

IMPLEMENTATION UPDATE



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THE INTEGRATED MOBILITY PLAN VISION:

Residents will have a choice of connected, healthy, affordable, sustainable travel options for moving both people and goods, through integrated transportation and land-use planning.



EXECUTIVE SUMMARY



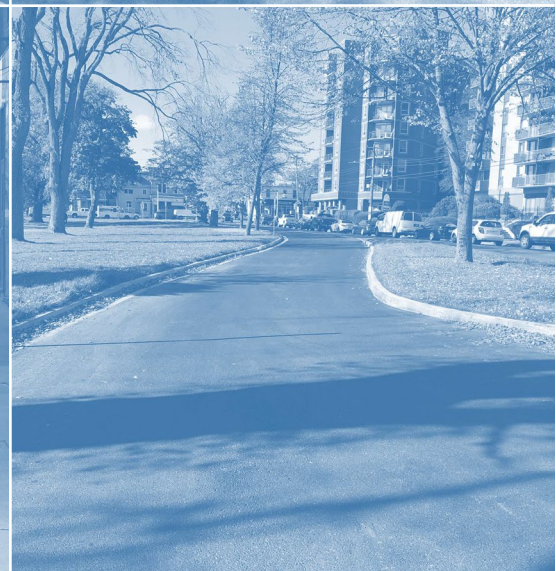
As we enter the fourth year since the **Integrated Mobility Plan (IMP)** was unanimously approved by Regional Council, we are pleased to present the **IMP Implementation Update (2017-2020)**. This report highlights the progress in implementing the IMP over the last three years and celebrates some of the positive changes that occurred in our communities as a result of the significant investments that were made in our transportation network.

The Halifax region continues to experience unprecedented population growth and is expected to continue to grow over the next decade. By 2031, we expect that the Halifax region will be home to over 500,000 people. As our population continues to grow, so will the demand on our transportation system and infrastructure, further emphasizing the need to integrate land uses and the transportation network. The region's anticipated growth offers an opportunity to continue to invest in creating complete communities that are linked to one another through connected, healthy, affordable and sustainable modes of transportation. Without these investments, we risk exacerbating traffic congestion in the region, further segregating communities and we risk not achieving the goals of the HalifACT plan of de-carbonizing the region and reducing GHG emissions.

In the last three years, we built **7 kilometers** of transit priority lanes, increasing our inventory of dedicated transit lanes to **9.1 kilometers**. This has allowed us to prioritize the movement of buses and people over other vehicles, reducing transit travel time and increasing the reliability of transit service. We also built **8 kilometers** of all ages and abilities 'AAA' bikeways, increasing our inventory of 'AAA' cycling facilities to **19.7 kilometers**. Making it convenient, comfortable and enjoyable for more residents to choose cycling to move around the region.

By this time next year, we will have learnt more about the impacts of the COVID-19 pandemic on mobility patterns in the region, and we will have a better understanding on how the IMP can help support and respond to changing travel behaviour.

While we are making progress, the work to continue to support the initiatives of the IMP is not complete, and will be ongoing for the life of the plan (2031). We will continue to make significant investments in our communities, including to the public realm through road and streetscaping improvements. Later this year, we will see projects like the redesign of Spring Garden Road come to life, bringing us one step closer to achieving the IMP goals.



KEY HIGHLIGHTS



78
Actions

of the 137 actions of the IMP are complete or are ongoing for the life of the plan

1.9%
Growth

in population in 2020 compared to 2019

\$263
Million

of investments into improved transportation infrastructure since fiscal year 2018 / 2019



Built
34% OR 19.7
Kilometers

of planned All Ages and Abilities ('AAA') bicycle network in the Regional Centre

56%

of HRM residents live within 500m OF A BICYCLE ROUTE



Built
9.1
Kilometers

of transit priority lanes, including shared right turn lanes, and dedicated bus lanes.

90%

of HRM residents living within the Urban Transit Service Boundary live within 500m OF A BUS ROUTE

INTRODUCTION

ABOUT THE INTEGRATED MOBILITY PROGRAM

In 2017, Halifax Regional Council endorsed a progressive new vision for the Municipality in the **Integrated Mobility Plan (IMP)**. The vision of the IMP represents an opportunity to create connected, healthy, affordable and sustainable travel options for residents throughout the Halifax region.

This vision focuses on the movement of people, strengthens the relationship between transportation and land use decisions, and provides an opportunity to rethink and redesign our transportation system and communities.

The IMP contains strategic direction to facilitate integrated

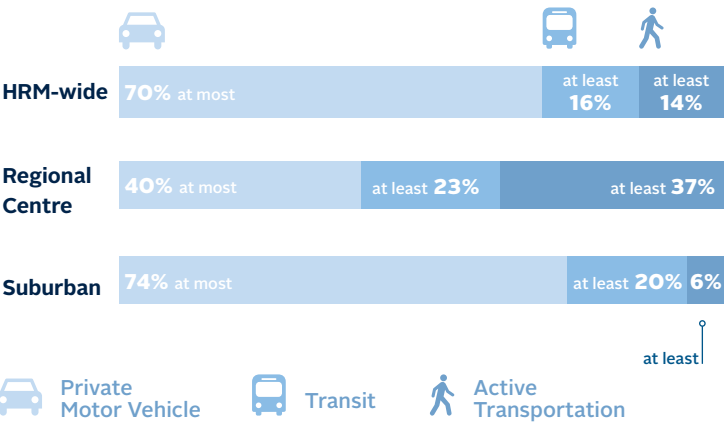
planning, improve accessibility, guide land-use decisions and inform Complete Street design to improve the links between people and their communities. It also helps direct future investment in active transportation, transit, transportation demand management, goods movement and the roadway network.

The policies and actions of the IMP reflect a shift in how people want to live and travel today, building on recent work and existing initiatives to rethink and transform our mobility network. The movement of people, rather than vehicles, is at the heart of the IMP program.

MONITORING OUR PROGRESS

MODE SHARE TARGETS

The Regional Plan and the IMP set a goal of increasing the number of trips made by active transportation and transit from 20% to 30%, which requires an integrated approach to mobility planning that considers both the regional perspective and an individual's experience.



EVALUATION AND MONITORING PROGRAM

The Evaluation and Monitoring Program measures progress towards achieving the vision and objectives of the IMP. The performance of indicators signals to the municipality when it should refine initiatives, shift funding or respond to evolving opportunities and challenges. This report highlights the IMP's projects and progress from 2017, when the implementation of the IMP started, to end of year 2020.

Some of the key performance indicators (KPIs) presented in the IMP have changed over time based on their usefulness, data availability and as new data and better sources became available. We have also added numerous indicators to assist in telling a more comprehensive story about how the region has changed. The updated list of performance indicators is included at the end of the report.

Figure 1: Regional Plan Mode Share Targets by 2031

DID YOU KNOW?

While the IMP guides transportation planning and investments in the Halifax region, it is supported by many other important policy documents.

HalifACT: Acting on Climate Together (2020)

HalifACT is our climate change plan to reduce emissions and help our communities adapt. The plan guides efforts to reduce emissions by conserving energy and increasing access to clean energy sources.

Rapid Transit Strategy (2020)

The *Rapid Transit Strategy* is our plan to build a Rapid Transit system by 2030. The Strategy invests in high-quality transit service and infrastructure, a key to improving residents' mobility and building more sustainable, affordable, and equitable communities.

Strategic Road Safety Plan (2018)

The *Strategic Road Safety Plan* focuses on reducing transportation-related fatalities and injuries on roadways within the Halifax region. The Plan incorporates a Towards Zero approach with the aim to reduce transportation fatalities and injuries to zero by the year 2038.

Moving Forward Together Plan (2016)

The *Moving Forward Together Plan* restructures the transit network and guides the implementation of service improvements. It includes new service types, service guidelines, and a network redesign.

Active Transportation Priorities Plan (2014)

The *Active Transportation Priorities Plan* outlines the approach that we are taking to attract more residents to walking and bicycling in the region.

Regional Parking Strategy Functional Plan (2008)

The *Regional Parking Strategy* guides the design, supply and management of parking in the municipality. It contains strategies to guide land-use policy, bylaws and standards, design techniques, funding, and technology changes.





LAND USE

KEY INDICATORS

- Population estimate and growth
- Number of households and growth

LAND USE



Objective: To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact, mixed-use development.

POPULATION: KEY STATISTICS

1.9%

Population growth rate in 2020

1.1%

Average growth rate since 2006

448,554

Population of Halifax in 2020

8,196

More people live in Halifax compared to 2019

POPULATION GROWTH

In 2020, Halifax experienced significant population growth, growing by 8,196 people since 2019. This increase translates to a 1.9% growth in population compared to 2.3% in 2019. Since the approval of the IMP in 2017, Halifax has welcomed over 26,600 new residents.

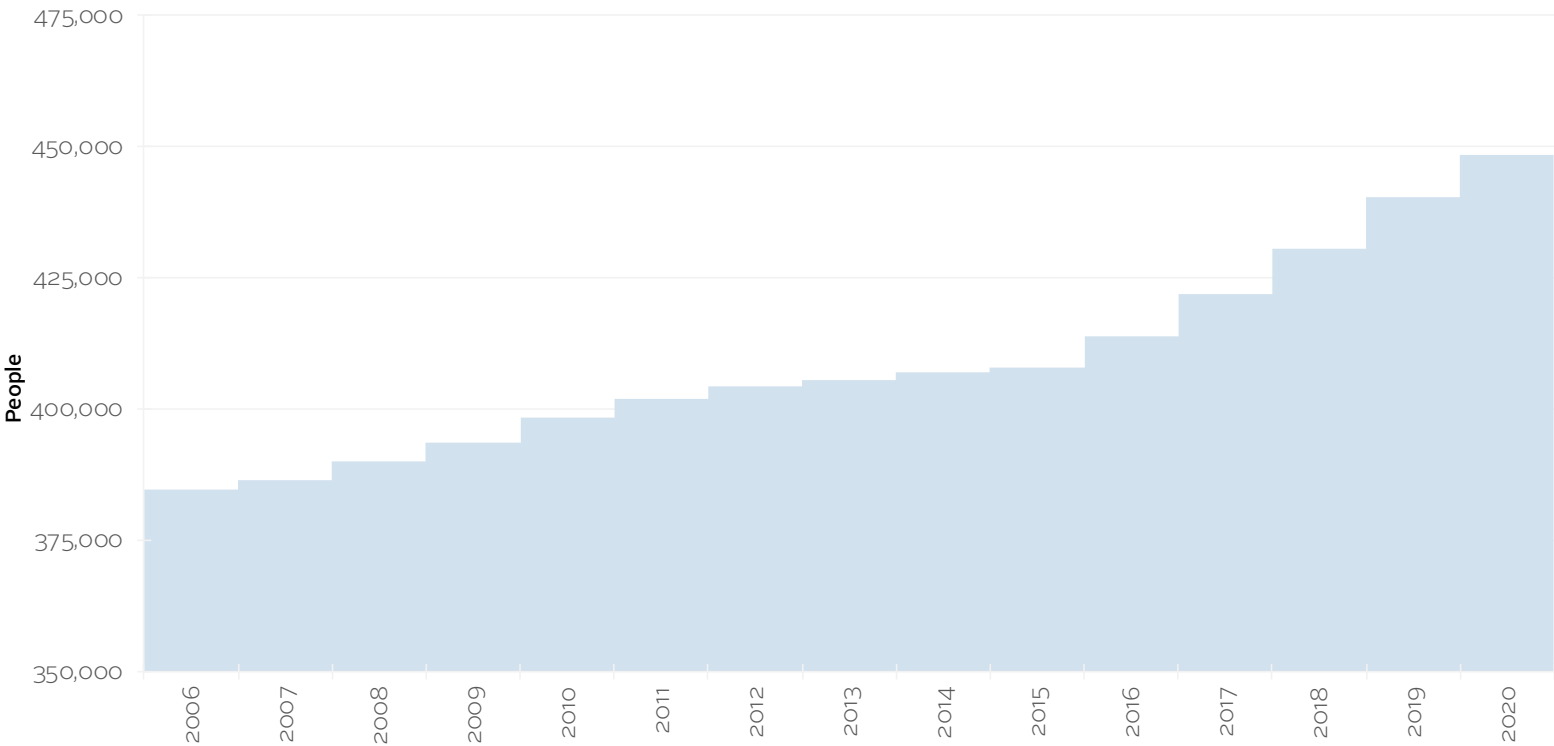


Figure 2: Population in the Halifax Region from 2006 - 2020. Data Source: Statistics Canada, Population Estimates.

COMPARING HALIFAX TO OTHER CITIES

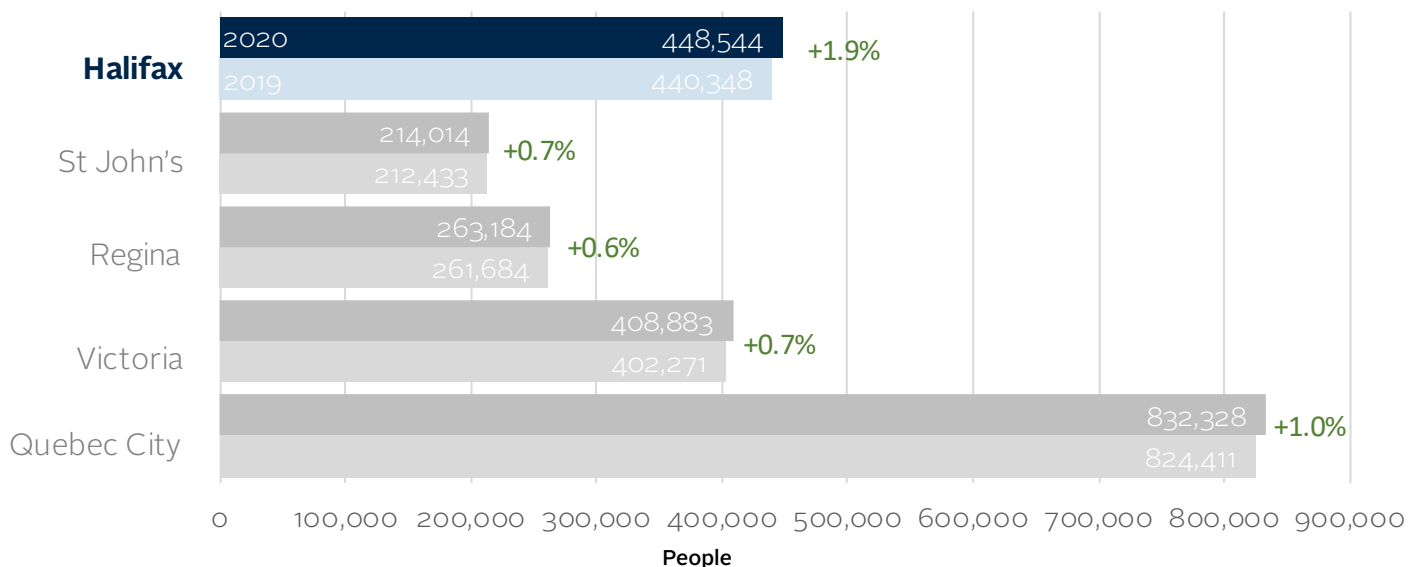


Figure 3: Comparing Population of Halifax to other Similar Cities in Canada. Data Source: Statistics Canada, Population Estimates.

LAND USE AND TRANSPORTATION

The Halifax region continues to experience unprecedented population growth and is expected to continue to grow over the next decade. By 2031, we expect that the Halifax region will be home to over 500,000 people. As our population continues to grow, so will the demand on our transportation system and infrastructure, further emphasizing the need to integrate land uses and transportation network. Multiple community plans that allowed widely dispersed development

were supplemented by an over-arching *Regional Plan* that aims to focus growth in strategic centres. Most recently, the *Centre Plan* has further emphasized the benefits of maximizing growth within the Regional Centre, which is the urban core (Halifax Peninsula and Dartmouth inside the Circumferential Highway).

The region's anticipated growth offers an opportunity to continue to invest in creating complete communities that are linked to one another through connected, healthy, affordable and sustainable modes of transportation. Without those investments, we risk exacerbating traffic congestion in the region, further segregating communities and we risk not achieving the goals of the HalifACT plan of de-carbonizing the region and reducing GHG emissions.



WHERE WERE WE IN 2016?

In 2016, the suburbs experienced the highest amount of household and population growth, with about 10,895 new residents living there. The Regional Centre, on the other hand, experienced the lowest amount of growth, growing by only 575 people since 2011.

Suburban development in the region has been oriented towards private vehicles. This development pattern reinforces a cycle of auto dependency, discourages walking and cycling and makes public transit inefficient. Auto dependency leads to traffic congestion, mobility challenges for those without vehicles and unsustainably dispersed development patterns.

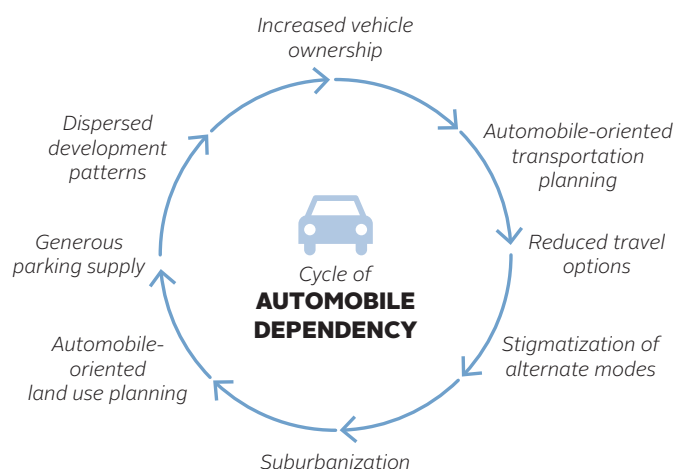


Figure 4: Cycle of Auto-Dependency

WHAT'S BEING DONE TO MANAGE THIS TREND?

The IMP and the *Centre Plan* will direct a significant amount of the region's growth to the Regional Centre, which holds the most promise for enabling the development of compact communities with concentrated amenities, shops, services, housing and employment. Both Plans project that 40% of all new units will be allocated to the Regional Centre.

In 2020, the Municipality adopted the *Rapid Transit Strategy* (RTS), which looks at introducing bus rapid transit and new ferries to the region. The RTS has identified and emphasized the need to adjust intensification of development and settlement patterns to align with the Rapid Transit Network in order to achieve the *Regional Plan* and the IMP mode share targets.

Later that year, the *Regional Plan* review was initiated. The *Regional Plan* is the Municipality's land use plan that sets a

target and influences where new residential development should and can be located. The review will offer an opportunity to align land use policy with major infrastructure investments such as rapid transit (i.e. BRT, and ferry), and all ages and abilities (AAA) bicycle routes.

Another key consideration to managing this trend is parking. Parking in private developments is controlled by land use by-laws that influence supply through minimum and/or maximum requirements based on the size and type of development. Many of these by-laws are outdated, and work to update them to reflect the principles of the IMP has been initiated. Most recently, the *Centre Plan* removed minimum parking requirements in some areas within the Regional Centre..

In transit-oriented communities, residents...



own 10-30%
FEWER VEHICLES



drive 10-30%
FEWER KILOMETRES



use **SUSTAINABLE MODES**
2-10 X more

SOURCE: LITMAN, TODD WITH ROWAN STEELE, LAND USE IMPACTS ON TRANSPORT – HOW LAND USE FACTORS AFFECT TRAVEL BEHAVIOUR (VICTORIA TRANSPORT POLICY INSTITUTE, 11 MAY 2016)

HALIFAX SUBREGIONS IN 2016

Suburbs



203,170

People in 2016



5.7%

Population growth rate from 2011 - 2016



85,085

Households in 2016



7.8%

Household growth rate from 2011 - 2016

Regional Centre



98,375

People in 2016



0.6%

Population growth rate from 2011 - 2016



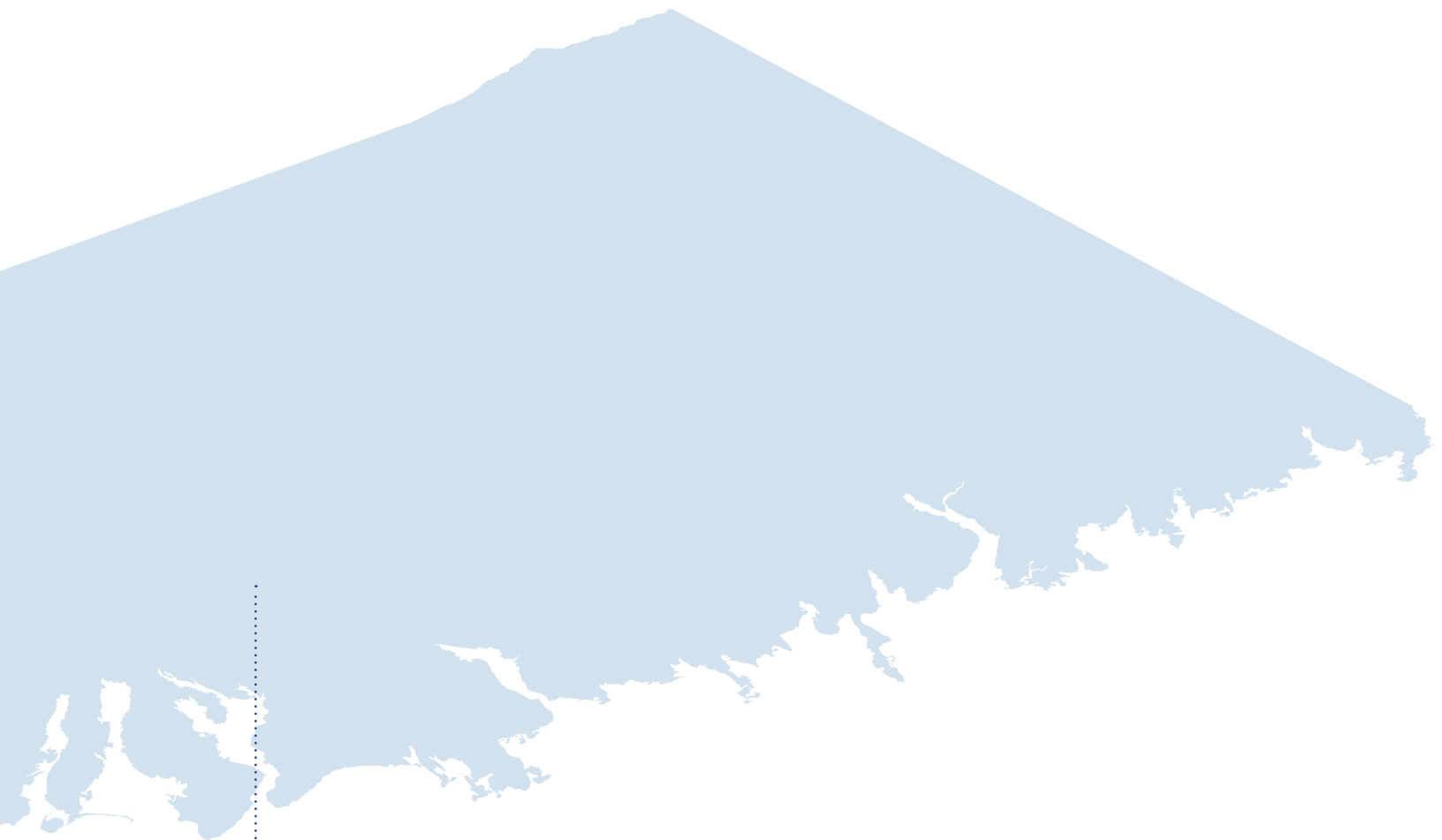
49,645

Households in 2016



1.2%

Household growth rate from 2011 - 2016



Rural



101,585
People in 2016



1.6%
*Population growth rate from
2011 - 2016*



38,605
Households in 2016



4.2%
*Household growth rate from
2011 - 2016*



TRAVEL CHOICES AND PERCEPTION

KEY INDICATORS

- Mode share by subregion
- User perception of walking, bicycling and taking transit as a transportation option

TRAVEL CHOICES



MODE SHARE TARGETS

In 2014, the *Regional Plan* set the target that by 2031, at least 30% of trips will be made by sustainable modes of travel (walking / rolling, bicycling or transit). The IMP has adopted this ambitious target, and is aiming to achieve it through the life of the plan. Since this is third year since the IMP was approved, the data to report on the progress towards this target is not available yet.

The region's mode-share percentages are based on "home-based work" trips, which represent commuting trips from

home to place of employment. Statistics Canada tracks mode-share percentages in its "Journey to Work" dataset, which is normally released as part of the National Census every five years. This means that next mode share data will be available at the end of 2021, after the release of this report. Therefore, the data represented in this report represents pre-IMP conditions, but still provides an overview on how travel patterns have changed over the last 15 years.

2031 REGIONAL PLAN / IMP TARGETS

at least **30%**
of trips made by
TRANSIT & ACTIVE TRANSPORTATION



at most **70%**
of trips made by
PRIVATE VEHICLE

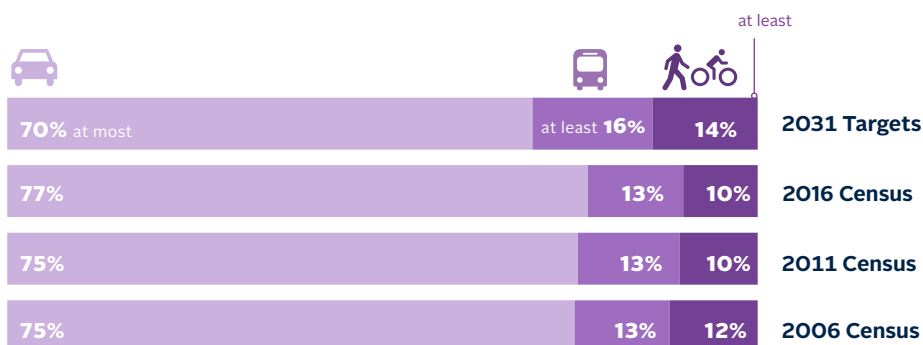


HOW ARE PEOPLE TRAVELLING TO WORK?

The following provides a snapshot on how residents in the Halifax region used to travel to work between 2006 and 2016.

HALIFAX REGION-WIDE

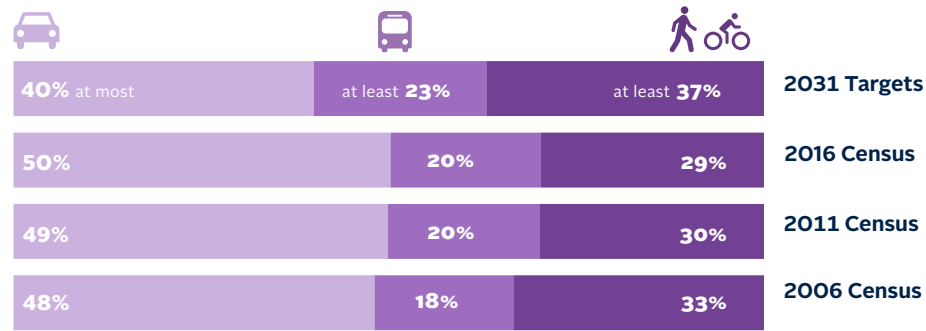
Mode share data indicate that HRM is not heading in the right direction. Auto mode share increased to 77% (by 2%) in 2016, while non-auto mode share (transit and active transportation) have dropped by 2% since 2006. It is expected that incorporating the recommendations of the IMP, including integrating land use with the transportation network, would reverse the trend, and realize the overall mode share targets in the area.



Note: not included in these graphs is the "other" category, which would explain why in some cases the data does not add up to a 100%.

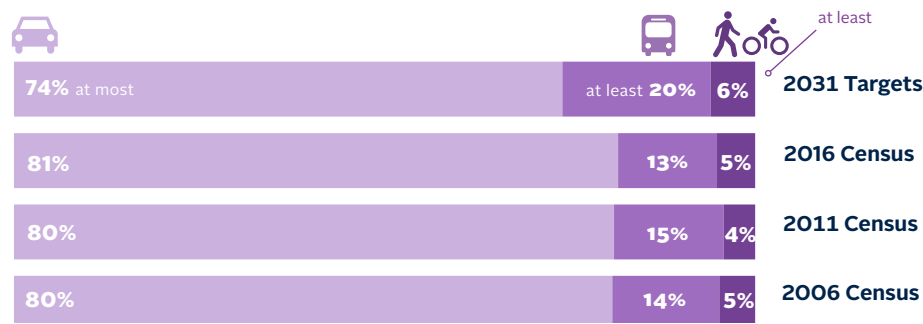
REGIONAL CENTRE

Between 2016 and 2011, auto mode share has increased by 1% in the Regional Centre, which is an indication that the region is headed in the wrong direction. However, it is expected that with the implementation of the IMP, the *Rapid Transit Strategy*, and the *Active Transportation Priorities Plan* as well as the increased amount of people living in the Regional Centre, through *Centre Plan* policies, will contribute significantly to the ability to meet region-wide targets.



SUBURBS

Recent mode share data indicate auto mode share is on the rise in the Suburbs. Existing trends indicate that suburban development has been oriented towards private vehicles, discouraging walking, cycling and .cycling and making transit inefficient. IMP improvements as well as the implementation of the *Rapid Transit Strategy* in the suburbs are expected to significantly improve mode share for transit in this area, achieving the Regional Plan target by 2031.



RECENT MOBILITY TRENDS

Trips made by
ACTIVE TRANSPORTATION/TRANSIT



Trips made by
PRIVATE VEHICLE



MODE SHARE BY HOME AREA

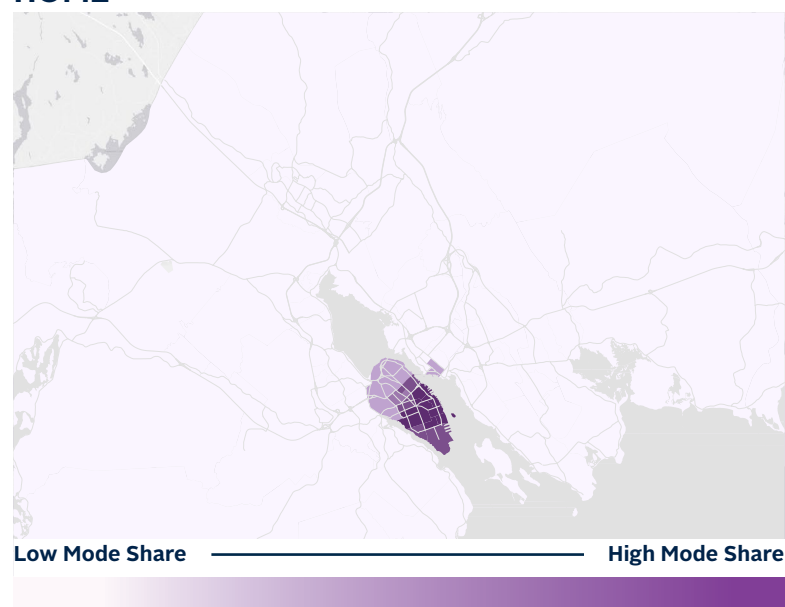
The following figures are meant to provide a snapshot of existing conditions only, for more detailed data, see the **Mode Share App**.

WALKING TO WORK

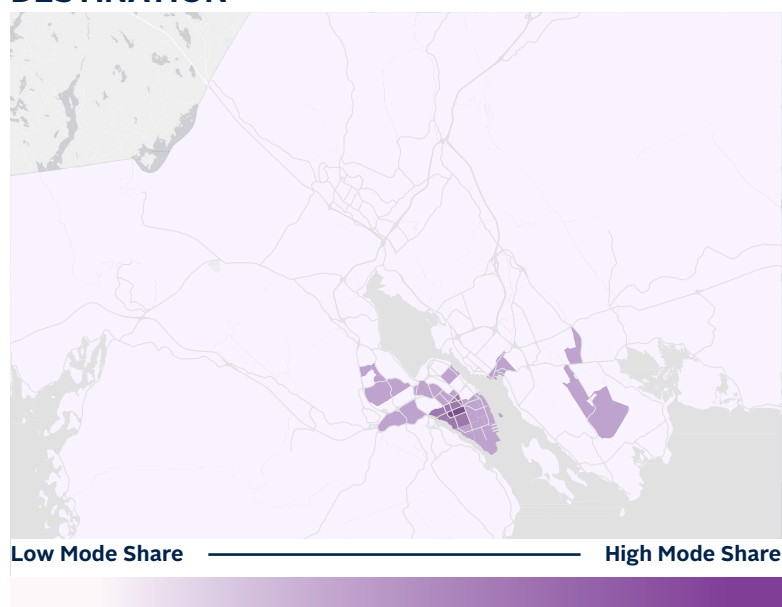
Walking to work is most popular in the Halifax Peninsula, and particularly in downtown Halifax, where between 55-60% of area residents walk to work. The greatest increase in walking,

between 2011 and 2016, was in downtown and northend Halifax, increasing by 5-10%.

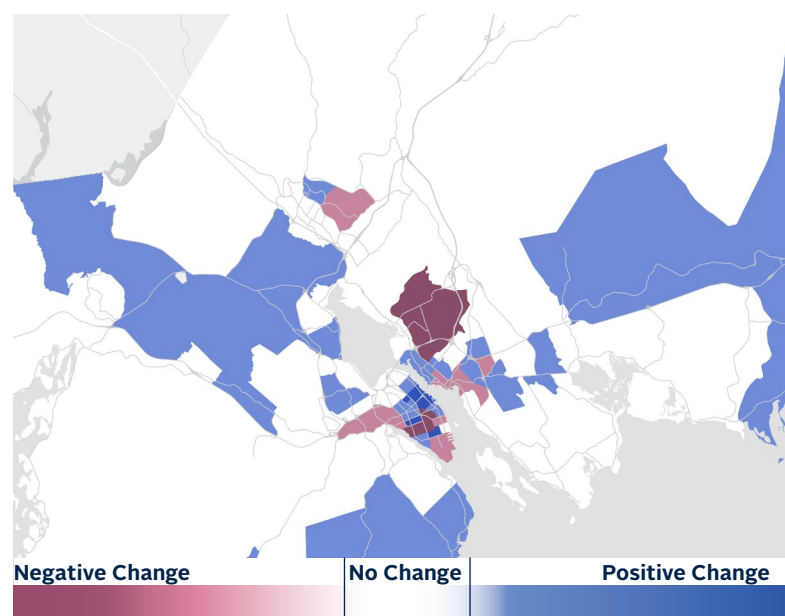
MODE OF TRAVEL USED TO GO WORK FROM HOME



MODE OF TRAVEL USED TO ARRIVE AT WORK DESTINATION



CHANGE BETWEEN 2011-2016



CHANGE BETWEEN 2011-2016

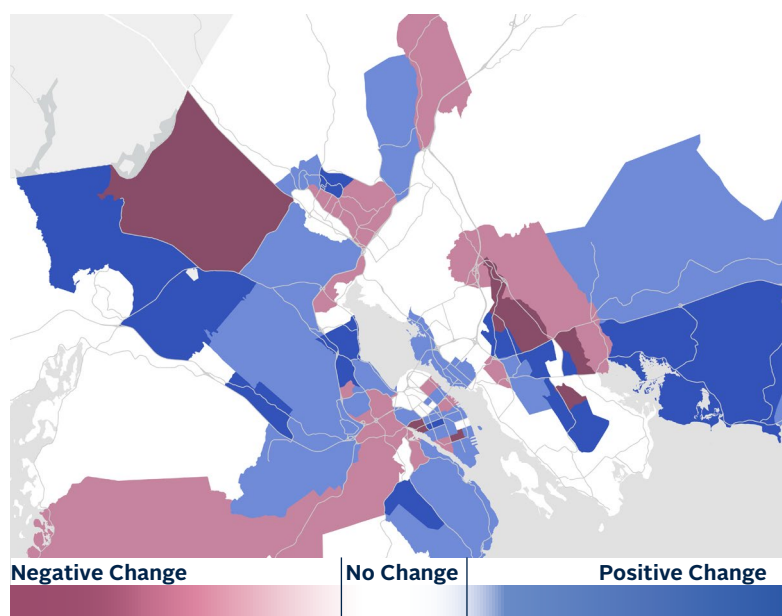


Figure 5: Origin and Destination Walking Mode Share (2011-2016) Data Source: Statistics Canada, Journey to Work Data (2011 and 2016).

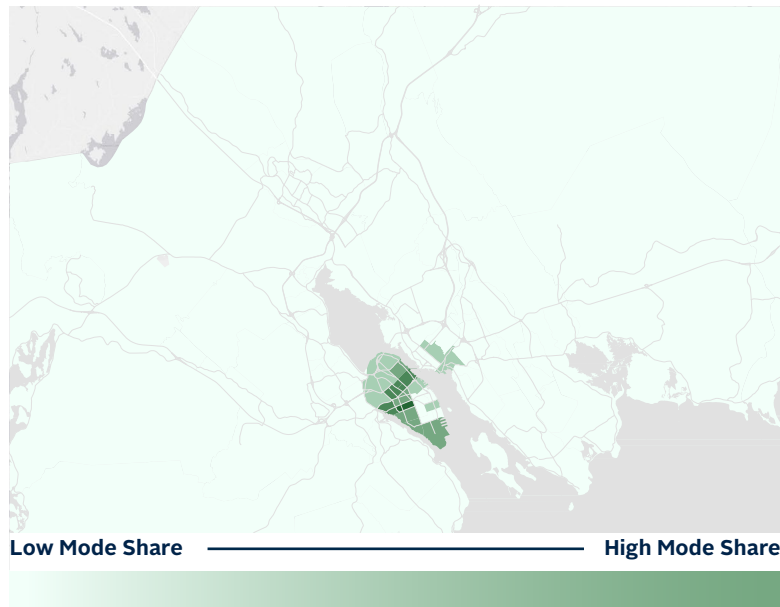
MODE SHARE BY HOME AREA

CYCLING TO WORK

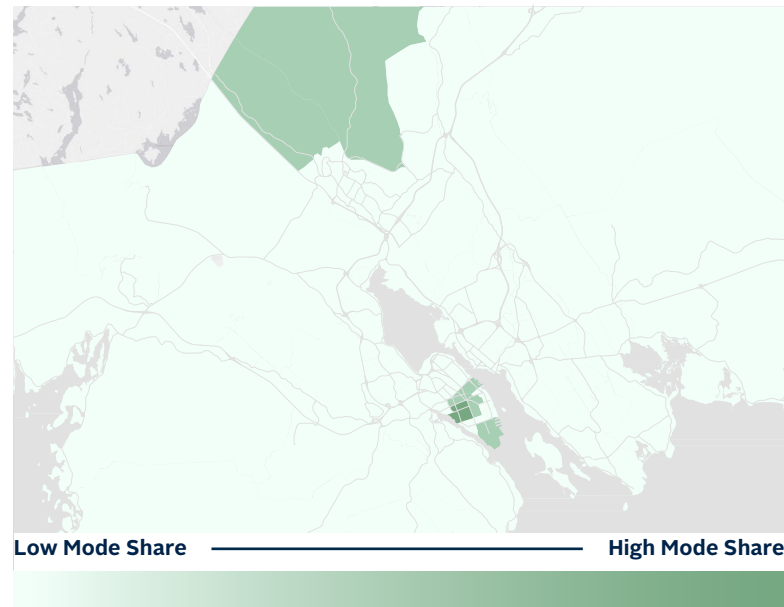
Cycling to work is also most popular in the Halifax Peninsula, particularly in westend and northend Halifax, where between 7-10% of area residents cycle to work. The greatest increase

in cycling, between 2011 and 2016, was in downtown and westend Halifax, where cycling mode share increased by approximately 3%.

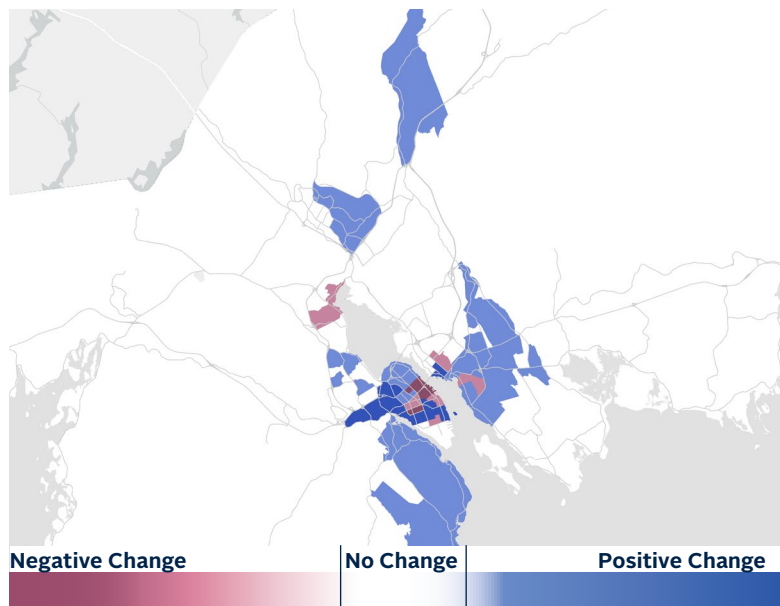
MODE OF TRAVEL USED TO GO WORK FROM HOME



MODE OF TRAVEL USED TO ARRIVE AT WORK DESTINATION



CHANGE BETWEEN 2011-2016



CHANGE BETWEEN 2011-2016

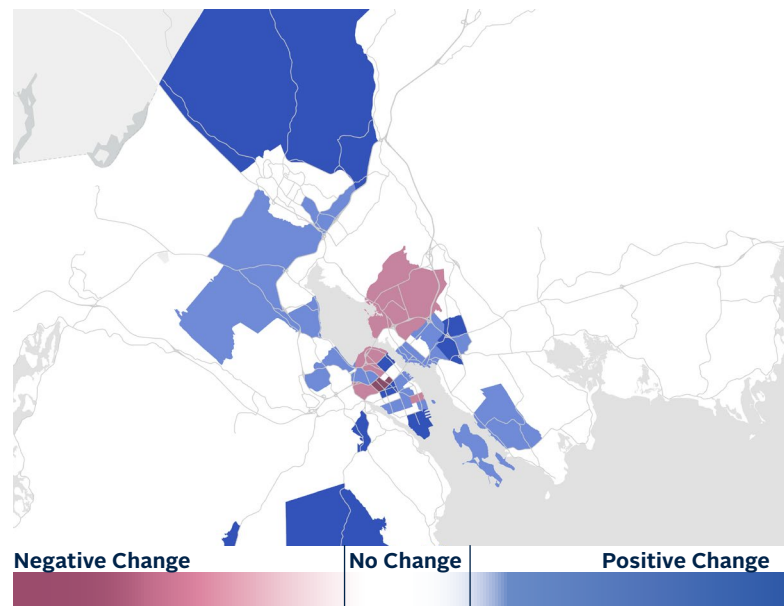


Figure 6: Origin and Destination Cycling Mode Share (2011-2016) Data Source: Statistics Canada, Journey to Work Data (2011 and 2016).

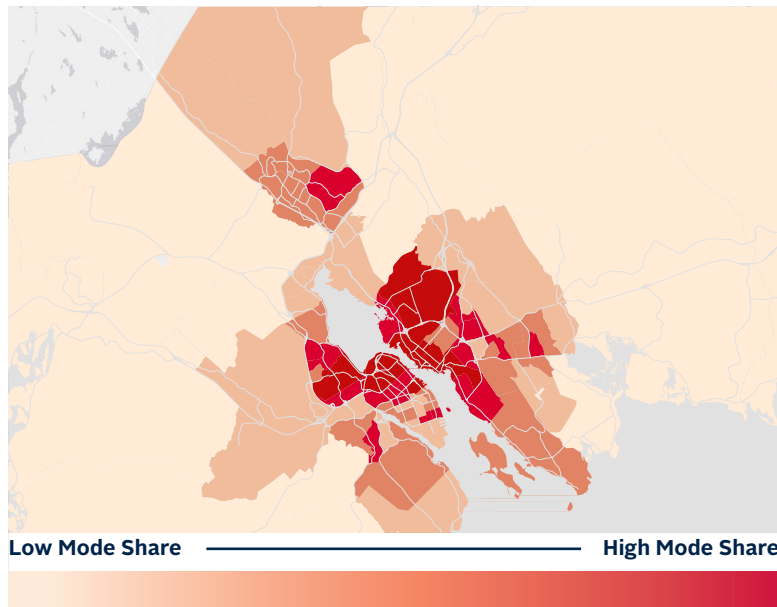
MODE SHARE BY HOME AREA

TAKING TRANSIT TO WORK

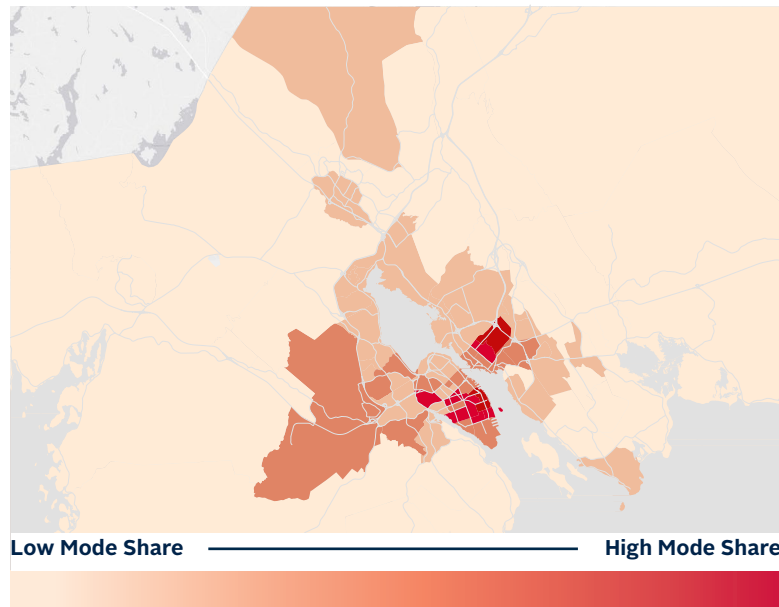
Using transit to go to work is most popular for residents living in the northend of Halifax, Clayton Park, and central Dartmouth with transit mode share ranging between

20-30%. The highest increases in transit use were in westend Halifax and downtown Dartmouth, increasing by approximately 11-14%.

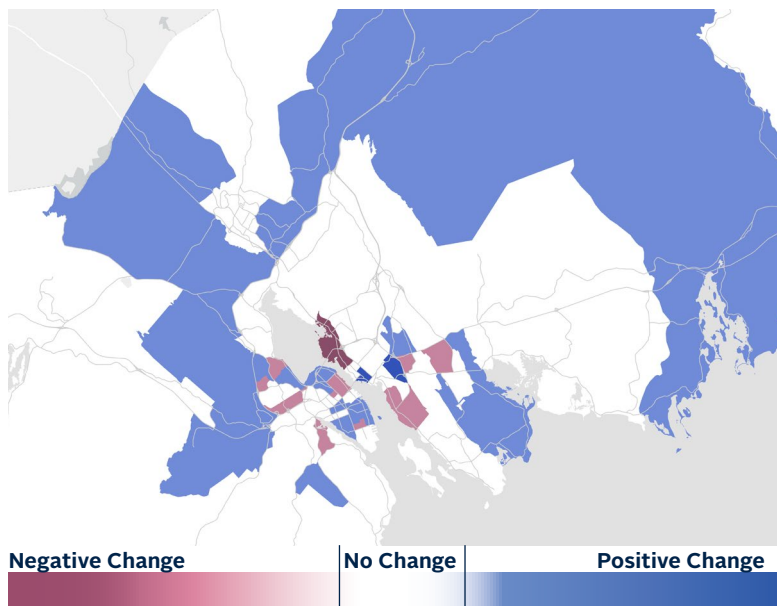
MODE OF TRAVEL USED TO GO WORK FROM HOME



MODE OF TRAVEL USED TO ARRIVE AT WORK DESTINATION



CHANGE BETWEEN 2011-2016



CHANGE BETWEEN 2011-2016

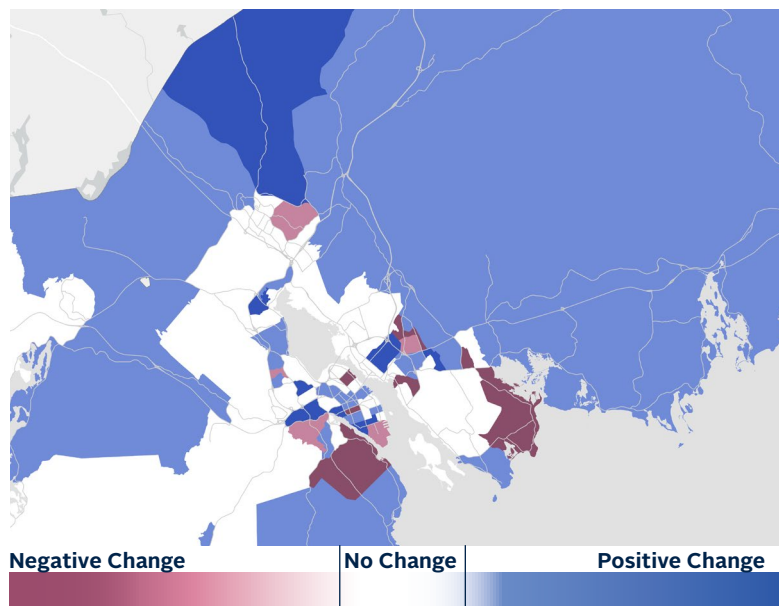


Figure 7: Origin and Destination Transit Mode Share (2011-2016) Data Source: Statistics Canada, Journey to Work Data (2011 and 2016).

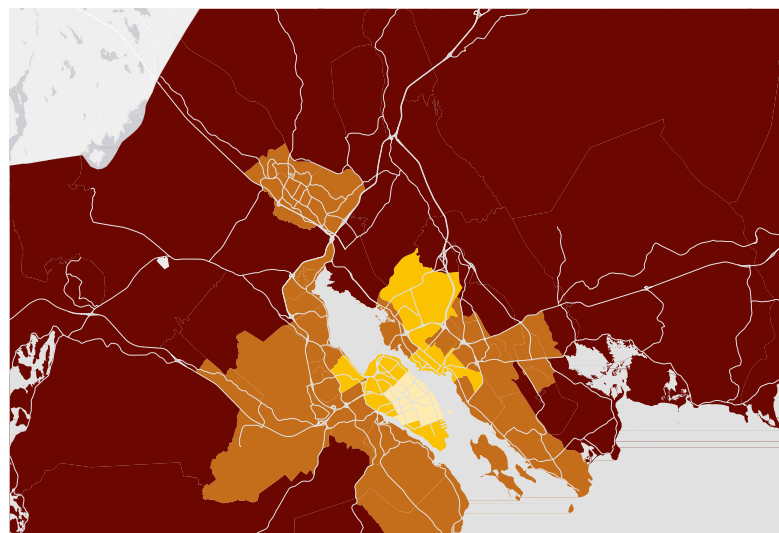
MODE SHARE BY HOME AREA

DRIVING TO WORK

More people have been driving across the region, particularly in central Dartmouth, and in the suburbs. The average increase in driving in the entire region is approximately 1.5-

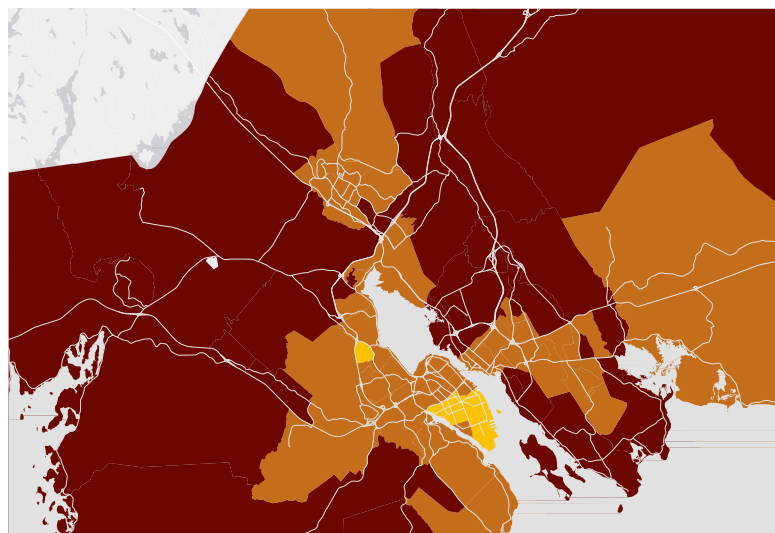
2%. The largest increase in driving is in central Dartmouth, increasing by about 10-16%.

MODE OF TRAVEL USED TO GO WORK FROM HOME



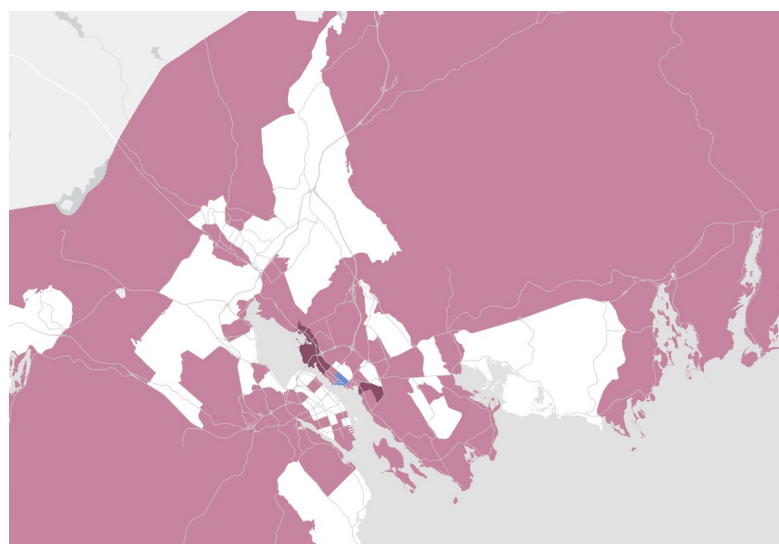
Low Mode Share High Mode Share

MODE OF TRAVEL USED TO ARRIVE AT WORK DESTINATION



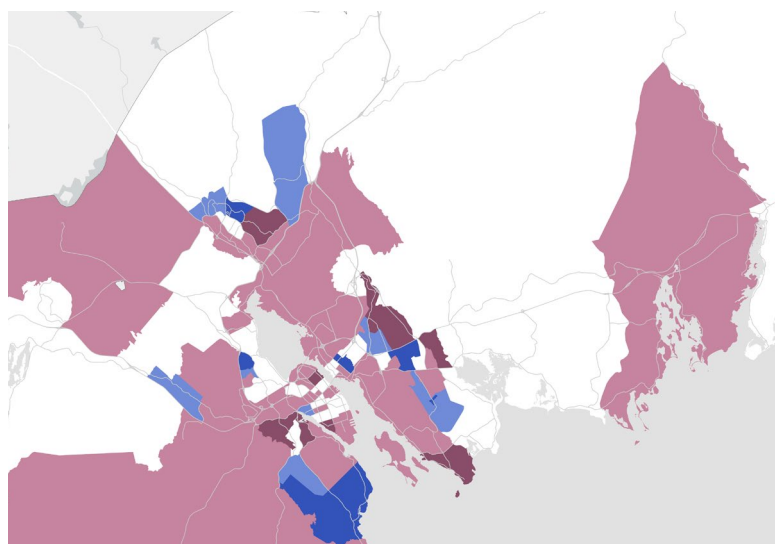
Low Mode Share High Mode Share

CHANGE BETWEEN 2011-2016



Negative Change No Change Positive Change

CHANGE BETWEEN 2011-2016



Negative Change No Change Positive Change

Figure 8: Origin and Destination Automobile Mode Share (2011-2016) Data Source: Statistics Canada, Journey to Work Data (2011 and 2016).



TRAVEL PERCEPTION



TRAVELLER OPINION SURVEY

The 2019 Traveller Opinion Survey (TOS) was used to measure residents' perception of the existing sustainable transportation network (walking/ rolling, bicycling and transit). The survey has helped us learn more about how and why residents travel, and understand what motivates people to use sustainable transportation modes. This section summarizes key results of the survey. For more information, see the *What We Heard Report*.



3263

Residents respondent to the survey



3.6



2.3



3.1

Average Resident Rating of the Quality of Infrastructure Dedicated to Sustainable Modes of Travel

TOP REASON RESIDENTS DON'T USE A TRAVEL MODE AS THEIR MAIN MODE TRANSPORTATION



48% indicated they do not walk / roll **because trip distance is too long**



53% indicated they do not bike **because of fear of colliding with motor vehicles**



49% indicated they do not take transit **because transit travel time is too long**

PERCENT OF RESIDENTS THAT WOULD LIKE TO USE SUSTAINABLE TRAVEL MODES MORE OFTEN

68%

indicated they would like to walk more

60%

indicated they would like to start biking or bike more

60%

indicated they would like to take transit more often

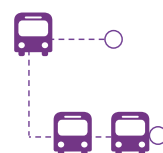
TOP MOTIVATOR FOR RESIDENTS TO USE A TRAVEL MODE AS THEIR MAIN MODE TRANSPORTATION (BASED ON RESIDENTS' SUGGESTIONS)



34% indicated they would walk more **if there is better lighting at night**



59% indicated they would bike **if more protected and physically separated bicycle lanes are available**



51% indicated they would use transit **if service becomes more frequent**





ACTIVE TRANSPORTATION

KEY INDICATORS

- % of All Ages and Abilities 'AAA' bicycle facilities in the Regional Centre
- % of streets with sidewalk by sub-region
- Average commute times for cyclists
- Average commute times for pedestrians
- % of residents within 500m of a bicycle route

ACTIVE TRANSPORTATION



Objective: Encourage walking and bicycling by building complete and connected networks that respond to the needs of urban, suburban and rural communities, for all ages and abilities 'AAA'.

ALL AGES AND ABILITIES 'AAA' BICYCLE NETWORK

Making it convenient for more residents to choose walking and bicycling is key to the success of the IMP. Bicycling should be comfortable and enjoyable for people of all ages and abilities – from children to seniors to new cyclists. Certain types of facilities make people feel safer and are more fun to use for bicyclists.

By the end of 2020, we successfully built 19.7 kilometers of 'AAA' bikeways in the Regional Centre, representing approximately 34% of the total planned bikeways. These facilities are contributing to making bicycling a safer, more comfortable, and attractive option for short and medium-length trips.

19.7 Kms
of 'AAA' bikeways have been built so far

OF
57 Kms
of total planned 'AAA' bikeways in the Regional Centre



Figure 9: Completed and Planned All Ages and Abilities 'AAA' Bicycle Network in the Regional Centre.

COMPLETENESS OF SIDEWALK NETWORK

The IMP encourages walking by expanding and refining infrastructure, including:

- » Completing significant gaps in the sidewalk network, including on corridors like Herring Cove Road, and Dutch Village Road.
- » Making it easier and safer for walking.
- » Adding pedestrian infrastructure in rural community centres.

The Regional Centre has dense and complete sidewalk networks (in the Halifax Peninsula and Central Dartmouth). The sidewalk network becomes less complete and less accessible as distance increases from the Regional Centre.

Over the last three years, we added approximately 19.6kms of sidewalk and 18.5kms of multiuse pathways.

771 Kms
of HRM-owned streets have sidewalk on one or both sides of the street

41%
of HRM-owned streets have sidewalk on either side of the street

443 Kms
of HRM-owned streets in the **Suburbs** have sidewalk on one or both sides of the street

30 Kms
of HRM-owned streets in **Rural** communities have sidewalk on one or both sides of the street

COMMUTING DURATION

It takes cyclists

21

minutes to commute to work in **HRM**

17

minutes to commute to work in the **Regional Centre**

29

minutes to commute to work in the **Suburbs**

54

minutes to commute to work in **Rural** communities

It takes pedestrians

16

17

15

8

BICYCLE NETWORK COVERAGE

56%
of HRM residents live within
500m OF A BICYCLE ROUTE





Spring Garden Road Stoplet

FEATURED PROJECTS



SOUTH PARK PROTECTED BICYCLE LANE



The South Park Street bicycle lanes have been upgraded and extended to create an 'AAA' cycling connection between Sackville Street and Inglis Street. The project features bicycle lanes on each side of the street, with a wide buffer and concrete curb to separate bicycle traffic from parked cars and vehicles. This route will eventually connect to other planned bicycle corridors in the Peninsula, including the enhanced bicycle lanes on Bell Road.

See **project page** for more information.



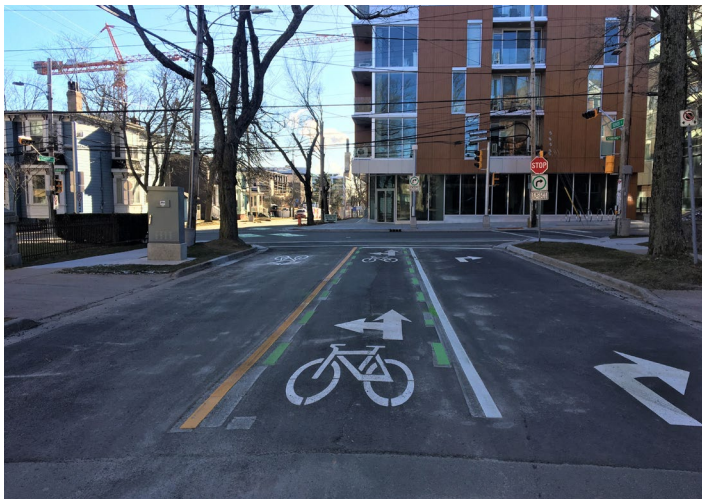
HOLLIS STREET PROTECTED BICYCLE LANE



Construction of a protected bicycle lane on Hollis Street to create an "all-ages-and abilities" (AAA) cycling connection through downtown Halifax was completed in 2020. The one-way, protected bicycle lane includes pre-cast concrete curb and flexible bollards to separate bicycle and vehicle traffic. It also includes pre-cast concrete platforms at bus stops, which provide shared space for people cycling and bus passengers. These have been added to manage conflicts between transit users and cyclists along the route.

See **project page** for more information.

VERNON-SEYMOUR LOCAL STREET BIKEWAY



In spring 2019, Vernon-Seymour was transformed into Halifax's first local street bikeway. These two streets received:

- » Traffic diversion measures where necessary to discourage through trips by motor vehicles.
- » Traffic calming measures, where necessary, to slow down motor vehicles.
- » Intersection improvements to create safer, convenient bicycle crossings of major and minor streets; and,
- » Improvements to the pedestrian realm, including curb extensions.

See **project page** for more information.

LOWER WATER STREET TACTICAL BIKEWAY



In Fall 2020, and as part of the Street Improvement Pilot Program, we upgraded the current bicycle lane on Lower Water Street into a protected 'AAA' bicycle lane using bollards and planters in a painted buffer. The bicycle lane was also extended to the Cogswell Interchange, providing a safer, more comfortable experience for cyclists.

See **project page** for more information.

GOTTINGEN STREET TACTICAL BIKEWAY



In fall 2020, and as part of the Street Improvement Pilot Program, a protected two-way bikeway was installed on Gottingen Street between Rainnie Street and Brunswick Street. This facility a protected facility connecting the existing two-way Rainnie Street bikeway, down to Brunswick Street. This design also closes the slip lane at the intersection of Brunswick Street and Duke Street, improving the safety of cyclists and pedestrians trying to cross that intersection.

See **project page** for more information.

FEATURED PROJECTS

BARRINGTON COMPLETE STREET IMPROVEMENTS



This project included a section of Barrington Street that is part of a “greenway” connection between the existing Barrington Street Greenway, the Devonshire Avenue bicycle lane, and proposed active transportation connections to the Africville National Historic Site. Through this project, we added a the multi-use pathway, made upgrades to the sidewalk on the west side of the street and added transit priority measures for buses traveling southbound on Barrington Street.

See **project page** for more information.

SACKVILLE GREENWAY



On September 29, 2018 the Sackville Greenway opened. This 1.5 km multi use path connects Glendale Drive to Sackville Drive near Acadia school, linking residents to shops and services through a lush green river valley. This \$1.8 million investment included design & construction of a multi-use path, bridge and retaining wall. The next phase of the project is to design and construct a connection from Sackville Drive to Old Sackville Road and the Sackville Transit Terminal

FOREST HILLS PARKWAY COMPLETE STREETS ENHANCEMENTS



Phase 1 of enhancements to the Forest Hills Parkway and Cumberland Dr. were completed in late Fall 2019. Improvements were made to safety, accessibility and trips times for walking, bicycling and transit service. The former asphalt sidewalk has become a multi-use pathway for walking, rolling and cycling that is now separated from vehicular traffic Transit improvements included accessible bus stops, new lay-bys and transit priority measures.





TRANSIT KEY INDICATORS

- Transit ridership
- Kilometers of transit priority lanes
- Number of Intersections with transit priority measures
- % of residents within 500m of a transit stop within the Urban Transit Service Boundary
- Average commute time for transit users
- Number of buses travelling on Transit Priority Corridors
- Average operating speeds for transit vehicles

TRANSIT



Objective: Enhance transit service by increasing the priority of transit and improving the integration of transit service with land use and settlement patterns.

TRANSIT RIDERSHIP

Transit provides residents with inexpensive, efficient ways to travel. Halifax Transit operates 70 transit routes that see approximately 103,000 trips each weekday (Q3 2019). Since 2017, transit ridership has been steadily increasing, at an average of 9% per year. Recent investment in transit service and infrastructure has improved the quality, accessibility and availability of transit, significantly improving the user experience.

In Q3 of 2019/2020, transit boardings increased by 9% compared to the same quarter in 2018, and by 15% since 2017, representing an increase of over 4 million passengers per year. This trend was expected to continue onto 2020. However, as with travel patterns across the region, the COVID-19 pandemic significantly impacted transit ridership, reducing recent boarding levels to about 50%.



620,000
Passengers Every
Week

In Q3 of 2019 (pre-pandemic), buses and ferries carried over 620,000 passengers every week compared to 576,000 Passengers in 2018

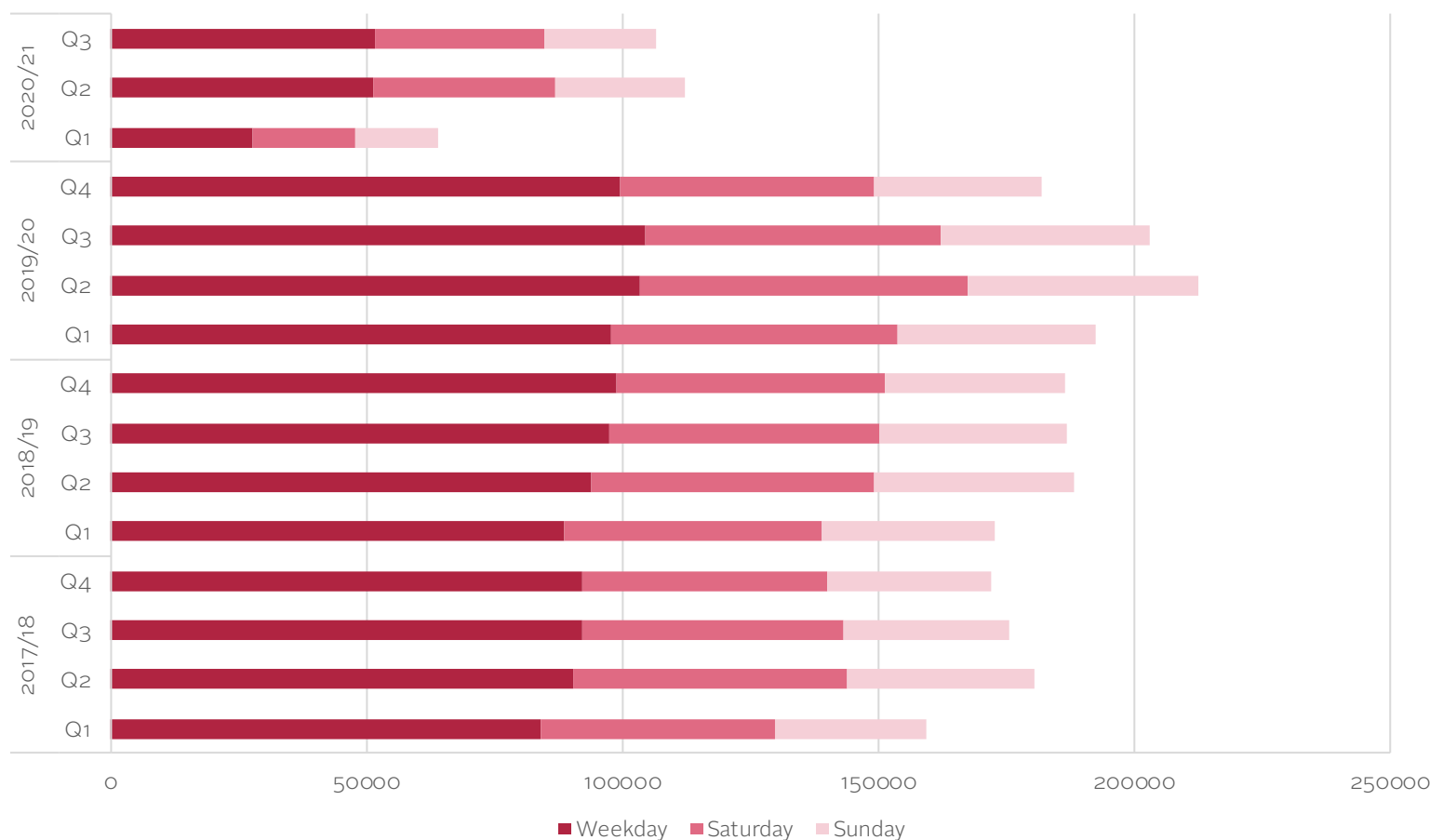


Figure 10: Transit boardings since Q1 in 2017/2018 to Q3 in 2020/2021.

TRANSIT PRIORITY MEASURES

Transit Priority Measures are tools that prioritize the movement of buses over other vehicles, reducing transit travel time and increasing reliability for passengers. Common examples include bus priority lanes, queue jump lanes, and transit signal phases.

- » **Bus Priority Lanes** are dedicated for use by buses either permanently or during certain time periods.
- » **Queue Jump Lanes** are lanes on the intersection approach that allows buses to bypass queued traffic
- » **Transit Signal Phases** uses signal technology to provide buses with a head start at queue jump locations, as well as to provide additional green time for buses.

Since the implementation of the IMP, we have added 6.7kms of bus priority lanes, increasing our inventory of dedicated lanes to 9.1kms. There are now 37 intersections that are enhanced with transit priority measures (e.g. transit signal phases and queue jump lanes).

9.1 Kilometers

of transit priority lanes were built by end of year 2020

37 Intersections

with transit priority measures

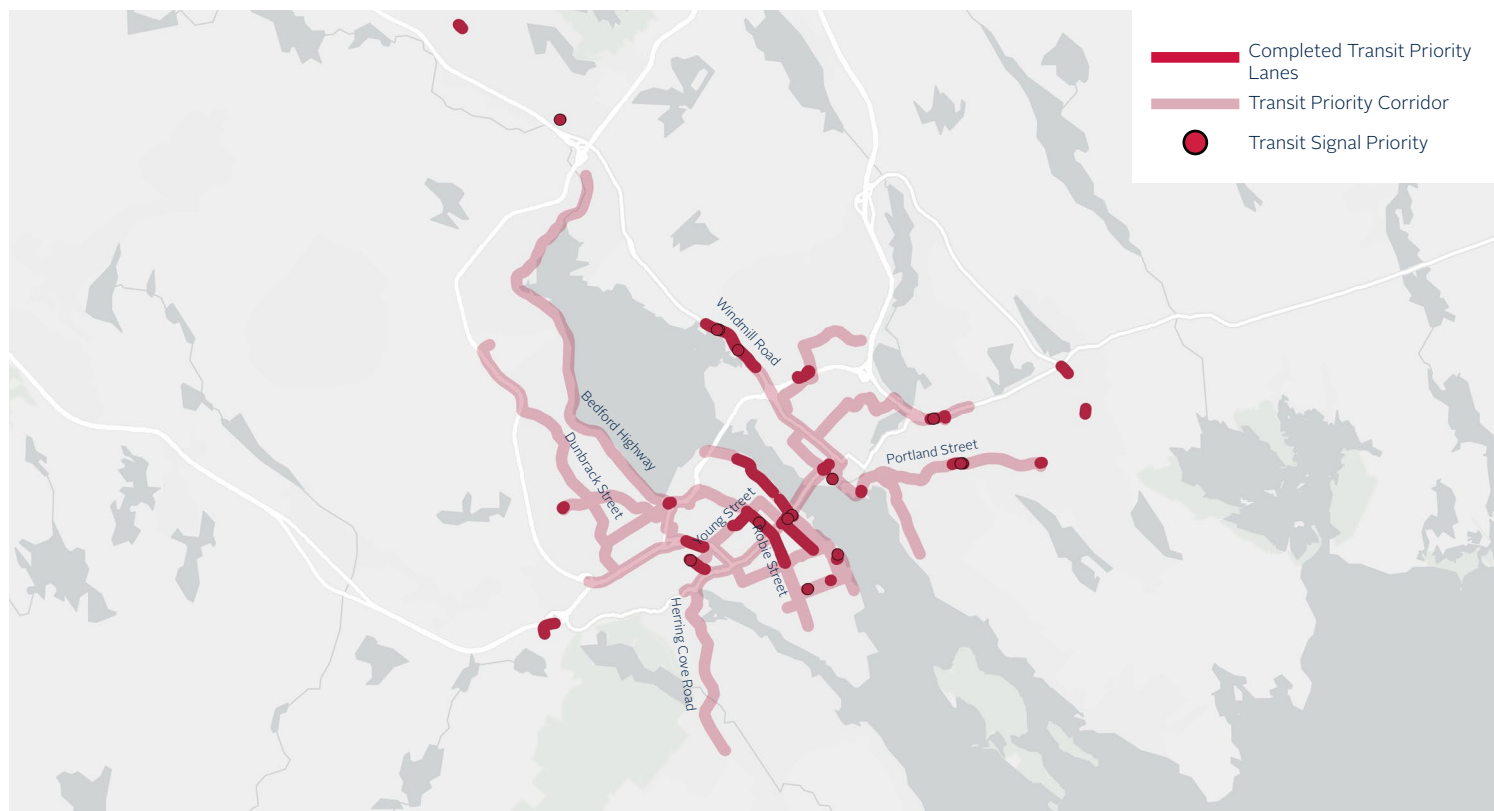
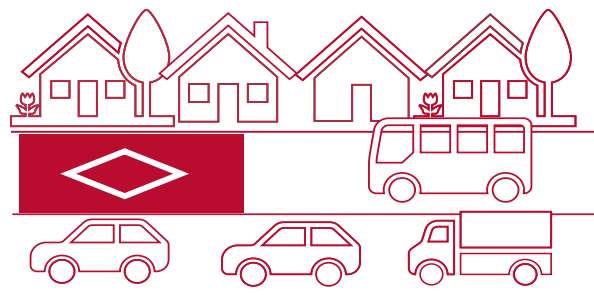


Figure 11: Existing transit priority lanes and transit priority corridors from the IMP and the RTS..

COMMUTING DURATION

It takes transit users

39

*minutes to commute to work in **HRM***

32

*minutes to commute to work in the **Regional Centre***

43

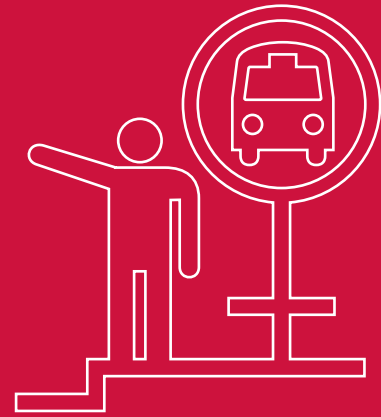
*minutes to commute to work in the **Suburbs***

51

*minutes to commute to work in **Rural** communities*

Data source: Statistics Canada (2016)

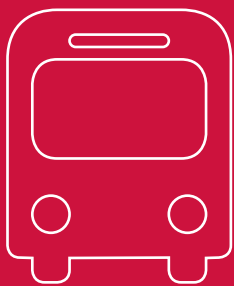
TRANSIT NETWORK COVERAGE



90%

*of residents in the Urban Transit Service Boundary
live within **500m OF A BUS STOP***

BUSES USING THE TRANSIT PRIORITY CORRIDORS



6217
Bus Trips

*occur on bus priority lanes every day compared to
5620 in 2019, 5332 in 2018, and 4194 in 2017.*

TRANSIT OPERATING SPEED



20
Kms per Hour

*average operating speed of transit vehicles (ferries and
buses)*

FEATURED PROJECTS

ROBIE STREET TRANSIT PRIORITY CORRIDOR



Phase one of the Robie Street transit priority corridor project was completed in 2020. Approximately 2.5km of new bus lanes were added on Robie Street between Quinpool Road and Young Street. The bus lanes are operational on weekdays between 6AM and 6PM, which provides transit priority during the busiest periods while accommodating on-street parking and loading during off-peak periods.

Major upgrades were made to the Robie Street – Cunard Street intersection, including the realignment of a portion of Cunard Street. This resulted in the addition of more than 1,700 square meters of green space to the North Common and significantly reduced pedestrian crossing distances at the intersection. The new green space, and the narrowing crossing distances enhance the pedestrian environment.

See [project page](#) for more information.

YOUNG STREET TRANSIT PRIORITY CORRIDOR



Phase one of the Young Street transit priority corridor project was completed in 2020. Approximately 450m of new outbound bus lane was added on Young Street (between Robie Street and Windsor Street). This bus lane is in operation for the entire day.

The Robie Street and Young Street bus lanes are a key component of the IMP's transit priority network, providing a central spine on the peninsula for transit that will play a critical role in improving transit service in the region, ultimately, connecting the Bayers Road, Young Street, and Robie Street transit priority corridors.

See [project page](#) for more information.

BAYERS ROAD TRANSIT PRIORITY CORRIDOR



Construction of the first sections of the new bus lane on Bayers Road started in 2020. The work was focused on the section of Bayers Road between Romans Avenue and Coleman Court. The formerly 4-lane roadway was widened to include new dedicated bus lanes in both directions, along with a new multi-use pathway. Approximately 450m of bus lanes were added in each direction and a multi-use pathway was added along the south side of Bayers Road, which provides dedicated space for active transportation that is separated from vehicular traffic. The connection will form a key component of the regional active transportation network. Work on this important corridor will continue in the 2021 construction season.

See **project page** for more information.

GOTTINGEN STREET TRANSIT PRIORITY CORRIDOR

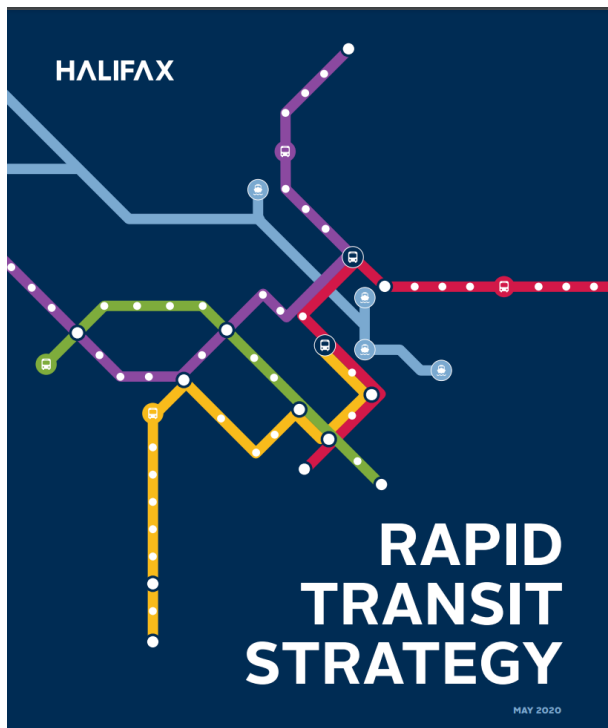


In November 2018, buses started using a new northbound peak period transit lane on Gottingen Street. The lane provides dedicated space for northbound buses during weekday peak periods (3-6 p.m.) reducing congestion-related delay and allowing buses to get residents to their destinations on Gottingen Street 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 included 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.

FEATURED PROJECTS

RAPID TRANSIT STRATEGY



On May 26, 2020, Halifax Regional Council unanimously adopted the Rapid Transit Strategy that includes a Bus Rapid Transit (BRT) system and new ferry service.

The *Rapid Transit Strategy* includes four proposed BRT lines and three new ferry routes. The BRT lines will operate every ten minutes and will be within walking distance of over 120,000 people and 100,000 jobs. The ferries will make direct connections between downtown Halifax and new terminals at Mill Cove, Larry Uteck and Shannon Park.

See **project page** for more information.

MOVING FORWARD TOGETHER PLAN (MFTP)



On November 25, 2019, Halifax Transit implemented the fourth and largest round of service changes to date, under the MFTP. At this time 19 new routes were added, bringing the MFTP network implementation total to 51%. Service change highlights included increased frequency and longer service day in many neighbourhoods, and four brand new express routes to provide residents with a faster and easier trip into downtown. The connection between Sackville and Downtown Halifax was also improved with the new Route 84 Glendale which provides service seven days a week. New service to the growing communities of Governor's Brook and West Bedford was also part of the extensive service changes.

See **project page** for more information.





AUTOMOBILE KEY INDICATORS

- Average vehicle kilometers travelled (VKT) per capita
- Average commuting duration for automobiles
- Vehicle ownership per capita

AUTOMOBILE



COMMUTING DURATION

It takes drivers

21

*minutes to commute to work in **HRM***

15

*minutes to commute to work in the **Regional Centre***

20

*minutes to commute to work in the **Suburbs***

27

*minutes to commute to work in **Rural** communities*

Data source: Statistics Canada (2016)

VEHICLE KILOMETERS TRAVELLED (VKT)



23.3 Kms

Average daily VKT per capita, based on the NovaTRAC Survey (2018)

OR

29 Kms

Average daily VKT per capita, based on HRM's Travel Demand Model (2019)

VEHICLE OWNERSHIP PER CAPITA

0.41
vehicles per person

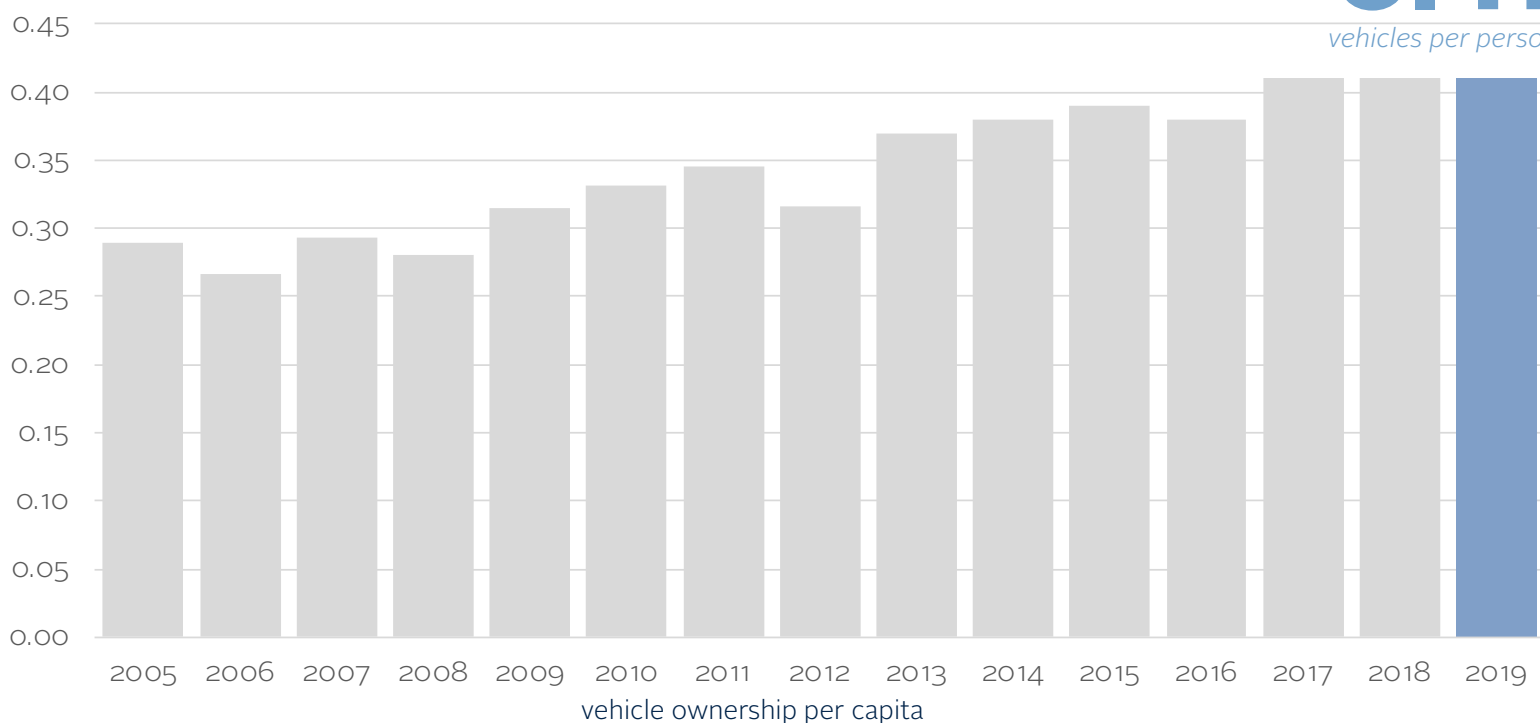


Figure 12: Vehicle ownership per capita using vehicle ownership data from Access Nova Scotia, and population estimates from Statistics Canada

One of the long-term goals of the IMP is to reduce the need for private vehicle ownerships by promoting alternatives to owning a vehicle and single-occupant trips (e.g. active transportation, transit, car-sharing or ride sharing).

The number of vehicles per person in the region has remained steady since the IMP was approved at 0.41 vehicles per person. As the population of Halifax continues to grow, the IMP predicts a decline in the reliance on personal vehicles as we continue to work towards providing residents with more options to travel around the region.

It is evident that people living in the suburbs and rural communities own more vehicles every year compared to a residents of the Regional Centre. This is a consequence of

low density development patterns that perpetuate suburban sprawl and minimize the potential of creating complete communities. As discussed previously, the IMP, as well as the Regional Plan, aim to create complete communities that can be linked by high quality transit corridors, 'AAA' bicycle network, and on-demand car sharing service in lieu of vehicle ownership.

While population growth in the suburbs will continue, demand is shifting towards the Regional Centre. Much of this shift is linked to younger residents who are increasingly forsaking private vehicle ownership and living in dense urban neighborhoods. Considering that a quarter of the municipality's residents are between the ages of 21 and 34, the IMP will continue considering and responding to these changing preferences and work to improve the walking, bicycling and transit experience.

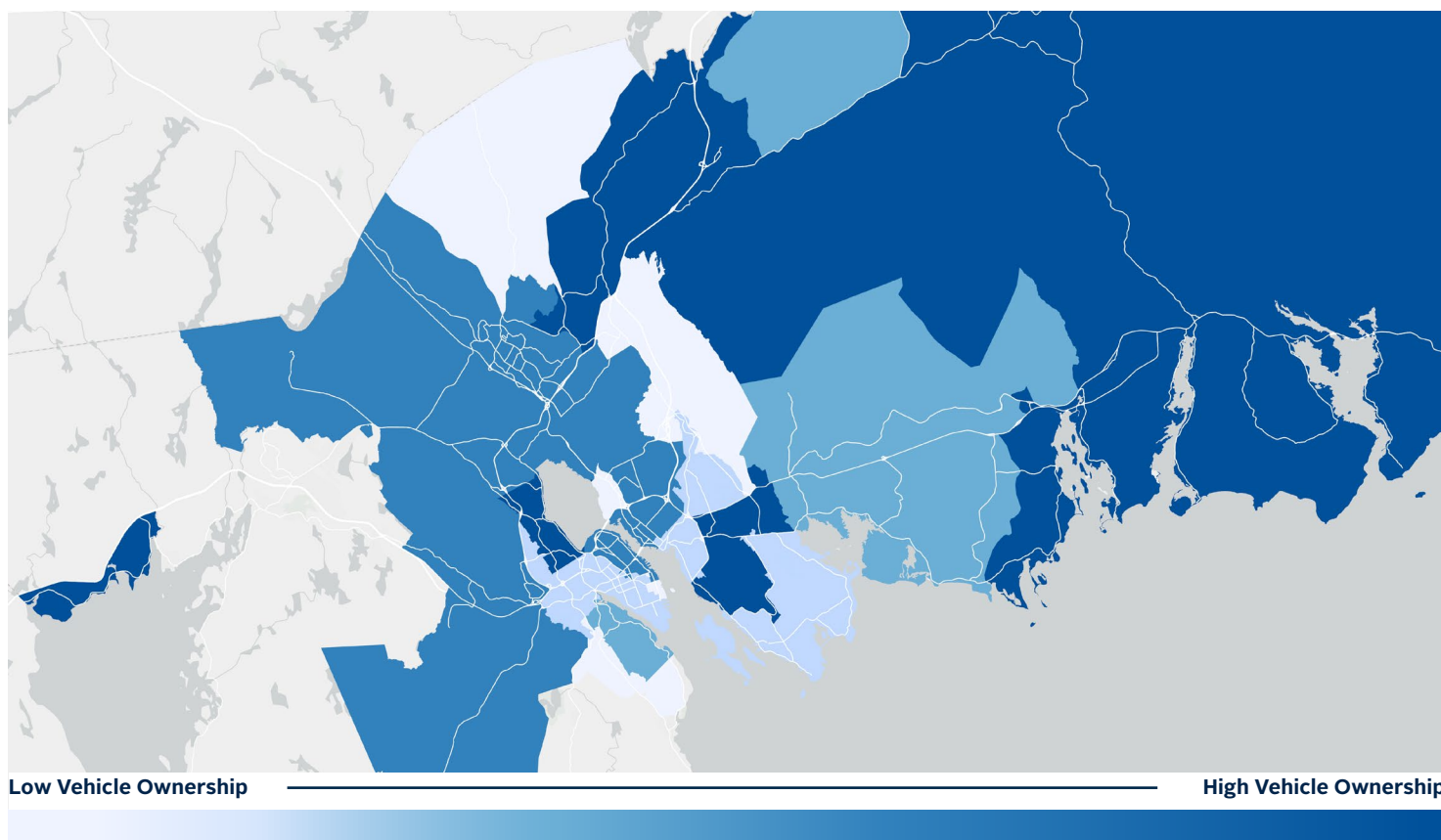


Figure 14: Vehicle ownership by Forward Sortation Area (FSA) in 2019. Note that data is not available for the entire municipality. Data Source: Access Nova Scotia.

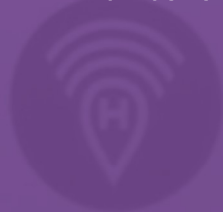




PARKING

KEY INDICATORS

- Number of parking permits sold by type
- Average daily parking duration in parking zones
- Number of on-street parking permits sold for carshare vehicles



DOWNLOAD THE APP & PAY WITH
HotSpot



Questions? Contact 311

HALIFAX

PARKING



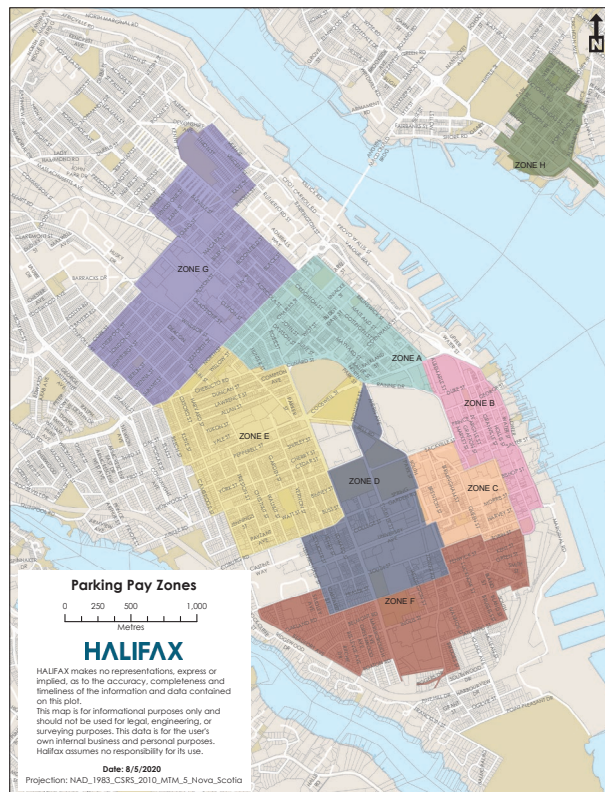
Objective: Align parking management with the goal of shifting more trips to active transportation, transit and car-sharing, while supporting growth in the Regional Centre and in Transit Oriented Developments and Communities proposed by the IMP.

PARKING PAY STATIONS

In 2020, we moved from individual meters to a new pay-by-plate, pay-by-zone system. All municipal parking meters have been removed and pay stations have been installed throughout the paid parking areas.

The new parking technology has introduced new payment options like credit card, debit card, and smart pay. The ability to pay for and manage parking sessions with the mobile application HotSpot is now fully integrated with our parking system. Payment is attached to residents' vehicle, not the parking space; allowing vehicles to move freely within the parking zone up to the time purchased or the maximum time allowed.

For more information on the new parking stations visit the **project's webpage**.



67
Minutes

was the average length of a paid parking session between October 13-December 31, 2020

798
Commuter Permits

of 2363 available permits were sold in 2020

1,795
Residential Permits

were sold in 2020

111
Carshare Permits

were sold in 2020

254
Visitor Permits

were sold in 2020



ROAD SAFETY

KEY INDICATORS

- Number of collisions by mode
- Collision-related injuries and fatalities by mode

ROAD SAFETY



Objective: Through the Strategic Road Safety Plan, our goal is to achieve a 20% reduction of fatal and injury collisions within five years (2018-2023).

STRATEGIC ROAD SAFETY PLAN

The *Strategic Road Safety Plan*, adopted by Regional Council in July 2018, is a five-year (2018-2023) plan that focuses on reducing transportation-related fatalities and injuries on roadways within the Halifax region. The Plan incorporates a Towards Zero approach with the aim to reduce transportation fatalities and injuries to zero by the year 2038. The Plan sets a short-term goal of a 20% reduction of fatal and injury collisions by 2023. A reduction of 20% by 2023 would result in 160 fewer collisions causing injury or fatality. To achieve this goal, the Plan identifies seven emphasis areas which will have the greatest impact to reducing the frequency and severity of collisions in the Halifax region. This involves a focus on continuous, shorter-term action plans and evaluations.

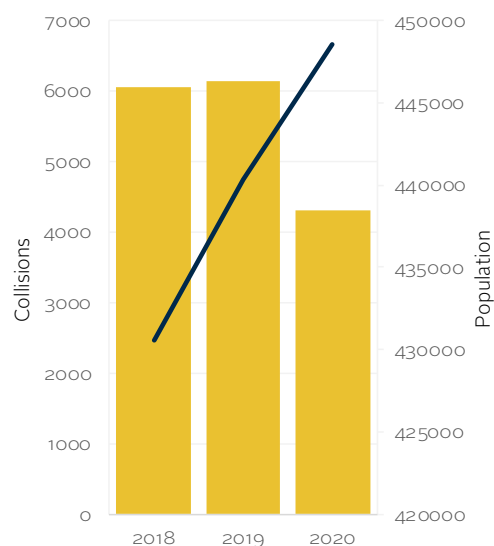


Goal of reduction in fatal and injury collisions within five years (2018-2023)

COLLISION HISTORY

On average, there were 14 fatalities and 724 injuries per year since 2018, or 168 fatalities and injuries per 100,000 population. Due to impacts of COVID-19 pandemic on mobility patterns in the region, the 2020 collision rates are low due to reduced travelling.

TOTAL COLLISIONS

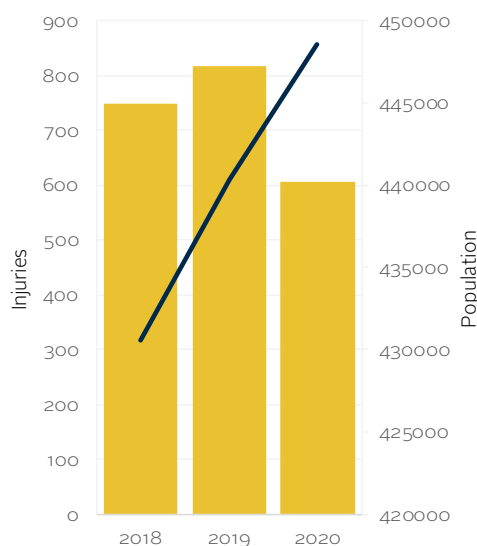


6050 Collisions in 2018

6140 Collisions in 2019

4316 Collisions in 2020

COLLISIONS RESULTING IN INJURY

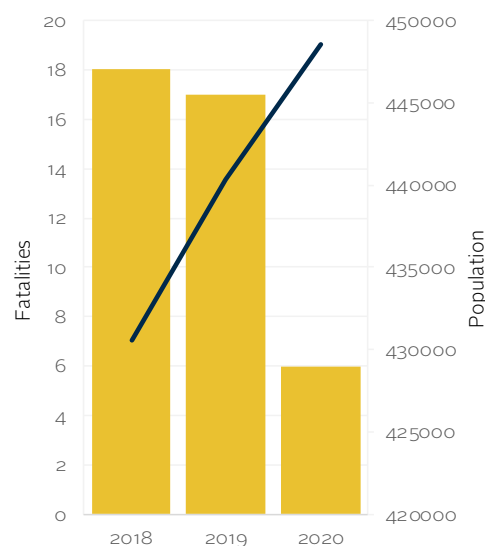


749 Injuries in 2018

816 Injuries in 2019

606 Injuries in 2020

FATAL COLLISIONS



18 Fatalities in 2018

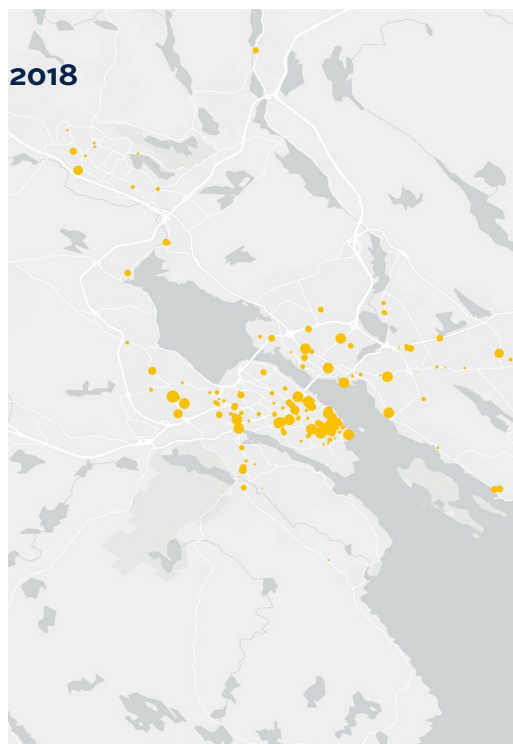
17 Fatalities in 2019

5 Fatalities in 2020

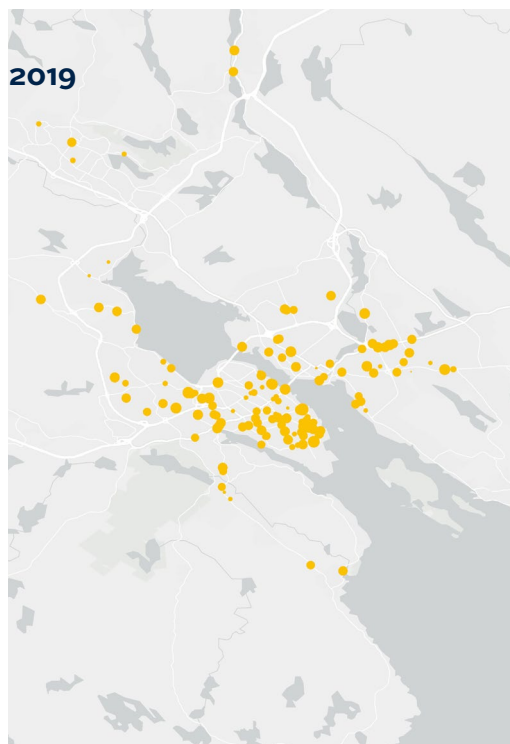
Collisions Population

Pedestrian-related Collisions

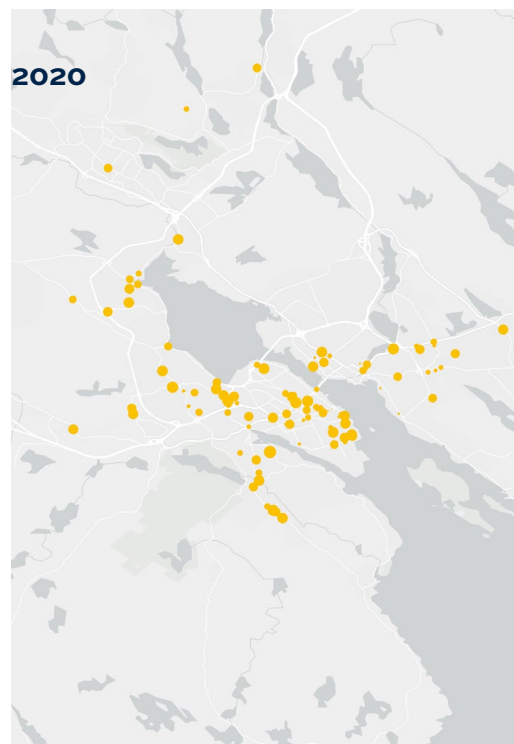
The majority of fatal and injury collisions involving pedestrians occurred in the Regional Centre and other densely populated areas, and more specifically at intersections.



193 Collisions involving pedestrians
142 Injuries
4 Fatalities



166 Collisions involving pedestrians
118 Injuries
4 Fatalities

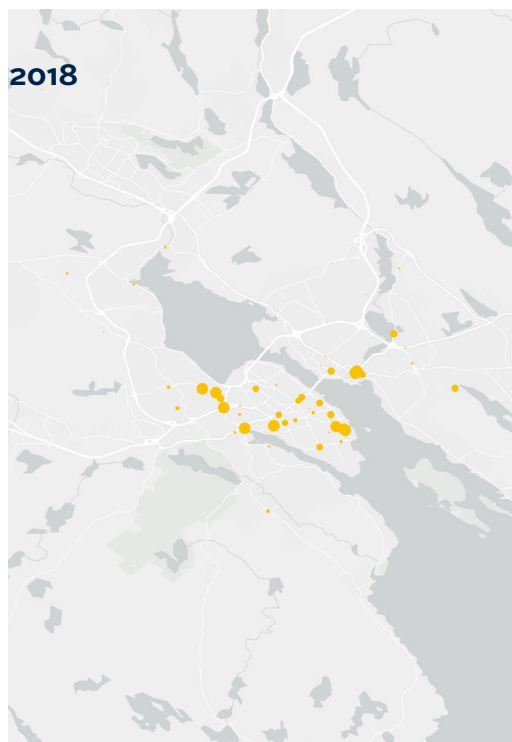


117 Collisions involving pedestrians
91 Injuries
2 Fatalities

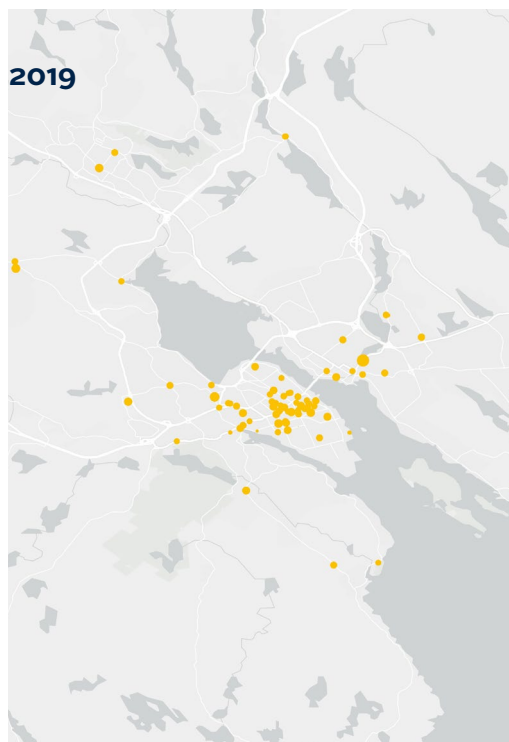


Cyclist-related Collisions

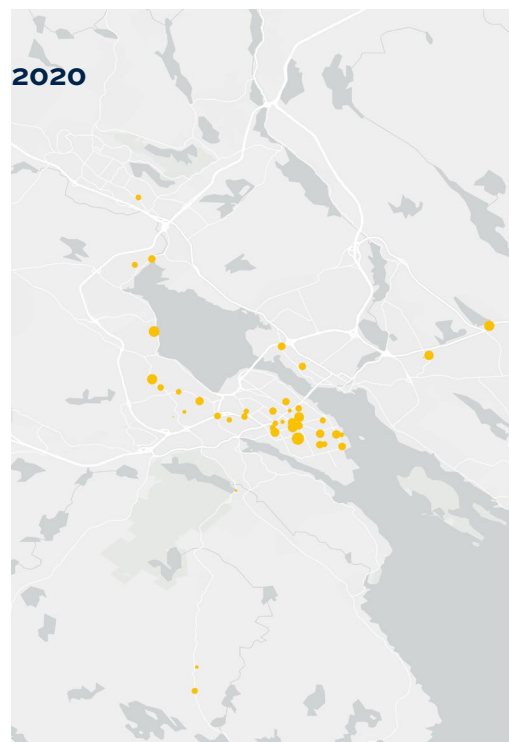
The majority of collisions that involved cyclists occurred at intersections. Most of them were also in the Regional Centre where there are relatively high volumes of both motor vehicles and bicycles. It is expected that the continuous development of the 'AAA' bicycle network in the Regional Centre will help to reduce conflicts between cyclists and motorists.



58 Collisions involving cyclists
25 Injuries
0 Fatalities



81 Collisions involving cyclists
51 Injuries
0 Fatalities



43 Collisions involving cyclists
22 Injuries
0 Fatalities

Road Safety Countermeasures

We are continuing to make important progress towards infrastructure improvements to make our streets safer for all users. More work is still required to achieve our five-year goal of 20% reduction in fatal and injury collisions.

25

Leading Pedestrian Intervals (LPIs)

LPIs were installed to give pedestrians a headstart at intersections where there is a significant amount of turning traffic. The Plan prioritizes the implementation of leading pedestrian intervals at T-intersections and where there is a history of turning conflicts with pedestrians.

24

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs can enhance safety at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts and by improving driver yielding behavior.

93

Accessible Pedestrian Signals (APS)

APS improve the safety of signalized intersections for pedestrians with visual impairments. The Framework includes APS installations at all new and rehab locations; as well as retrofitting 5 locations/year to include APS

KEY PERFORMANCE INDICATORS



The following KPIs are being used to measure the IMP's progress. As discussed earlier, some of the KPIs have been revised to reflect new data sources, and better methodologies. We have also added eight (8) new performance indicators to help tell a more comprehensive story of how mobility has been changing in the region. This list of KPIs, is not final, and will be reviewed regularly and improved on. The list will likely be modified once a data collection and monitoring strategy is developed, which would identify other potential data sources, and additional KPIs

This document did not report on all the KPIs, as a process is still being developed to report on the new KPIs. The next progress report will include those indicators and expand on the story of mobility in the Halifax region.

CATEGORY	PERFORMANCE INDICATOR	DATA SOURCE	FREQUENCY
LAND USE	1 Household and population growth by sub-region	Planning & Development	Every 5 years
	2 *New* # of units that are being built in transit oriented communities	Planning & Development	Annually
TRAVEL CHOICES & PERCEPTIONS	3 Mode share of transportation to work by sub-region	Statistics Canada	Every 5 years
	4 User perception of walking, bicycling and taking transit as a transportation option	Planning & Development	Every 2 years
	5 Resident participation in and exposure to education and promotion activities	Planning & Development	Annually
ACTIVE TRANSPORTATION	6 *New* # of users on all ages and abilities bicycle network	Planning & Development	Annually
	7 % of residents within 500m of a bicycle route	Transportation & Public Works	Annually
	8 % of streets with sidewalks by sub-region	Transportation & Public Works	Annually
	9 % of all ages and abilities bicycle network completed in the Regional Centre	Transportation & Public Works	Annually
	10 Length of new bicycle routes, sidewalks and greenways	Transportation & Public Works	Annually
	11 Average commute duration	Statistics Canada	Every 5 years
	12 *New* Transit ridership by quarter	Halifax Transit	Annually
TRANSIT	13 % of residents within 500m of a transit stop within the UTSB	Halifax Transit	Annually
	14 Kilometres of dedicated right-of-way for transit vehicles (including rail and ferry routes)	Halifax Transit	Annually
	15 # of buses on Transit Priority Corridors	Halifax Transit	Annually
	16 # of intersections with Transit Priority Measures	Halifax Transit	Annually
	17 Average transit operating speed (network wide)	Halifax Transit	Annually
	18 Average commute duration	Statistics Canada	Every 5 years

CATEGORY	PERFORMANCE INDICATOR	DATA SOURCE	FREQUENCY
AUTOMOBILE	19 Vehicle ownership per capita	Access Nova Scotia	Annually
	20 Average vehicle kilometers travelled	Planning & Development	Every 5 years
	21 Duration of peak periods	Planning & Development	Annually
	22 Commuting Duration	Statistics Canada	Every 5 years
ROAD SAFETY	23 # of collisions by mode	Transportation & Public Works	Annually
	24 Injury and fatality rates by mode	Transportation & Public Works	Annually
PARKING	25 On-street parking utilization rates in downtown Halifax and Dartmouth	Transportation & Public Works	Every 3 years
	26 <i>*New*</i> Average daily parking duration in parking zones by month	Transportation & Public Works	Annually
	27 <i>*New*</i> Number of parking permits sold by type and by month	Transportation & Public Works	Annually
	28 <i>*New*</i> Number of parking spaces converted for other transportation priority projects	Transportation & Public Works	Annually
	29 <i>*New*</i> Number of carshare permits sold by month	Transportation & Public Works	Annually
	30 <i>*New*</i> Parking utilization in private parking lots	Transportation & Public Works	Annually

HALIFAX