



HALIFAX

INTEGRATED MOBILITY PLAN

halifax.ca/integratedmobility

Thank you for participating
in this important initiative!

Today's Workshop

**WE WANT TO
HEAR & LEARN
FROM YOU!**

Agenda:

- 1 **LEARN** about the Integrated Mobility Plan
- 2 **REVIEW** the information boards
- 3 **SHARE** your thoughts on the Integrated Mobility Plan and the **bold moves** it could include
- 4 **WRAP UP** the workshop and learn about next steps

Purpose:

- **SHARE** why the Halifax region needs an Integrated Mobility Plan and present the goals of the Plan
- **CONFIRM** the community's vision for sustainable transportation
- **EXPLORE** ways to achieve the transportation objectives of the Regional Plan
- **BEGIN** to develop key priorities and **bold moves** to include in the Integrated Mobility Plan

PROJECT SCHEDULE



The Integrated Mobility Plan will create a vision for moving around the Halifax region and help to direct investment in active transportation, transit, and the roadway network to improve the links between people and their communities.

We all use a variety of transportation modes to move around - people drive, walk, take transit, bike, and more. Already, most of us move around the Halifax region in an integrated manner. We need to plan for a connected transportation network because many of the trips people take are integrated in some way, for example:

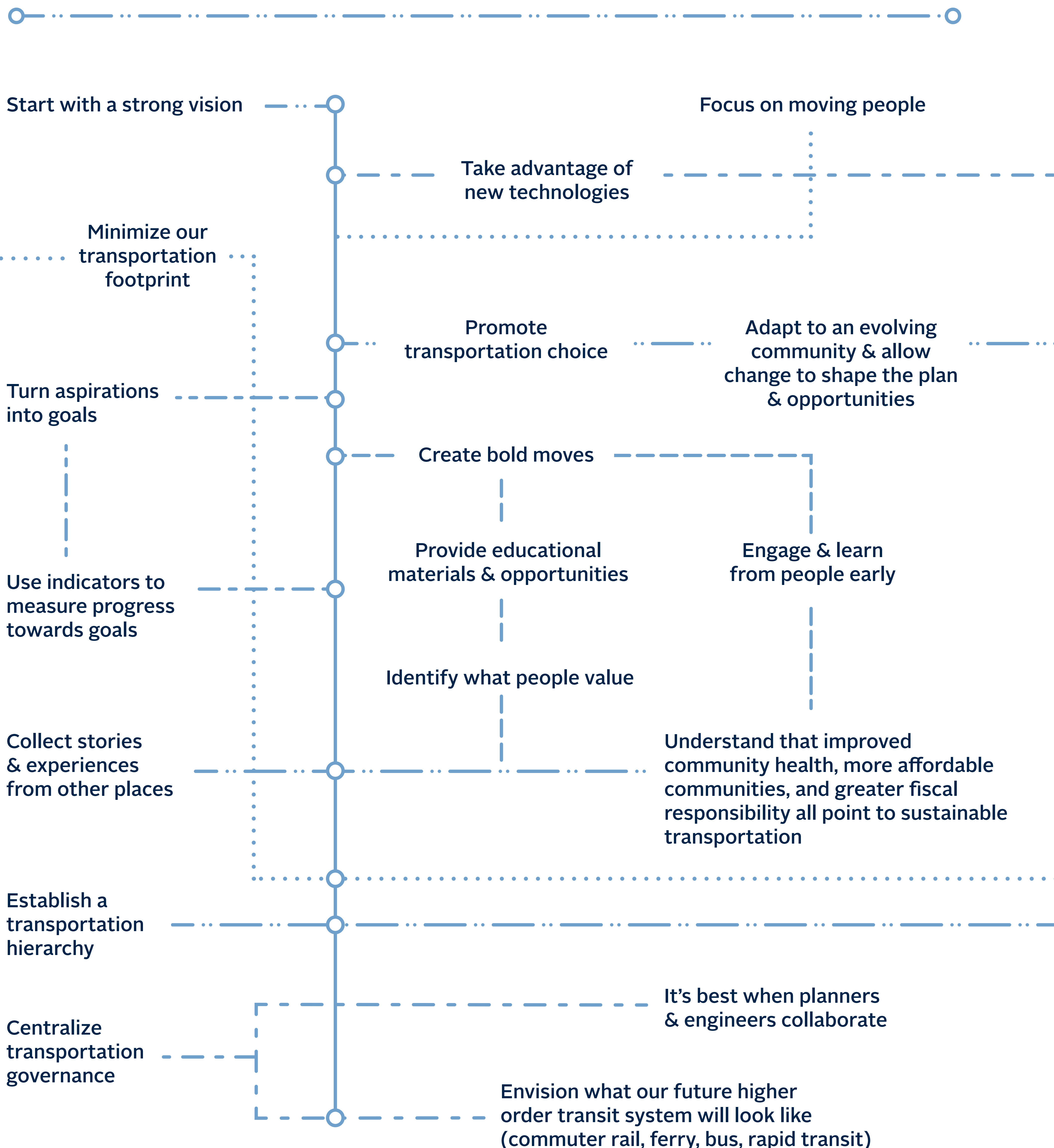
- To ensure we can choose from many options and combinations for how to get around, the Integrated Mobility Plan will support viable and comfortable **sustainable transportation** options, **seamless connections** between travel modes, **convenient transfer facilities**, and **coordinated timing** to minimize delays.

When we invest in options for moving around, we also shape our region and its communities. As we consider these options, we must also think about how they could strengthen the Regional Plan growth centres, respect our neighbourhoods, and complement our open space system.

MUNICIPAL DEPARTMENTS & LEVELS OF GOVERNMENT

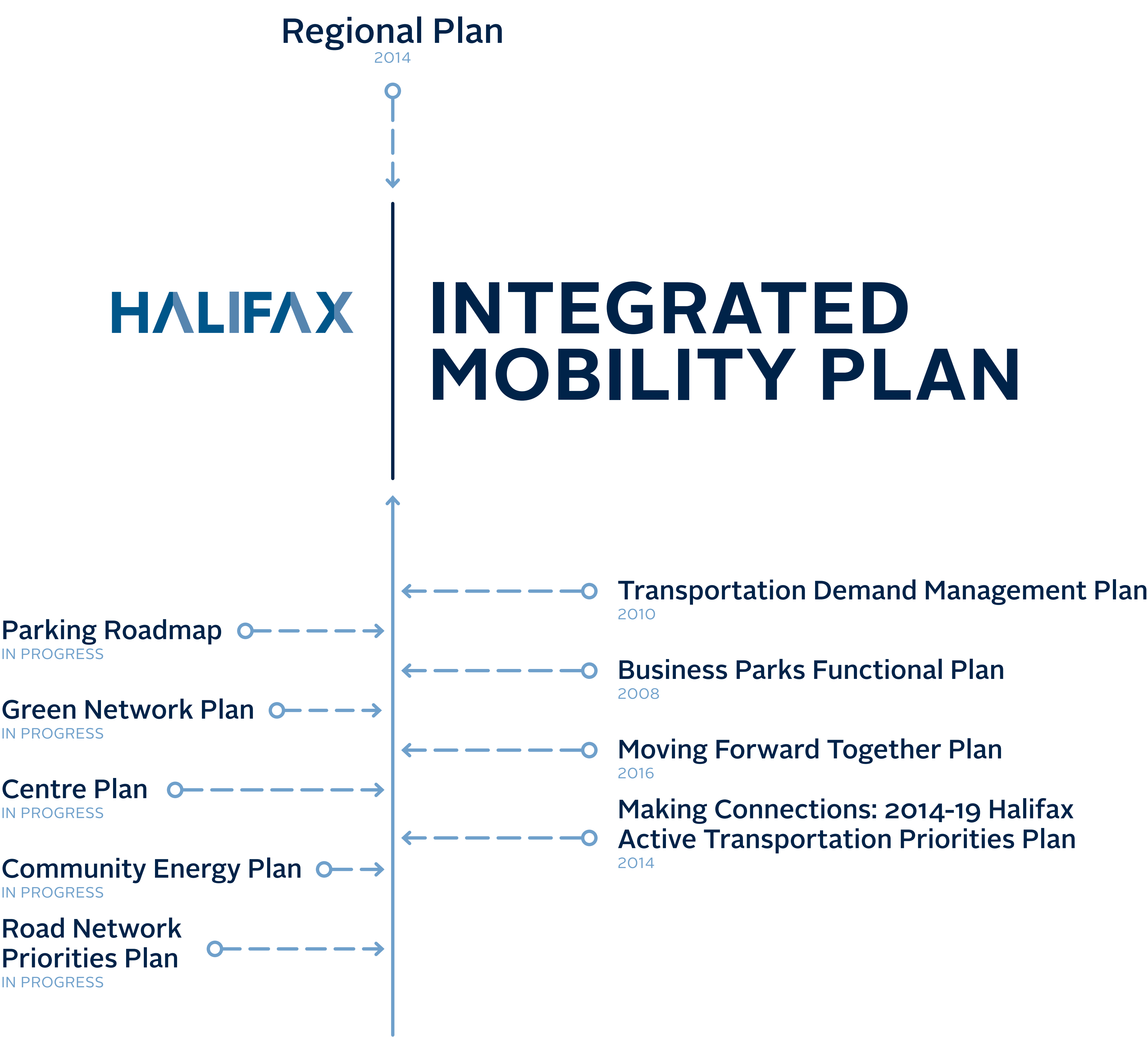
Pre-Engagement

In preparation for the Integrated Mobility Plan, we held two sessions with experts and local transportation advocates to inform the direction of the planning process. This feedback, shown below, together with approved direction and the Regional Plan, provides the foundational ideas that direct the Integrated Mobility Plan.



Integrating Plans, Policies & Initiatives

The Integrated Mobility Plan builds on and connects various plans and design initiatives. To improve the transportation network we have to think about not only streets and sidewalks, but about our communities and the people in them.



Want to learn
more about these plans?
**VISIT OUR REFERENCE
LIBRARY TABLE**

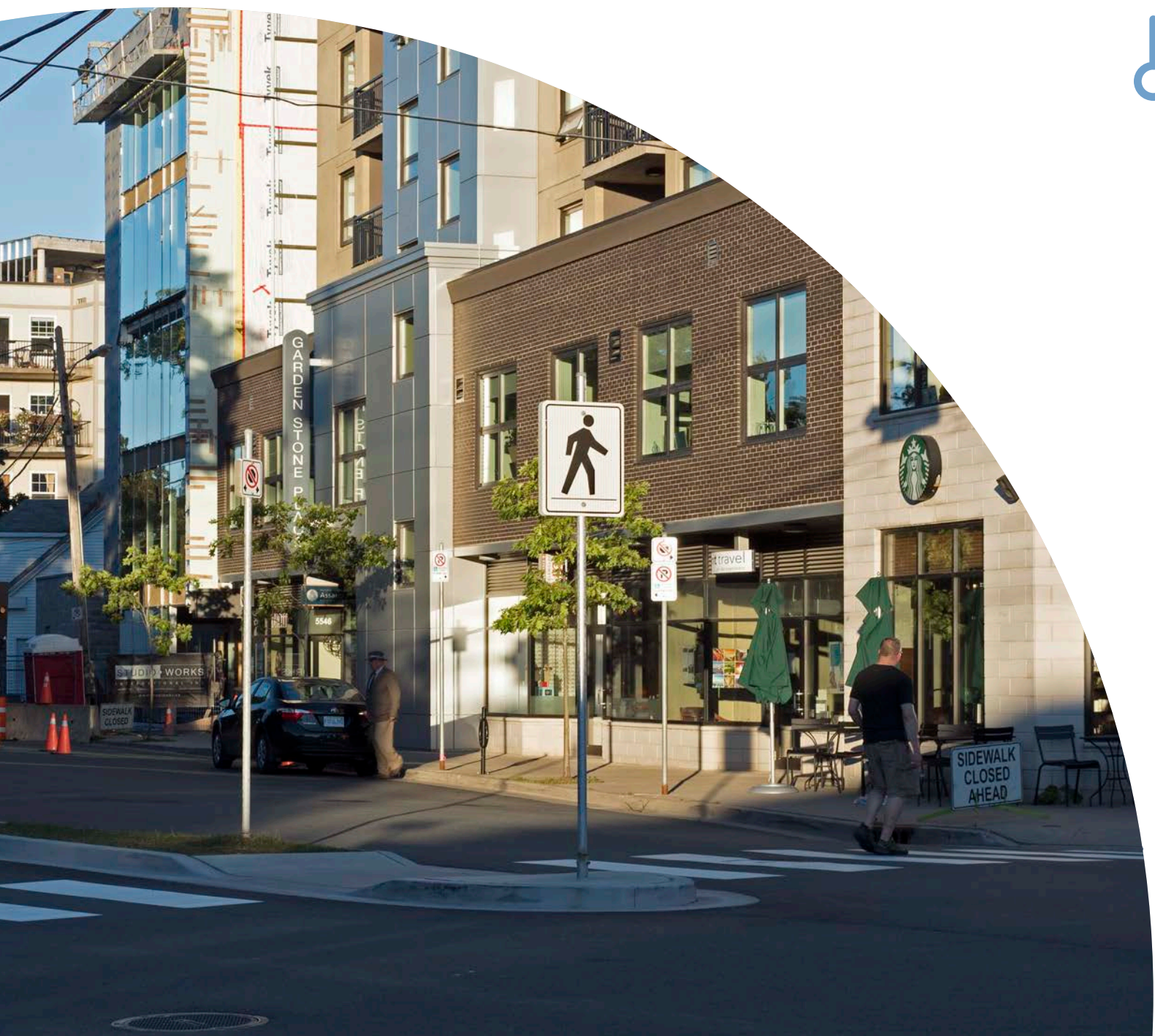
Building on the...

Regional Plan

The Regional Plan establishes the long-range, region-wide policies for where, when, and how growth and development should take place in the municipality over the next 15 years.

REGIONAL PLAN VISION

The municipality’s vision for the future is to enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment.



The Integrated Mobility Plan stems from, builds on, and connects policies in the Regional Plan, including:

- **Provide integrated and connected ways for people to travel**, emphasizing public transit, active transportation, carpooling and other viable options to the single occupant vehicle
- **Make getting around the Halifax region** safe, affordable, comfortable, and environmentally friendly
- **Anticipate future mobility needs** and provide service and infrastructure to meet this demand while making sustainable transportation the easy choice
- **Design complete streets** for all ages, abilities, and travel options

Connecting Land Use & Transportation Planning

The Regional Plan links land use and transportation planning by:

- » Directing development to designated growth areas based on available infrastructure and services
- » Supporting growth areas with a well-designed transit system and active transportation network
- » Enhancing transit service to improve the experience of transit users and increase ridership
- » Prioritizing transit investment in higher density areas, while enabling programs to support community based transit services

Land Use Planning

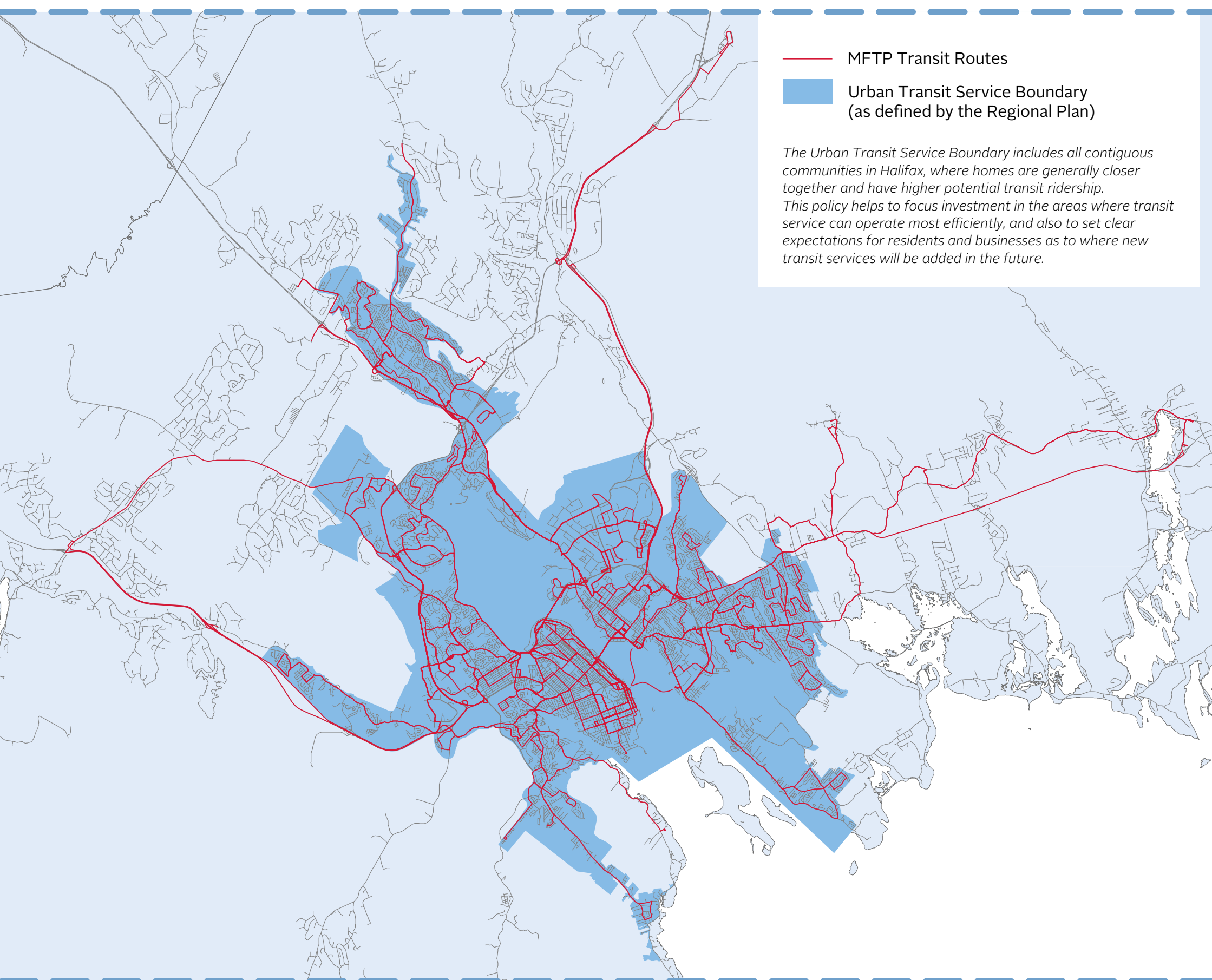
The Integrated Mobility Plan will consider how to locate high quality transit, walking, and cycling facilities near areas with a mix of housing, shops, and services to enhance ridership, reduce costs, and allow more people to adopt active lifestyles. As an added bonus, this approach is expected to benefit businesses in existing downtowns and commercial centres.



Building on the...

Moving Forward Together Plan

The Halifax Transit Moving Forward Together Plan was approved by Regional Council in April 2016. This plan represents a significant improvement to existing transit service in Halifax, with changes designed to better meet the needs of residents today and into the future. The plan prioritizes service to areas with high ridership and high ridership potential, and reduces inefficient, low ridership services. It describes a future network which is easier to understand and easier to navigate for existing and potential transit users, and identifies a clear need for the introduction of Transit Priority Measures in order to make transit service faster and more competitive with private vehicles



PRINCIPLES

The Moving Forward Together Plan based on four principles developed through public consultation. They are:

- Increase the proportion of resources allocated towards **high ridership services**
- Build a **simplified, transfer-based network**
- Invest in **service quality & reliability**
- Give transit **increased priority** in the transportation network

ROUTES & SERVICES

Under the Moving Forward Together Plan, the Halifax Transit network will include the following service types:

CORRIDOR ROUTES: Form the spine of the transit network, operating along the busiest corridors and provide consistent, high frequency service over the entire service day.

LOCAL ROUTES: Connect individual communities to the network and provide coverage to connect places of work, education, and recreation.

EXPRESS ROUTES: Operate during rush hours to quickly and conveniently connect neighbourhoods and Park & Ride lots to major employment and education centres.

REGIONAL EXPRESS ROUTES: These peak-focus express services connect strategically located Park & Ride lots in rural and suburban neighbourhoods to employment destinations in the Regional Centre.

RURAL ROUTES: Provide basic service to areas outside of the Urban Transit Service Boundary.

FERRY ROUTES: Two ferry routes connect Downtown Halifax, Downtown Dartmouth, and the community of Woodside via one of the world's largest ice free harbours.

RURAL TRANSIT FUNDING PROGRAM: The Rural Transit Funding Program provides resources to not-for-profit community organizations who provide transit service outside of the Urban Transit Service Boundary. The program currently funds two service providers: MusGo Rider Cooperative, and BayRides.





Building on the...

Active Transportation Priorities Plan

The Making Connections: 2014-2019 Halifax Active Transportation Priorities Plan aims to help people make more trips by walking, bicycling, and other active ways to move. The plan includes policies and strategies to make safe and comfortable connections from where people live to where they work, shop, study, access services and take transit.

The Plan has three objectives:

Establish a **complete and connected walking and bicycling network** serving rural, suburban, and urban communities.

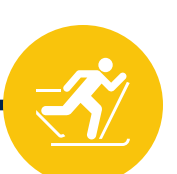
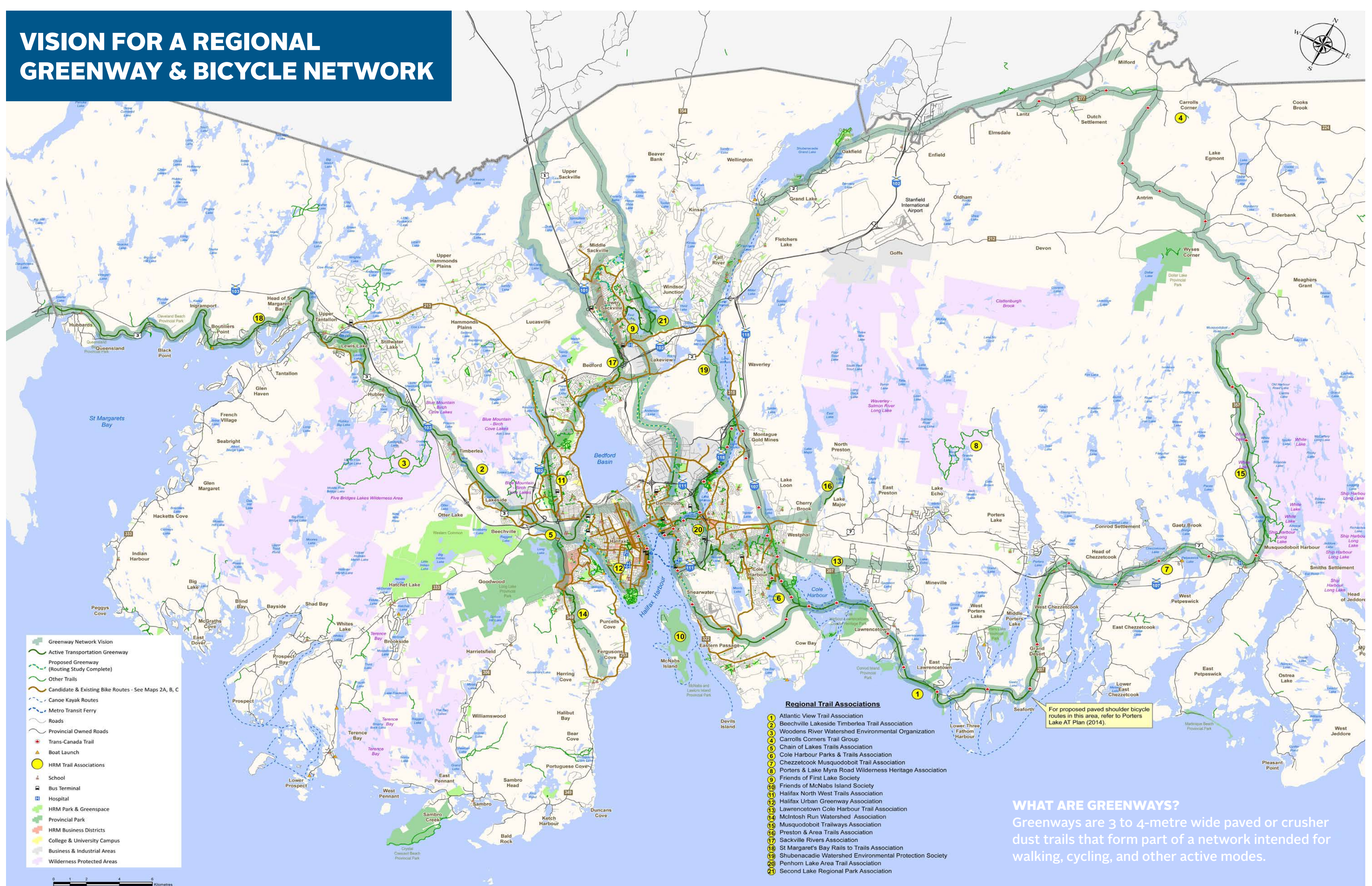
Double the number of walking and cycling trips by 2026.

Implement **walking and bicycling promotion and safety** education projects.

The Plan promotes walkability and bike-ability through:

- » **Complete communities**, or neighbourhoods where people are able to walk and bike quickly and comfortably to homes, shops, workplaces, schools, parks, and services.
- » Infrastructure, like sidewalks, pathways, and paved shoulders, that people of **all ages and abilities** can use.
- » **Safer intersections and crossings** where pedestrians and cyclists cross roads and rail lines.

VISION FOR A REGIONAL GREENWAY & BICYCLE NETWORK





Managing Demand

The Integrated Mobility Plan will respond to current demand for parking and different types of transportation options, and, even more importantly, will help to shape future demand. The Plan will incorporate and build on initiatives already underway in the Halifax region.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is an approach to transportation planning that aims to **ease congestion** and encourage residents to use **sustainable travel options**, while **reducing the need for expensive infrastructure**. One TDM approach is using incentive programs to encourage commuters to consider sustainable modes of transportation and removing some of the barriers that currently exist.

What does transportation demand management look like in the Halifax region?

The municipality's SmartTrip program provides commuters with viable and sustainable commuting options. The program also partners with communities and schools to encourage active and sustainable transportation for all community members.

SmartTrip Programs:

- » Discounted employee transit pass
- » Guaranteed Ride Home Program
- » Free online carpooling match system
- » Commuter cycling 'Lunch & Learn' sessions
- » Commuter Challenges

HALIFAX.CA/SMARTTRIP | [@HFXSMARTTRIP](https://twitter.com/HFXSMARTTRIP)



PARKING MANAGEMENT

The goal of parking management is to **optimize the number of available parking spaces** – it's best to not have too many or too few spaces available at any one time. The approach considers the supply and cost of parking as well as the viability of transportation options other than the private vehicle.

What does parking management look like in the Halifax region?

- » Parking is a valuable resource and we are implementing strategies to ensure it's available for intended users
- » Policies are in place to manage high parking demand in residential areas
- » New technology will replace on-street metres and give customers greater payment flexibility





Moving Goods

The Integrated Mobility Plan considers how to move both goods and people around the Halifax region. We are undertaking a Regional Goods Movement study as part of the Plan to determine how we can move goods into, out of, and within the region more effectively and with fewer impacts.



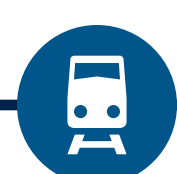
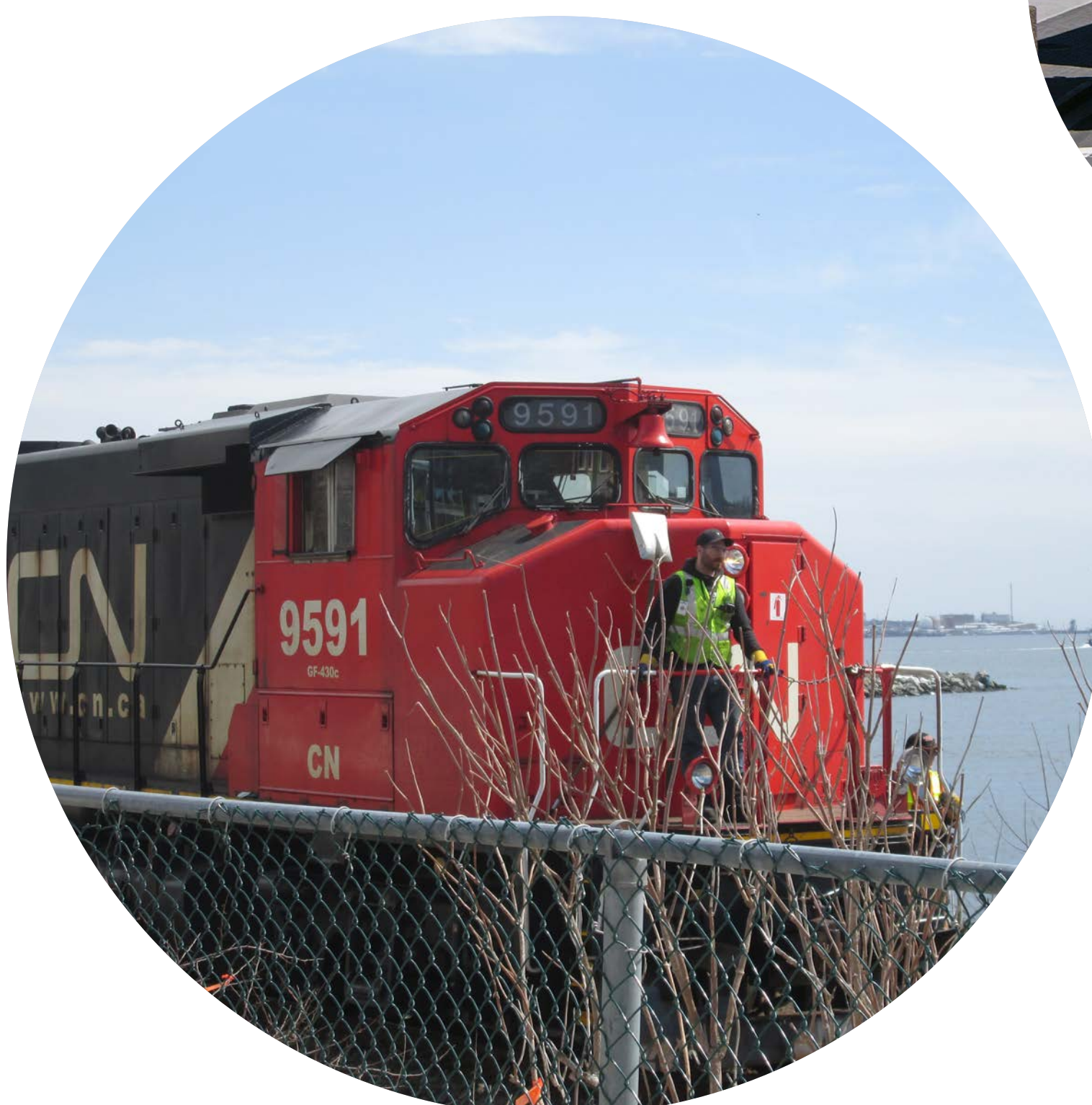
GOODS MOVEMENT NETWORK

Goods are transported through the Halifax region by sea, rail, and road using a variety of means. The ports are an especially important feature that contribute to the local economy through the goods distribution sector.

We need to focus our resources to develop a goods movement network that is economically sound and has minimal social and environmental impacts.

What will the Regional Goods Movement study do?

- » Identify issues, constraints, impacts, and threats related to the movement of goods by all travel modes, including air, sea, rail, and road, even if potential solutions are outside the mandate of the municipality
- » Incorporate previous studies that looked to reduce the use of downtown streets by large trucks
- » Consider local goods delivery and its impacts on urban traffic and parking
- » Look to best practices in other Canadian cities
- » Include both medium (3-10 year) and long-term (10-25 year) solutions



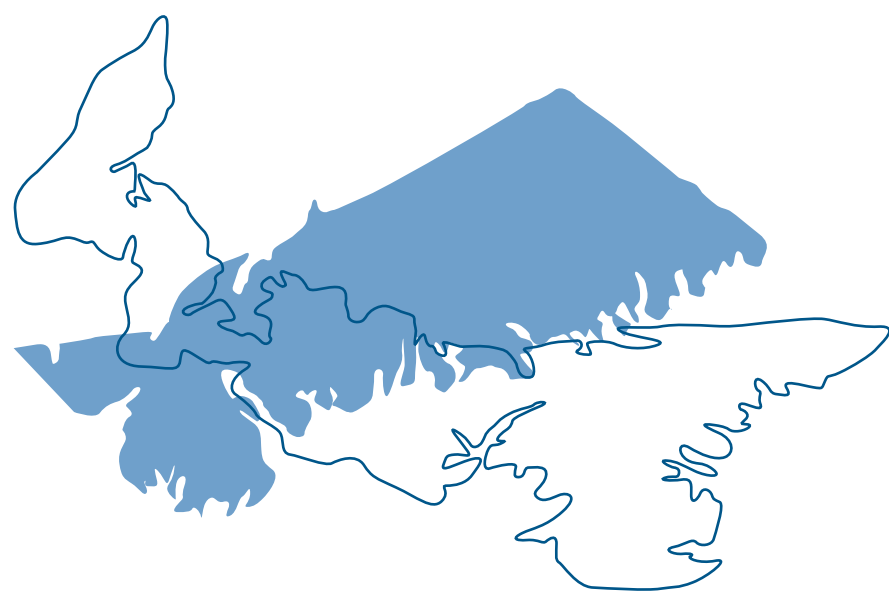
Growth & Change

The Halifax region is growing and evolving. By 2031, we are expecting to welcome an additional 73,000 people and 42,000 jobs. This means we need to think about how to plan for more trips, whether by car, transit, walking, or cycling.

WHO WE ARE



414,400 people
lived in the municipality in 2014



5495 km²

The Halifax region is nearly the same size as Prince Edward Island

RECENT GROWTH

Throughout the municipality we've added:

+ 33,000 people
+ 30,000 jobs

(2001-2011)



98% of employed residents work within the Halifax region

WHAT HAS BEEN BUILT

Since 2006:

70 km of greenways



107 km of bike lanes



150 km of sidewalks



171 km of roads



WHERE WE'RE GOING



By 2031, the number of residents **OVER AGE 65 WILL MORE THAN DOUBLE** from what it was in 2011. We need to consider how transportation policies can help an aging population maintain mobility and independence.



Right now, 23% of people walk, cycle, or take transit to work. By 2031, we envision **30% OF PEOPLE WILL COMMUTE TO WORK WITHOUT A VEHICLE.**

Transportation & Mobility

To create a responsive and thoughtful plan, we need to understand how people within the Halifax region move. The information below provides a snapshot of current mobility patterns. Driving is still the most common way for people to move around, but other choices are becoming more convenient and popular, especially in the Regional Centre.

COMMUTING TO WORK

75%

of regional residents rely on cars to get to work






50%

of Regional Centre residents walk, bike or use transit to get to work



Since 2006, the share of commutes made without a car has dropped by **ONLY 1%** ↓

TRANSIT RIDERSHIP

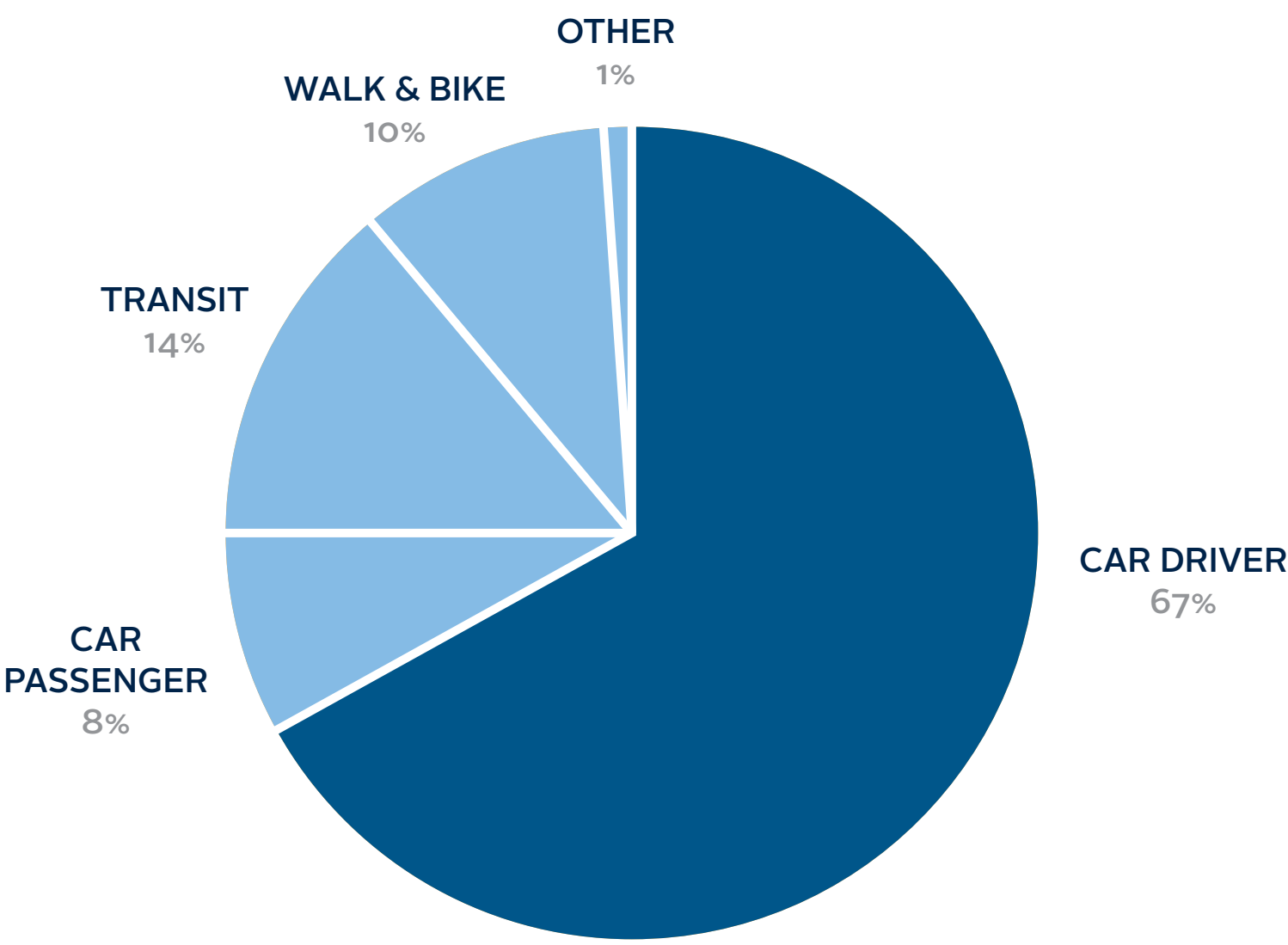
-  ↑ **34%** ferry ridership
-  ↑ **7%** bus ridership
-  ↑ **2%** rural community transit ridership

(Since 2006)

In 2015, Halifax Transit carried over **25 MILLION PASSENGERS**



OVER 90% of residents in the Urban Transit Service Boundary live within **500m OF A BUS ROUTE**



(National Household Survey, 2011)

Health & Wellbeing

The way our communities are designed directly impacts the ability of people to engage in healthy activities such as active transportation, accessing healthy food, going to work, and socializing. To help people stay healthy at any age, our communities must be designed to make healthy choices easy and appealing.

Transportation & Health Benefits

Designing communities to support active transportation helps people build physical activity into their daily trips. More physical activity could significantly boost the health and wellbeing of residents throughout the Halifax region.

Prioritizing walking, cycling, and public transit leads to many health benefits:

- » Fewer pedestrian and cyclist injuries
- » Less noise and noise-related stress in our communities
- » Fewer people suffering from cardiovascular and respiratory diseases caused by air pollution
- » Less people suffering from chronic diseases caused by physical inactivity
- » Improved health equity and general community wellbeing



Prevent Chronic Disease:

Physical activity levels for almost all age groups are relatively low in the Halifax region and obesity is becoming more common. Improving our transportation system so more people are able to choose active transportation options to get where they need to go can help reverse these trends.

- 8% Asthma
- 5% Diabetes
- 16% High Blood Pressure
- 22% Perceived Life Stress
- 58% Overweight or Obese

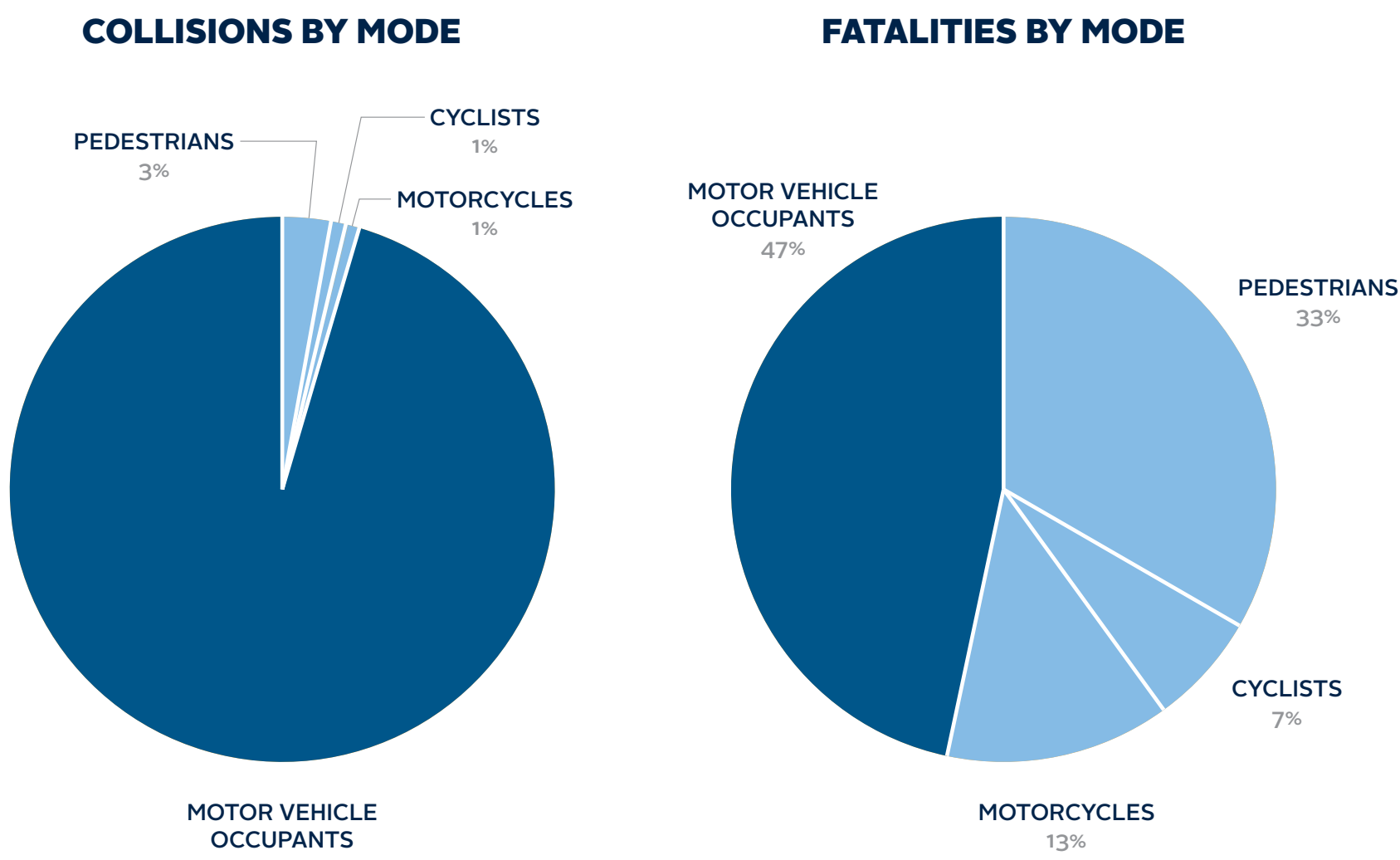
How do people spend their leisure time?

- 56% Physically Active vs.
- 44% Physically Inactive

(Statistics Canada, Canadian Community Health Survey 2013-2014)

Increase Safety & Reduce Injuries:

Collisions are much more likely to involve vehicles than any other form of transportation. Fatalities disproportionately include pedestrians and cyclists. We can make the network safer.



(Halifax Regional Police, 2015)

Budget & Financing

In the consultation that preceded the current budget, Halifax residents were asked for their input on municipal budget allocations.

BUDGET SUPPORT

For 2016-17, residents supported increasing mobility-related budgets as follows:



64%

supported an increase for

ROADWAY MAINTENANCE



56%

supported an increase for

TRANSIT



47%

supported an increase for

PARKS, TRAILS & OPEN GREEN SPACE

7 OUT OF 10
respondents replied they would be
WILLING TO PAY MORE TAXES
for improved services, with an emphasis on:

- Enhance green building & infrastructure
- Make it easier to walk & bike around Halifax, not just downtown
- Transit, youth programs & community services
- Infrastructure (not car related)
- Snow clearing, police, fire, street maintenance & extra playgrounds/parks



(2016-17 Halifax Regional Municipality Budget Consultation)

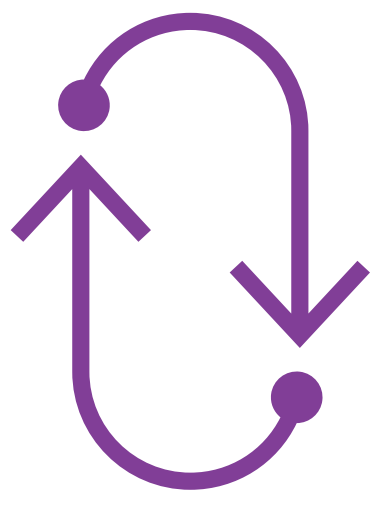
What is Integrated Mobility?

Integrated mobility allows people to choose from multiple transportation options and is a powerful tool for shaping future development.



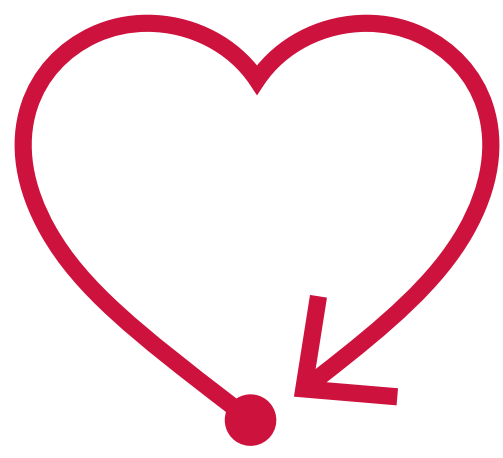
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PILLARS OF AN INTEGRATED MOBILITY PLAN



CONNECTED

Connects people, places, goods, and services



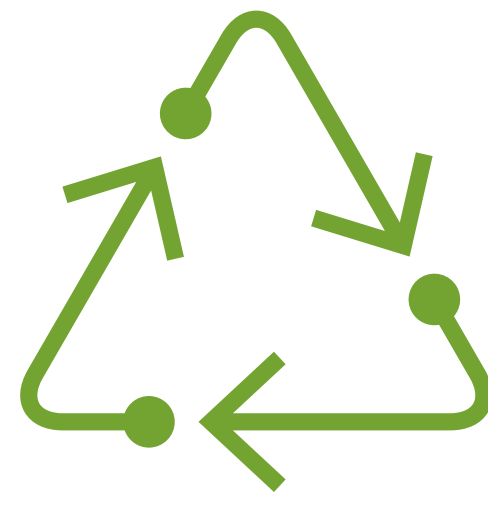
HEALTHY

Safe comfortable, convenient for all ages and abilities



AFFORDABLE

Investment is strategic and travel is affordable



SUSTAINABLE

Environmentally, socially, and economically responsible

.....

SHAPING OUR REGION

As transportation infrastructure expanded outside the Regional Centre, new areas were opened up for commuter-oriented development, which in turn led to demand for further infrastructure and a deepening dependence on personal vehicles.

Development designed around the personal vehicle is costly, detrimental to our health, and consumes large amounts of land. The Integrated Mobility Plan is an opportunity for us to shape connected, healthy, and vibrant communities and offer greater transportation choice.

STRENGTHENING OUR COMMUNITIES

Cities and regions with strong integrated mobility plans have:

- Improved access to daily destinations
- Reduced transportation emissions
- Less need for individual car ownership
- More vibrant and liveable neighbourhoods
- Improved public health



Integrated Mobility is...

CONNECTED

A connected transportation system links people and communities with each other and with important goods, services, and employment opportunities.

.....

CONNECTING PEOPLE, PLACES & BEYOND

An integrated network should allow people to enjoy the journey just as much as the destination. This calls for interconnected travel options, supported by online tools and apps, integrated with community placemaking, and linked to inter-community transportation hubs.

CONNECTING TO GOODS, SERVICES & GROWTH

Many people face complex commutes to juggle activities like work, school, errands, childcare, shopping, and social life. Some of these places are only accessible by vehicle, while others offer multiple options to get around.

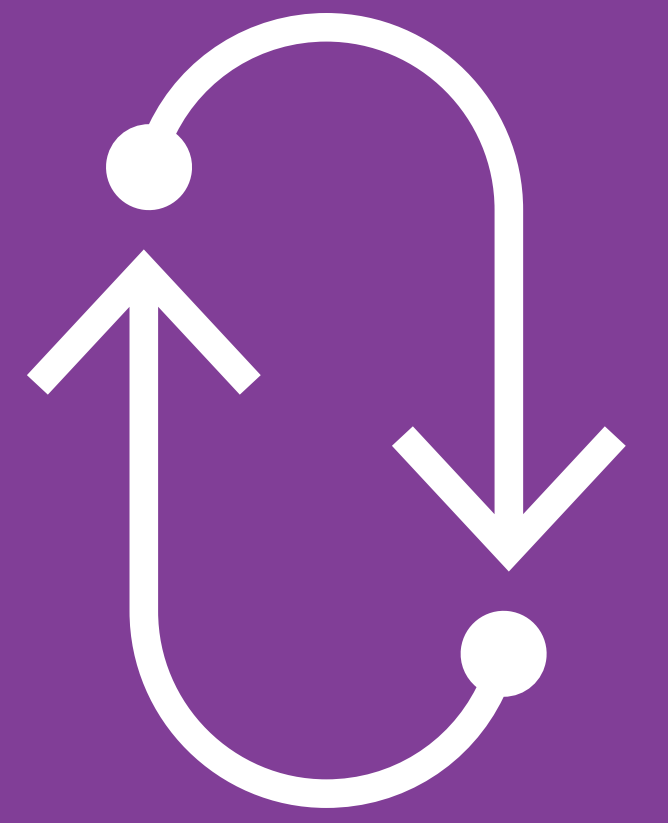
Innovative thinking is required to work towards an integrated mobility strategy. We need to encourage shops and services closer to home and work and rethink how our transportation system can move both people and goods, while enhancing the quality of life that attracts investment to our region.



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Did you know?

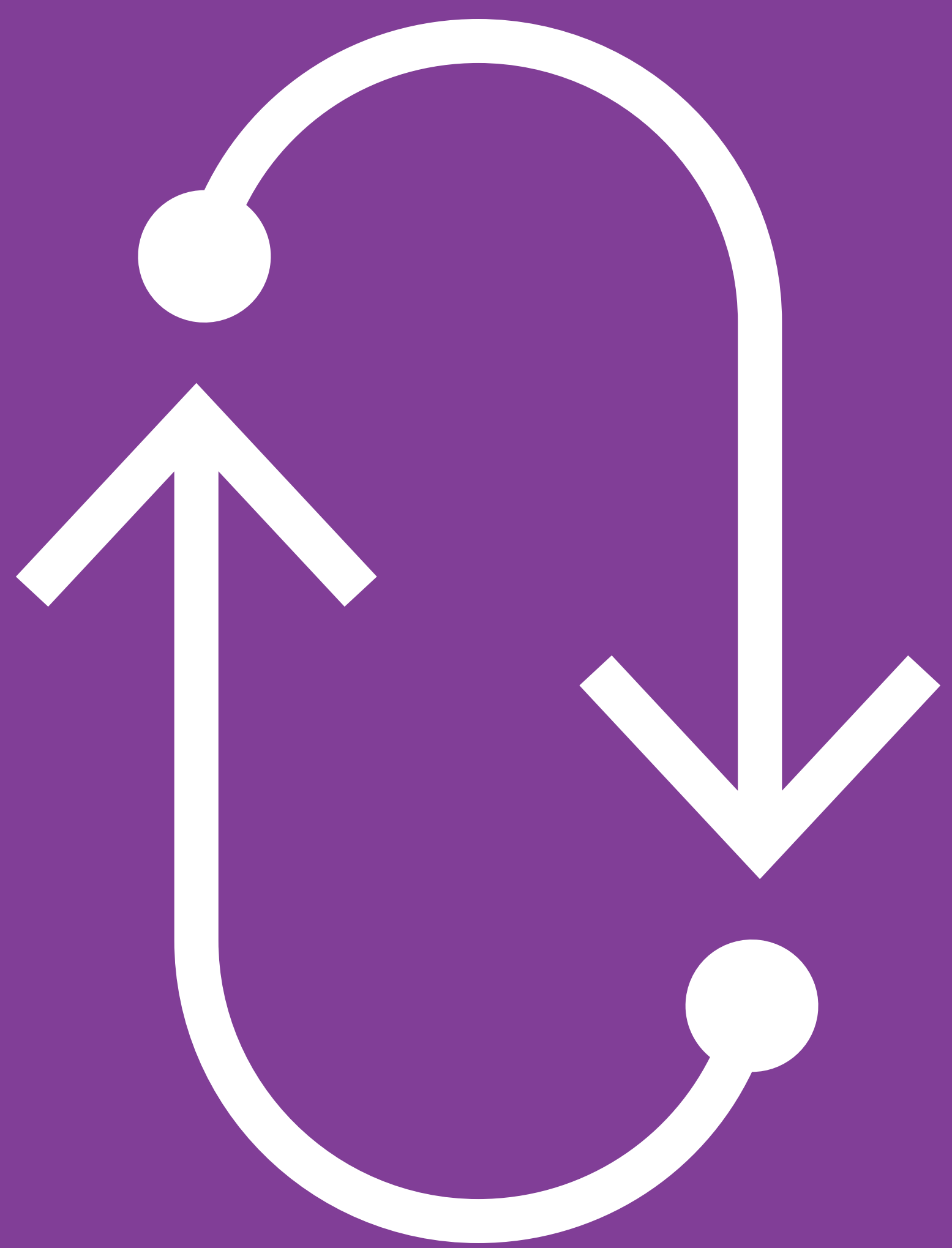
“Placemaking” is a collaborative process to reimagine and reinvent public spaces. It strengthens the connection between people and the places they use, travel through, and share, and looks to maximize the shared value of the public realm.
(Project for Public Spaces)



Think about the typical trips you take in a day
– to work, school, errands, & social activities:

*Which locations and areas in
the Halifax region do you wish
were **better connected**?*

How?



*What makes for a
pleasant journey?*

Integrated Mobility is...

HEALTHY

A healthy regional transportation system supports comfortable, convenient, and safe opportunities for active living and offers transportation options for all ages and abilities.

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ACTIVE

Physical activity can improve mental and physical health and prevent a number of diseases. The way our communities are designed impacts whether people are able to choose active forms of transportation and build physical activity into their daily lives.

Our transportation system needs to make the healthy choice the easy choice.

COMFORTABLE & SAFE

People should feel safe and comfortable on our streets, no matter which transportation option they choose. Having places to sit and rest, or enjoy the shade, can make travelling more enjoyable.

The way our transportation infrastructure is designed can help reduce collisions and the severity of road injuries.

It's important to remember that what works for one person may not work for another. For instance, some people are comfortable cycling in traffic while others would feel much safer in a separated bike lane.

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Did you know? In 2015, the municipality's Physical Activity Survey found that...



2/3

respondents would like to **WALK** more often



2/5

respondents would like to **BIKE** more often



Residents would **WALK & BIKE** more often with better:

- » Sidewalk Maintenance
- » Road Conditions
- » Connected Routes
- » Crosswalks
- » Lighting



Which streets and pathways do you feel **safest and most comfortable** moving through – by walking, biking, wheeling?

Why?



How can our transportation system **support active living?**

Integrated Mobility is...

AFFORDABLE

An affordable transportation system offers value for money both to the user and the taxpayers by recognizing the economic costs and benefits which may otherwise be overlooked.

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AFFORDABILITY

Walking, cycling, taking transit, and car sharing are affordable alternatives to getting around by personal vehicle. Loan and insurance payments, fuel, and vehicle maintenance add up to a significant cost. If alternative travel options are convenient enough, people may be able to reduce or eliminate the number of vehicles in their household and lower their expenses. Lower transportation expenses leave people with more money to spend on things like housing, food, and other needs (and wants!).

STRATEGIC PUBLIC INVESTMENT

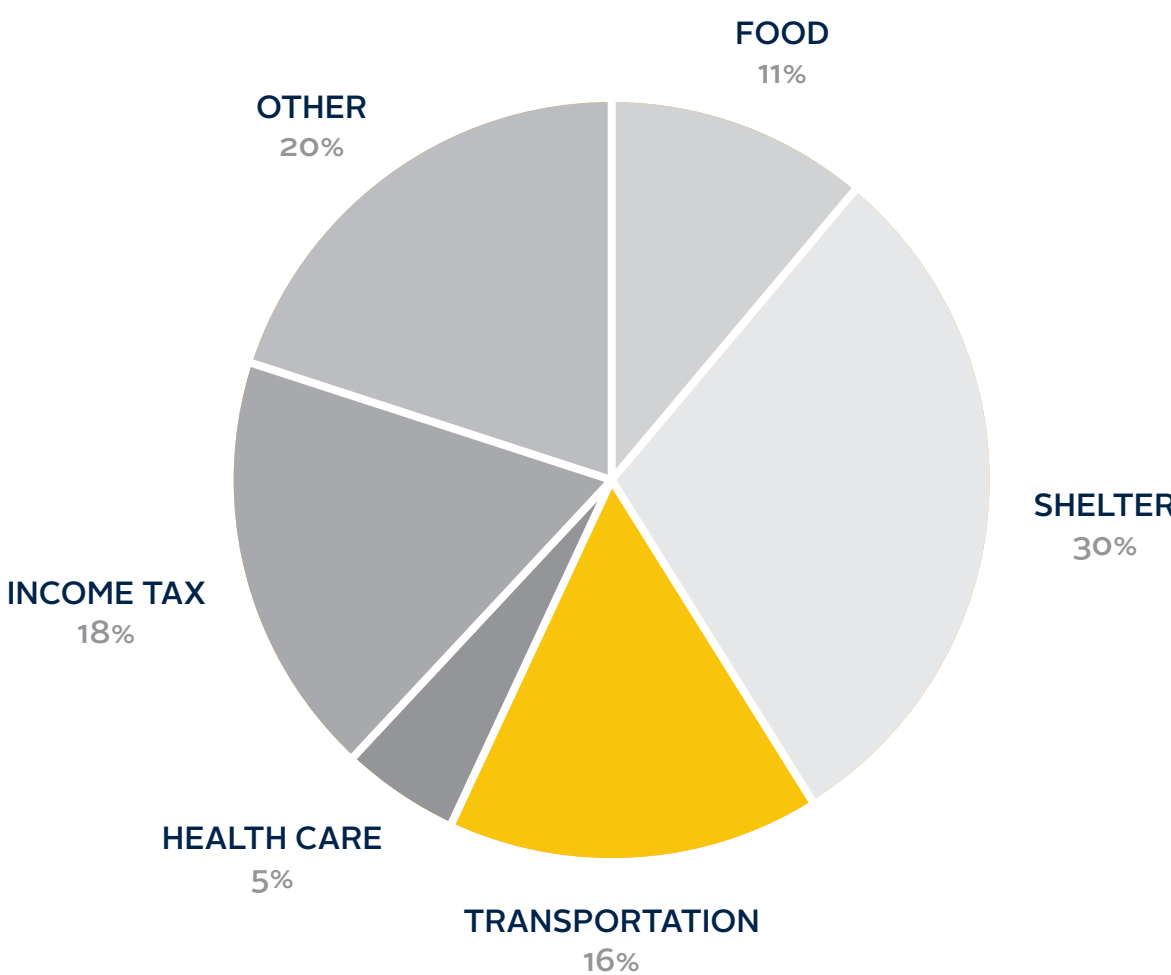
Transportation systems are expensive to build, operate and maintain and care needs to be taken to ensure that public investment is providing value for those who need to move about the region while keeping investment costs down. The majority of our transportation funding comes from municipal property tax, but that has little connection to how individuals use our transportation systems.

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Did you know?

In 2014, Halifax region residents on average spent 16% of their household income on transportation.

AVERAGE HOUSEHOLD SPENDING



(Nova Scotia, 2014)



What would make it easier
for people to manage
without a personal vehicle?



How can we ensure transportation
funding goes to the areas, services,
and people that **require it most?**

Integrated Mobility is...

SUSTAINABLE

A sustainable transportation system protects air, land, and water resources, respects the needs of all people, and uses financial resources wisely.



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ECONOMICALLY RESPONSIBLE

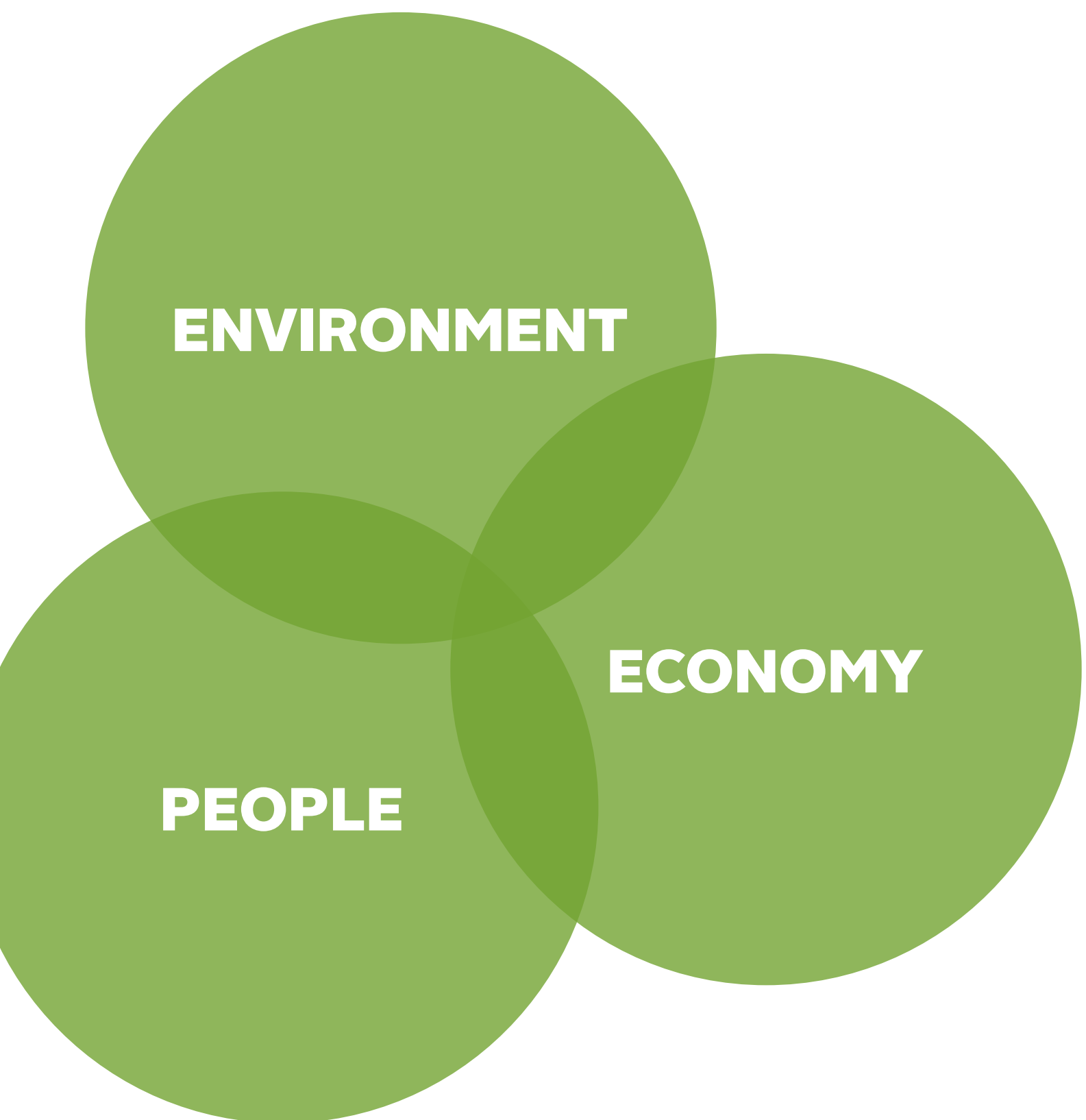
Commuter oriented development far from urban centres requires increased investments in public infrastructure, like roads and underground pipes and results in less money to support sustainable transportation. Instead, transportation investments should catalyze development in identified growth areas while reducing congestion and the need for highway, bridge, and roadway investments. The investments we do make in sustainable transportation must be strategic and forward-thinking to have the most impact.

SOCIALLY RESPONSIBLE

Everyone needs to move, yet our transportation system makes it easier for some and harder for others. When planning for transportation, it's important to consider the needs of all community members, including children, seniors, low income residents, and people with mobility challenges.

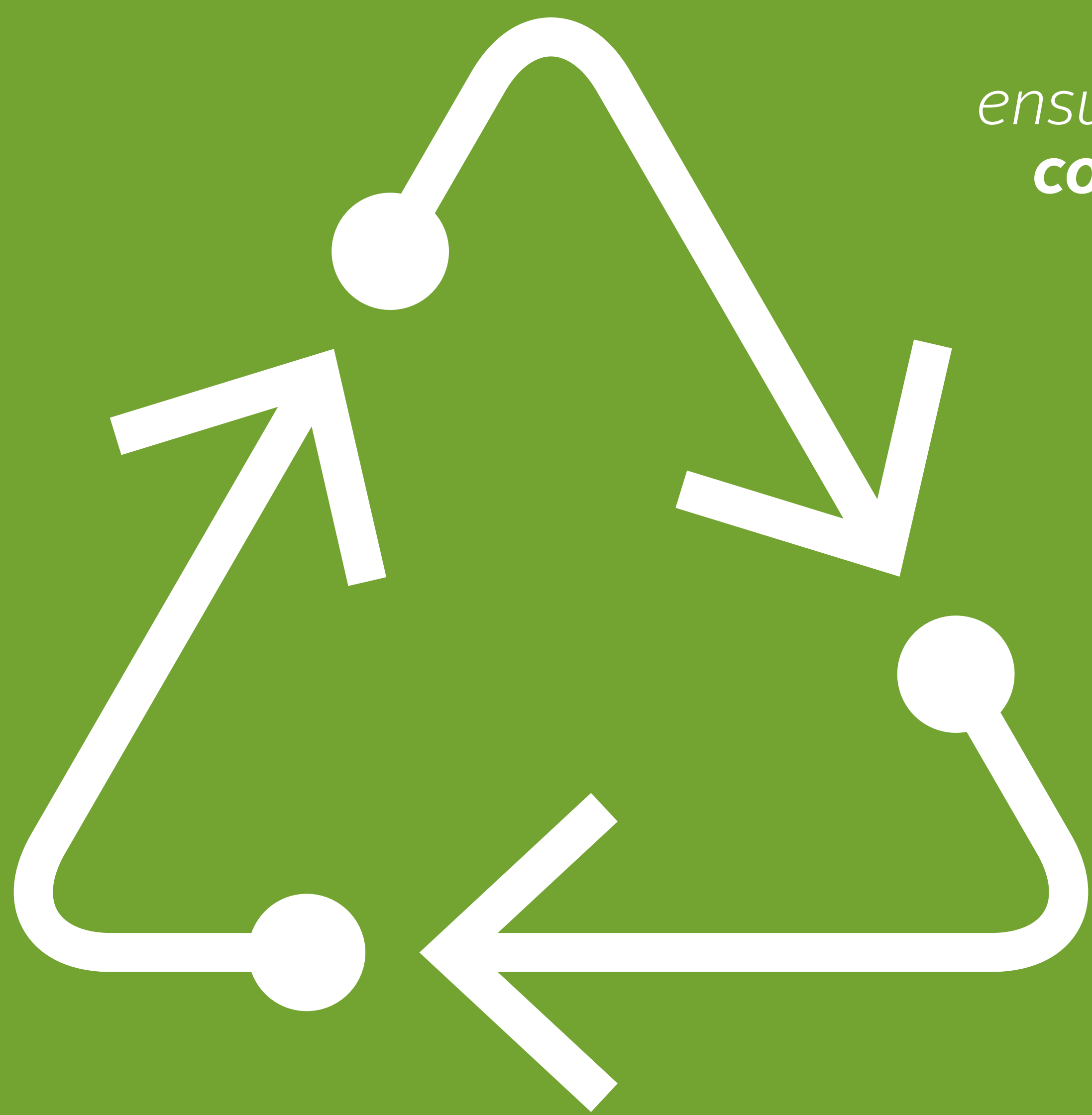
ENVIRONMENTALLY RESPONSIBLE

Our current transportation system produces waste, greenhouse gases, and air pollution – all of which harm our health and that of the natural environment. Roadways and parking also consume a lot of land, which can result in habitat loss. Promoting walking, cycling, and transit can lower emissions, reduce sprawling development, and protect environmentally sensitive areas.



How can we **reduce the environmental footprint** of our transportation network?

How can we ensure spending is **cost effective & responsible?**



How can we meet the mobility needs of **all community members**, including the most vulnerable?

What **bold moves**
should we include in the
Integrated Mobility Plan?

