow commuter parking allowing for available curb space for varied parking needs & deliveries (Action 136)

- Presented [Municipal Design Guidelines](#) to Regional Council in September 2021. Passed First Reading (Action 2 & 116)
- Engaged in Accessibility Task Force led by the Office of Diversity and Inclusion with membership from various municipal business units (Action XX)
- Completed Dunbrack Greenway (incl. Walter Havill connection) and the Forest Hills Parkway extension to Colby Drive (Action 7 & 79)
- Completed public engagement for Dartmouth North AT planning project (Action 72)
- Received delivery of consultant's rural Active Transportation (AT) project report. It recommended working with other orders of Government to support rural AT. A staff report recommending a framework for expanded delivery of rural AT is expected at Regional Council in late fall 2021 (Action 81)

BAYERS ROAD - PHASE 1

Construction of Phase 1 [Bayers Road](#) (from Romans Avenue to Connaught Avenue) is now complete. This project is a key component of Halifax Transit's [Moving Forward Together Plan](#), Rapid Transit Strategy and the [Integrated Mobility Plan](#).

What has changed?

- Bayers Road has been widened and the outside lanes (curb lanes) in both directions from Romans Avenue to Connaught Avenue are now transit priority lanes, which allow buses to bypass traffic congestion and provide more reliable transit service on this busy corridor
- The bus bypass lane at the intersection of Bayers Road and East Perimeter Road (Halifax Shopping Centre) allows outbound buses to bypass vehicle traffic at the busy intersection, and gives the buses priority when re-entering traffic or turning left to the Halifax Shopping Centre and to the Mumford Terminal



Bayers Road Outbound at East Perimeter Road

- Right turns no longer allowed from Bayers Road to Micmac Street or from Bayers Road to George Dauphinee Avenue
- The previous dual left turn lane on Bayers Road (westbound) to the Halifax Shopping Centre is now reduced to a single left turn lane, and a new dedicated left turn lane for buses has been added
- The right turn slip lane from Bayers Road (eastbound) to Connaught Avenue has been modified; right turning traffic will now travel directly into its own lane and will no longer yield to Connaught Avenue traffic
- The previous right turn slip lane from Connaught Avenue (southbound) to Bayers Road has been removed and replaced with a standard right turn lane
- Individuals walking & rolling can use the multi-use pathway on the south side of Bayers Road between Romans Avenue & George Dauphinee Avenue or alternatively, the sidewalk on the other side of the road.
- Cyclists can use the separated multi-use pathway on the south side of Bayers Road between Romans Avenue and George Dauphinee Avenue, which connects to George Dauphinee Avenue, a future Local Street Bikeway. Future connection to the Chain of Lakes Trail expected.



Micmac Street at Bayers Road



George Dauphinee Avenue at Bayers Road

What IMP Projects are up next?

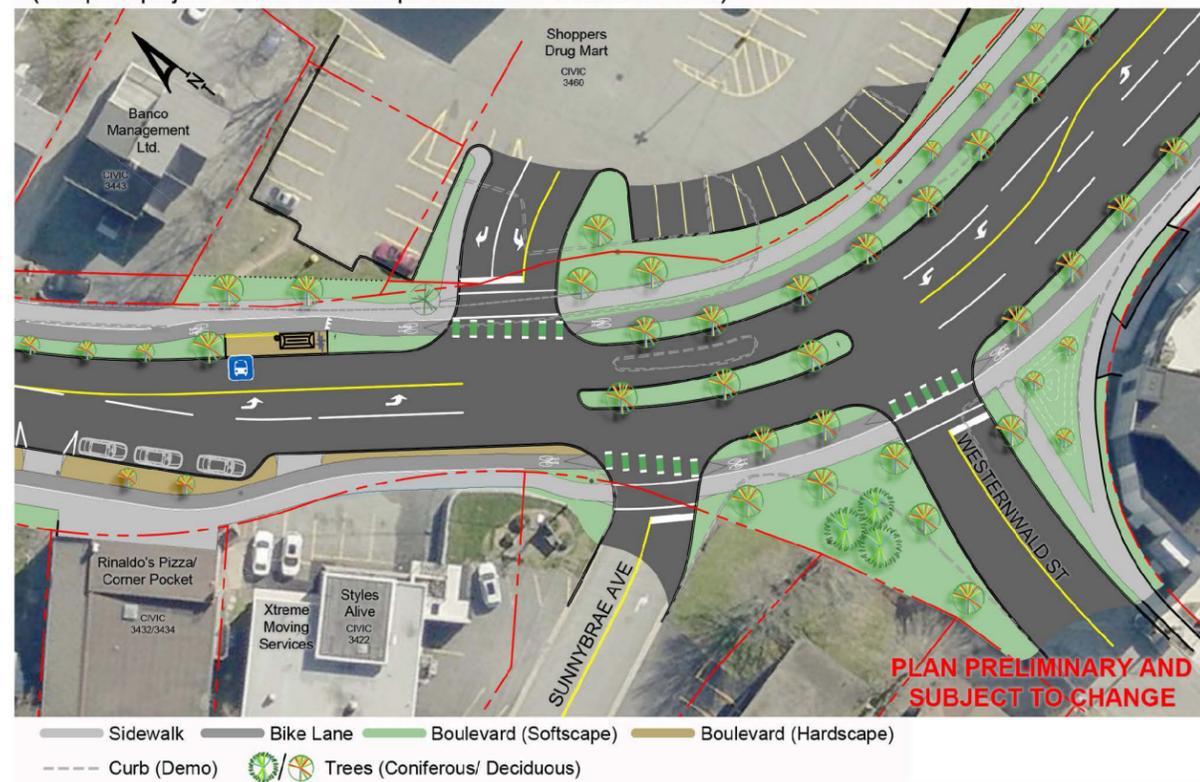
- Propose recommendations for a revised Traffic Calming Administrative Order to the Transportation Standing Committee (Action 4)
- Review and implement short-term road safety recommendations from a study that was completed with MicroTraffic, a tool that uses video analytics to review intersection safety (Action 4)
- Relocate Speed Display Signs (SDS) to new priority locations based on previous requests. SDS installed in the Fall 2021 will be considered for relocation again in the spring of 2022. (Action 4)
- Commence Photo Enforcement Feasibility Study, with external consultant, that will explore the potential for technology use, such as red light cameras and electronic speed detection, within the municipality. (Action 4)
- Finish all underground components, and complete surface finishing, including planters and pavers for the Spring Garden Road streetscaping project. Construction is expected to be wrap up in December. (Action 32, 37, 41 & 43)
- Complete remaining 2021/22 traffic calming capital projects (Action 4)
- Promote the implementation of Halifax Transit's November 2021 Moving Forward Together Plan service changes (Action 59 & 95)
- Review Parking By-law P-1200 – zone boundaries and pricing are being reviewed to shift mode choice away from single occupancy vehicles. (Action 129)
- Add additional commuter parking in October 2021 to manage overflow parking surrounding IWK (Action 136)
- Host public hearing regarding Municipal Design Guidelines on October 26, 2021 and then second reading likely two weeks later, as part of formal adoption process (Action 2 & 116)
- Complete construction of new sidewalks on Mount Edward Rd and Crichton Ave in Dartmouth (Action 7)
- Gather feedback from the public and project stakeholders on design options for the Windsor Street Exchange Redevelopment project. Feedback from this phase 2 engagement will be used to make decisions on the preliminary design. (Action 36, 90, 97,110, 112, 121 and 122)

What IMP Projects are up next? Con't

- Review education and promotion grant applications and allocate funding to community groups to carry out active transportation education programs (Action 6o)
- Continue detailed design for Dutch Village Road which will include sidewalks, protected bike lanes and streetscaping (Action 69)
- Complete construction of Wyse Road bicycle lane project with improved connection to the Bridge terminal (Action 7o & 72)
- Complete construction of Dahlia-Oak local street bikeway (Action 72 & 79)
- Explore options for AT crossings at CN rail lines: currently evaluating a crossing as part of the Africville Functional Plan (between Barrington St & Africville Rd just north of the MacKay bridgehead); and alongside the existing road bridge on Tower Road (Action 83)
- Collect and analyze usage data from the Dartmouth Waterfront Trail (Action 85)
- Centre Plan unanimously approved by Regional Council on October 26, 2021 at second reading & public hearing. First reading was held on October 5, 2021 (Action 21, 22, 26, 27, 28 & 29)

PORTION OF DUTCH VILLAGE ROAD CONCEPT PLAN

(Complete project extends from Joseph Howe Drive to Alma Crescent)



Halifax Regional Council unanimously approved the proposed changes to this street on June 9, 2020. Detailed design of the project is now underway(2021/2022).

ALLAN-OAK LOCAL STREET BIKEWAY

The Allan-Oak Local Street Bikeway was approved by Halifax Regional Council in May 2018 as part of the Regional Cycling Network outlined in the Integrated Mobility Plan. (IMP). The vision is to provide safe, comfortable, convenient routes for people of all-ages-and-abilities (AAA) to cycle around the city. The objective is for Allan and Oak to become quiet, traffic calmed streets which will serve as an alternative east-west cycling corridor to busier streets like Quinpool and Chebucto.

Phase one of the project was completed in July 2019. Phase two is nearing completion and includes changes to the Allan-Oak-Oxford intersection. A new set of half signals has been installed at this intersection to improve safety and help people walking, rolling, and cycling create reliable gaps in traffic to cross Oxford Street with minimal delay. When a pedestrian or cyclist activates the crossing button, a red light will be triggered for vehicles on Oxford.



Crossing button

A new painted crosswalk on the south leg of the intersection has been incorporated into the design. Curb extensions have been added on Allan and Oak streets to manage speed and promote a single file approach to the intersection. Pedestrian and bicycle push-buttons have been added to trigger the red signal on Oxford Street. Pedestrians must push the button and wait for the 'walk' symbol before proceeding. People cycling can push the button if they wish to trigger a gap in traffic on Oxford or they can proceed, otherwise these users can proceed on any available gap after the stop sign.

Allan and Oak streets are now signed 'no through vehicles except bicycles'. This change was implemented to discourage shortcutting through this neighbourhood and reduce daily vehicle volumes on Allan and Oak Streets. Fewer vehicles, moving slower, makes for safer streets and is more comfortable for sharing between vehicles and bicycles.

A third phase of the project involving the installation of speed management on Oak Street will be forthcoming in 2022 or 2023. An opportunity to engage with these proposed designs will be available for neighbours in the coming months.



Intersection with Oxford Street