

# Today's Workshop

WE WANT YOUR  
FEEDBACK ON  
BOLD MOVES FOR  
MOBILITY IN THE  
HALIFAX REGION!

## Agenda:

- 1 **REVIEW** the information boards
- 2 **LISTEN** to the introductory presentation
- 3 **SHARE** your thoughts on the Integrated Mobility Plan during the round table conversations
- 4 **WRAP UP** the workshop and learn about next steps

## Purpose:

At today's workshop we would like to get your thoughts on:

- COMPLETE STREETS
- ACTIVE TRANSPORTATION
- TRANSIT PRIORITIES
- TRANSPORTATION DEMAND MANAGEMENT

## PROJECT SCHEDULE



# Learn and Confirm

The first phase of public engagement for the Integrated Mobility Plan included a series of public workshops and an online survey.

## PUBLIC ENGAGEMENT OVERVIEW

### Key Take-Aways

- Overall, the workshops and online survey revealed:
- » Support for implementing Halifax Transit's *Moving Forward Together Plan*
  - » A desire to improve public transit, active transportation, and creating pedestrian friendly environments
  - » A call to reduce conflicts between different modes of transportation, particularly between bicyclists and private vehicles
  - » Support for bicycling facilities throughout the region for people of all ages
  - » Strong interest in alternatives to driving
  - » Little desire for more parking

## INFORMATION COLLECTED FROM THESE WORKSHOPS AND THE ONLINE SURVEY HAS SHAPED THE INITIAL IDEAS AND CONCEPTS PRESENTED TODAY

### Community Workshops

Community members were invited to share ideas on regional transportation.

- **Eight two-hour workshops were held in Sept. 2016** at Cole Harbour Place in Cole Harbour, Sunnyside Mall in Bedford, Exhibition Centre in Prospect, and Alderney Landing in Dartmouth.
- **Over 130 people attended.**



### Online Survey

Concurrent with the workshops, an online survey was hosted on the project's website [shapeyourcityhalifax.ca/integratedmobility](http://shapeyourcityhalifax.ca/integratedmobility)

- **165 people participated in the online survey** which asked five questions based on the workshops.
- **Each survey question focused on one of the Plan's four themes:** Connected, Healthy, Affordable, Sustainable, and provided participants the opportunity to suggest bold moves.



WHAT WE HEARD

BOLD MOVES



AN INTEGRATED APPROACH

The four themes of the Integrated Mobility Plan (Connected, Healthy, Affordable, Sustainable) are engrained throughout all of the concept areas shown here today.





# Complete Streets

## WHAT WE HEARD



**Connected:** Improve key routes to enhance the overall connectivity within the region. Accommodate different users using street design techniques, such as protected bike lanes, comfortable sidewalks, dedicated bus lanes, improved signal timing and safer intersections.



**Healthy:** Create safe, accessible, comfortable and protected bicycling and walking routes to promote fitness.



**Affordable:** Private vehicles are expensive; providing citizens with the choice to walk or bike can reduce transportation costs.



**Sustainable:** Streets support environmental sustainability by accommodating alternative transportation modes. They also support social/cultural sustainability by creating great public spaces, and economic sustainability by supporting business, commuters and goods movement.

## WHAT WE DID

### **Building on your ideas, the project team:**

- » Conducted review of other Complete Streets policies, including Edmonton, Toronto, Boston, Calgary, and others.
- » Revisited and updated the Complete Streets Guiding Principles that were initially developed after a staff workshop to explore complete streets in February 2014.
- » Developed an approach for how Complete Streets elements and ideas can be considered in street design projects (new and retrofits).

## WHAT WE WANT TO KNOW

*Do you agree with the draft Guiding Principles?*



# Complete Streets

Streets function as important places, as well as transportation links. A Complete Streets approach creates streets that accommodate all users and their unique requirements. Planning, design, and maintenance work together to make streets usable for everyone.

## With a Complete Streets approach, the municipality will:

- Support the **transportation and land use goals** of the Regional Plan
- Improve the **safety** of all street users
- Ensure the **compatibility of street design** with adjacent land uses
- Meet the **needs of all users** through the planning, design, construction, operation and maintenance of streets
- Create streets that support a variety of functions: serving as **public open spaces**, contributing to the **urban forest**, and providing **gateways to communities**

## Alignment with Other Plans

In addition to the Integrated Mobility Plan, a Complete Streets approach is promoted in:

- » The Regional Plan (2014)
- » The Halifax Active Transportation Priorities Plan (2014)
- » The Transportation Demand Management Plan (2010)
- » The draft Centre Plan (2016)

## Local Complete Streets Example: North Park Roundabouts Project

The roundabout design improves the safety and comfort of all users through:

- » Wider sidewalks
- » Trails
- » Bicycle lanes
- » A treed boulevard
- » Extra green space for the Halifax Common



## Local Complete Streets Example: Argyle Street

Recognizing its role in the heart of Halifax's entertainment district, Halifax is preparing to transform two blocks of Argyle Street into a place that better supports the street's high pedestrian volumes and sidewalk café culture.





# Draft Guiding Principles

**PROPOSED KEY ACTION:** Inform future plans, strategies and designs for new or retrofitted streets with the following draft Guiding Principles for Complete Streets.



## Streets support their intended functions and complement adjacent land uses

Complete Streets are sensitive to the character, scale and needs of surrounding neighbourhoods and contribute to the long-term vision for communities. Appropriate street design to balance the needs of all users is linked to urban design, land use, and a street's function. Investment in the transportation network will be prioritized to provide a better variety of travel options for residents.

## Streets consider all ages and abilities

Streets need to be safe, comfortable, and enjoyable to all users including people of all ages, using a variety of transportation modes, with varying abilities, in all seasons.

## Streets are multi-functional and multi-modal

Streets not only connect destinations, but can be important open spaces, social spaces, community hubs, gateways and destinations in their own right.

- » Intersections are a critical part of the network and should be designed to meet the needs of all users.
- » Depending on the street's role in a particular situation, consider re-allocating space to meet the needs of different users.

## Connected networks are critical

Keeping the larger transportation network in mind is critical for each mode. While it may not be practical to accommodate every need on every street, it is critical that good networks are available for all modes, especially when linking major destinations, such as employment areas, commercial districts, schools and hospitals.

## Streets require collaboration

Creating a great street requires cooperation, engagement and partnerships across municipal departments, as well as with communities, businesses and organizations.

## Streets contribute to the sustainability of the region

Streets support environmental sustainability by accommodating alternative transportation modes. They also support social/cultural sustainability by creating great public spaces, and economic sustainability by supporting business, commuters and goods movement.



# Process Implementation

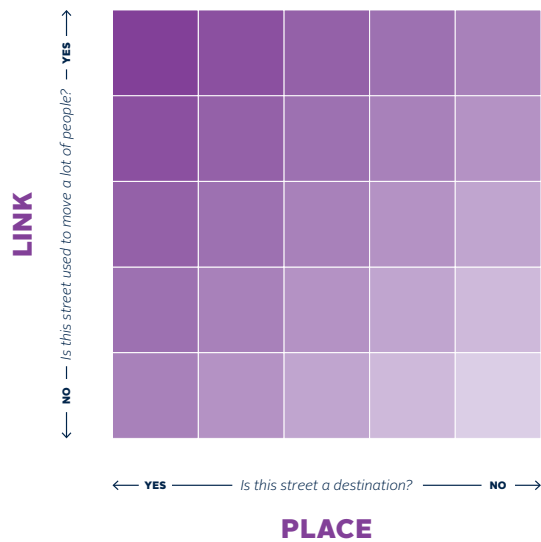
**PROPOSED KEY ACTION:** Implement a Complete Streets approach using the following steps.

1

**STREET CLASSIFICATIONS:** The municipality’s street classifications will be expanded to reflect how our streets relate to their context. The new classifications will guide detailed street design.

**Classification Example 1:**

The Link-Place model evaluates streets based on their transportation function and their street context/character to determine the most appropriate design.



Adapted from the City of Toronto

**Classification Example 2:**

Edmonton’s three-part Composite Street Typology defines street types based on:



Adapted from the City of Edmonton

2

**PROCESS:** The Complete Streets approach will be incorporated into an integrated process for the planning and design of new and reconstructed streets.

**Process Example:**

Edmonton’s Complete Streets process blends into their existing planning and design processes and will eventually be incorporated into all road redesign, neighbourhood planning and streetscape improvement projects.



Adapted from Edmonton

3

**EVALUATION:** Complete Streets projects will be evaluated to determine if they are meeting their objectives as established by a number of indicators and targets.

**Evaluation Example:**

The municipality will develop a *Strategic Road Safety Plan* with targets. The plan will use a ‘Toward Zero’ approach to reduce fatalities and injuries for all road users.



# Active Transportation

## WHAT WE HEARD



**Connected:** A complete network of sidewalks and trails, and a safe bicycle network, is important to encourage more people to walk and cycle, making it an efficient and viable method of travel in the region.



**Healthy:** Complete, attractive and well-maintained walking and bicycling networks will provide citizens with the option to move throughout the region and improve their physical and mental health.



**Affordable:** Private vehicles are expensive, providing citizens with the choice to walk or bike can reduce transportation costs.



**Sustainable:** Improving walking and bicycling options will help reduce car dependency. Bicycling and walking are also less land intensive methods of travel than automobiles.

## WHAT WE DID

### Building on your ideas, the project team:

- » Identified criteria to be used by the municipal staff when determining new bicycling routes and infrastructure.
- » Identified potential minimum grid for bicycling facilities on the Halifax peninsula and a spine network for Dartmouth.
- » Developed a proposal to speed up the implementation of several components of the *Active Transportation Priorities Plan (2014)*.
- » Identified key sidewalk and greenway gaps to address by 2020.

## WHAT WE WANT TO KNOW

*What do you think of the proposed key actions?*



# Active Transportation

Active transportation includes walking, bicycling and other ‘human powered’ ways to move around the Halifax Region. Encouraging active transportation promotes personal health and recreation, helps manage congestion, reduces emissions and supports efficient land use.

## PROPOSED KEY ACTIONS:

Our aim is to implement these proposed key actions by 2020!

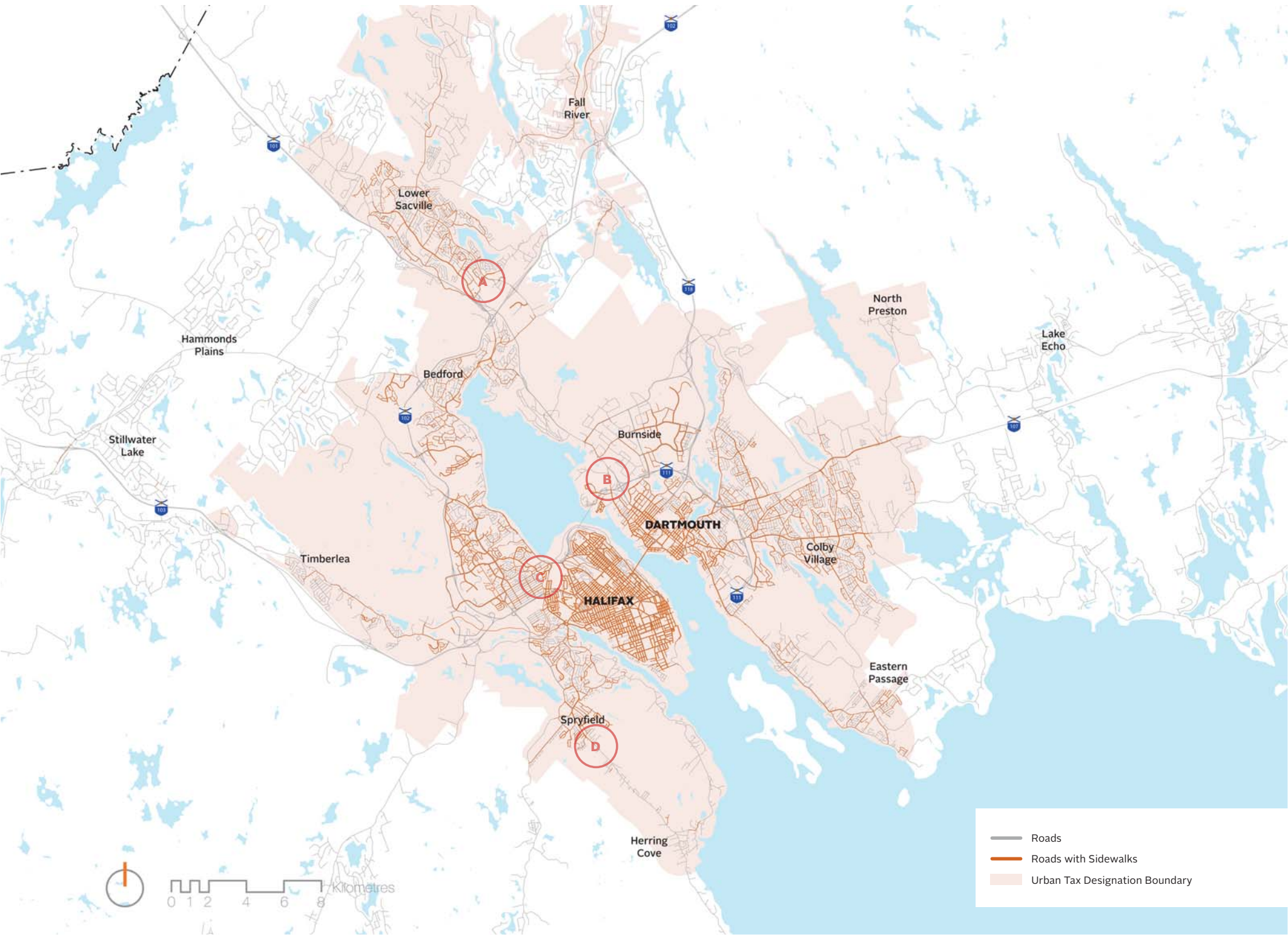
- 1. Build sidewalks on busy roads with transit service, with a focus on underserved neighbourhoods**
- 2. Complete a “minimum grid” bicycle network for all ages and abilities on the Halifax Peninsula**  
A “minimum grid” is a route network with bicycling facilities every 500-750m (2-3 min.). The types of facilities will include: protected bike lanes, buffered bike lanes, painted bike lanes, local street bikeways, greenways and off-road bikeways.
- 3. Develop easier and safer bicycling connections to the Macdonald Bridge Bikeway**
- 4. Complete a spine bicycle network for all ages and abilities in Dartmouth, inside the Regional Centre**
- 5. Incorporate an equity lens into the planning of walking and bicycling facilities**  
e.g. Consider the needs of under-served neighbourhoods and vulnerable populations.
- 6. Provide walking and bicycling connections for all ages and abilities to all transit terminals**
- 7. Close priority gaps in the Regional Greenway Network**

**The municipality proposes the following revised criteria to identify new bike routes:**

- » Routes identified through the *Active Transportation Plan* (2014) (or other official plan)
- » Convenience
- » Connections to other types of transportation options
- » Immediate safety needs
- » Current bicycling demand
- » Potential bicycling demand
  - » Connections to key destinations
  - » Current and anticipated population and employment density
  - » Topography
- » Equity analysis
  - » Areas with youth, seniors, low-income earners, visible minorities, immigrants, etc.



WALKING: EXISTING SIDEWALKS

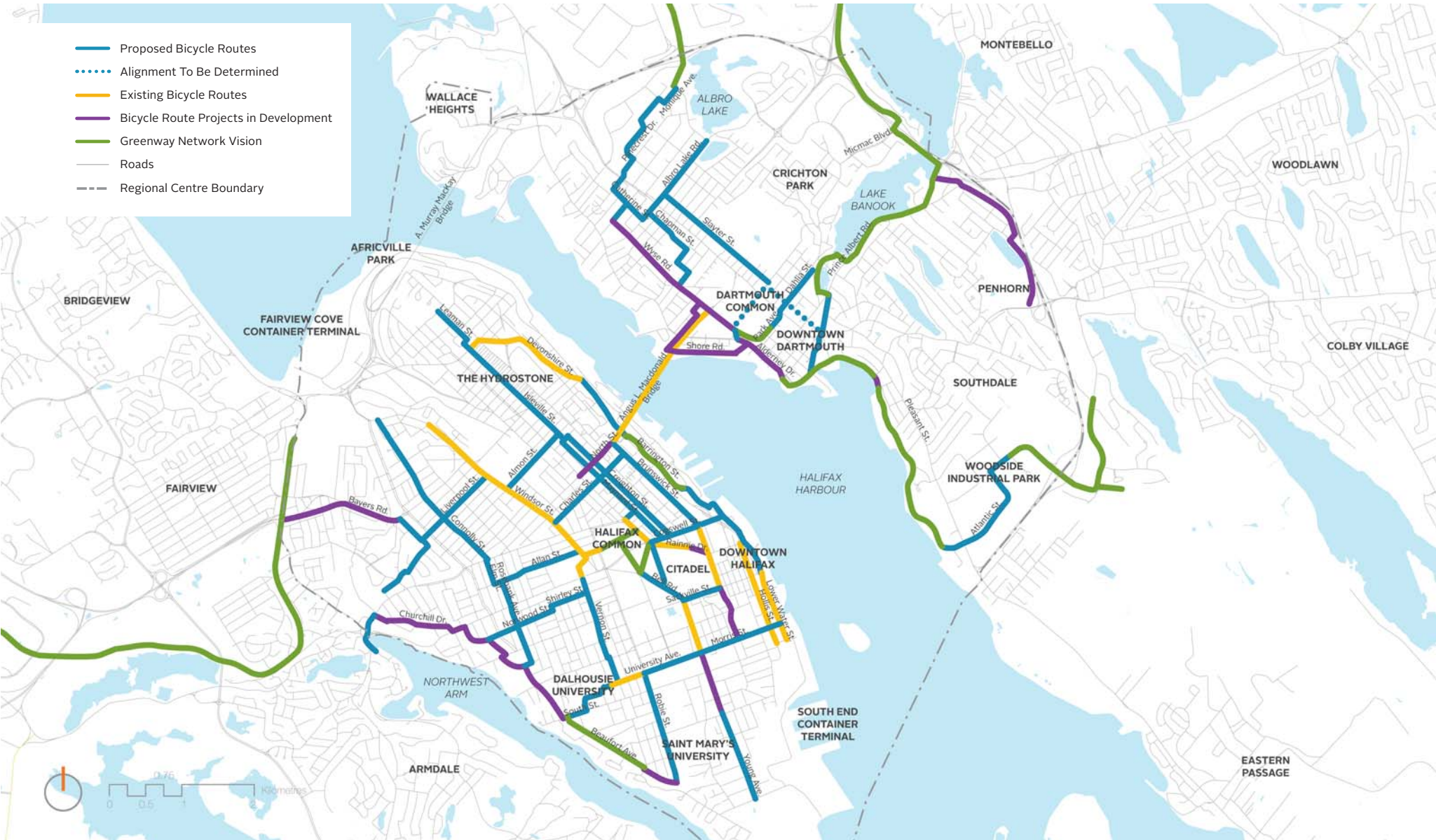


WALKING: PROPOSED NEW MAJOR CONNECTIONS

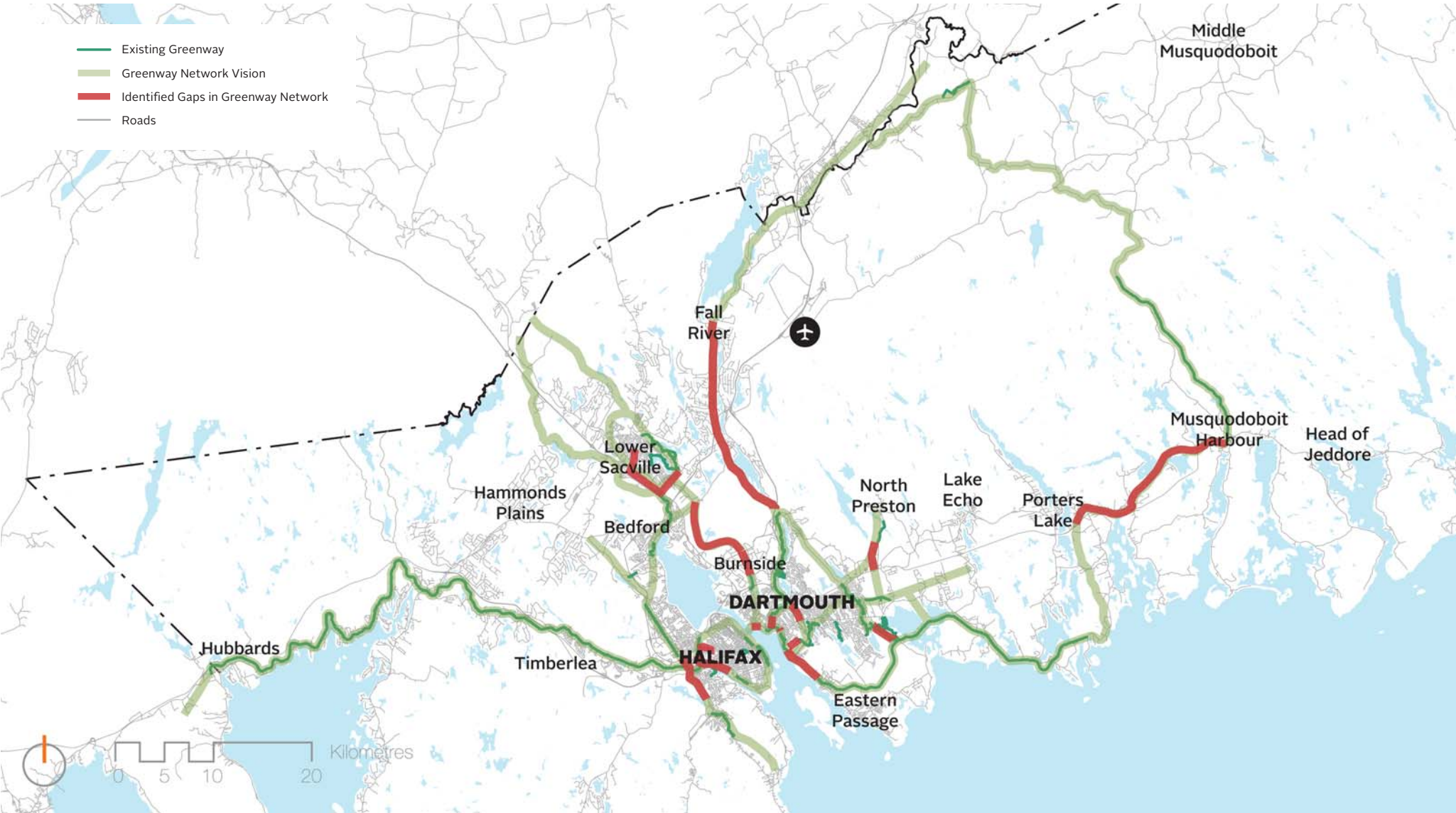


Note: In addition to these major connections, the regular sidewalk program will continue to make minor additions to the sidewalk network in conjunction with road resurfacing projects.

BICYCLING: PROPOSED NETWORK — HALIFAX PENINSULA AND DARTMOUTH



WALKING & BICYCLING: PRIORITY GAPS IN THE REGIONAL GREENWAY NETWORK





# Transit Priorities

## WHAT WE HEARD



**Connected:** Citizens value an accessible, well-connected transit system, and suggested implementing priority measures (including bus-only lanes) and improved bus service to major destinations, including parks and recreational areas.



**Healthy:** Frequent, reliable, inviting and comfortable transit increases use and helps to reduce social isolation and improve physical health.



**Affordable:** For those without access to a private vehicle, public transit is very important for quality of life. Operation support for public transit is also important to ensure that all citizens have the ability to move around the region.



**Sustainable:** An extensive and reliable transit system helps to reduce overall car dependency.

## WHAT WE DID

### **Building on your ideas, the project team:**

- » Looked for strategic road links that could benefit several bus routes if buses could bypass congestion
- » Looked for parts of the road network where transit could benefit from having priority starting with those roadways already identified in the *Moving Forward Together Plan*
- » Started with the links in the *Moving Forward Together Plan* and expanded them to create a network that works together, integrates with ferries and potentially commuter rail, and serves employment, campuses and strategic growth areas

## WHAT WE WANT TO KNOW

*What do you think of the proposed key actions?*

*Where should transit be prioritized?*

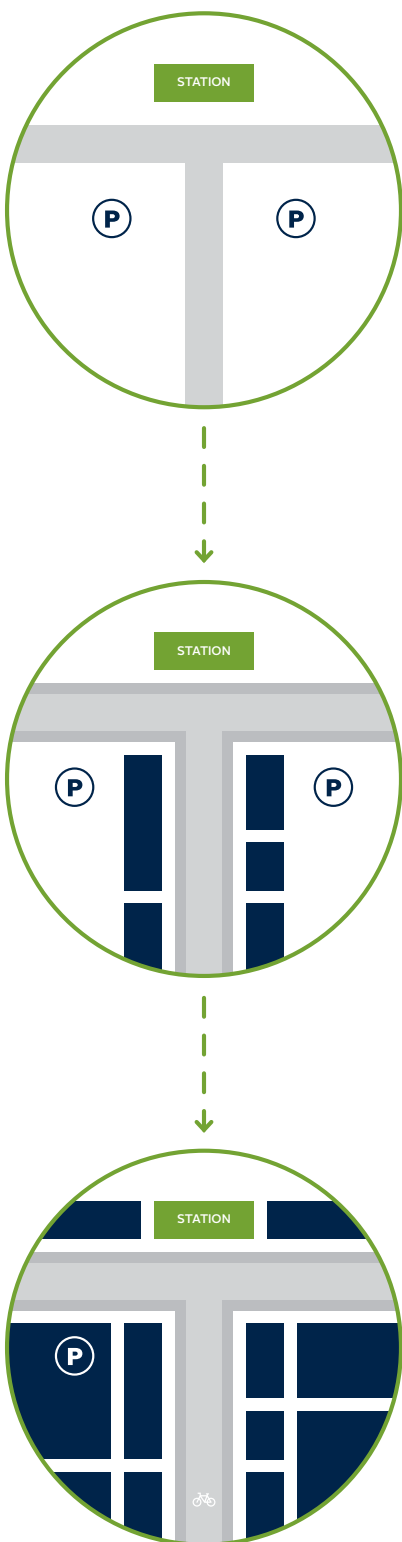


# Complete Communities

Complete communities contain mixed uses and compact development that enables everyone to safely and conveniently access the goods, services, and activities they need in their daily lives, without having to use a car.

## PROPOSED KEY ACTION:

To enable complete communities to form and grow, the municipality will encourage development to focus around transit stations and transportation hubs.



### PARK & RIDE LOTS

**Benefit:** Encourages drivers to try public transit. Enables remote residents to reach transit.

**Getting there:** Primarily drive.

**Parking:** Large areas surrounding the station.

**Form:** Surface parking.

**Note:** Park & Rides work best at outer stations within easy reach from major roads and highways for commuters. They can evolve into complete communities over time.

### TRANSITION FROM PARK & RIDE

**Benefit:** Some shops and services around the station and some residences nearby. Continues to provide convenient access to transit for drivers.

**Getting there:** The majority still drive, though some walk and cycle using active transportation connections to the station.

**Parking:** Remains predominantly surface parking.

**Form:** Some buildings (shops and services), with apartments above and/or behind, near the station or along pedestrian routes.

### COMPLETE COMMUNITIES

**Benefit:** Lets people live, shop and work near the station. The station is more accessible to different modes.

**Getting there:** Walk, bike, and drive with a pedestrian friendly street grid.

**Parking:** Most is underground.

**Form:** Supports a traditional town centre that integrates with surrounding neighbourhoods.





# Transit Priority Corridors

A key principle of Halifax Transit's *Moving Forward Together Plan* (MFTP) is to give transit increased priority in the transportation network. Transit Priority Corridors are streets where measures are taken to improve the efficiency of buses.



## PROPOSED KEY ACTION:

Implement transit priority corridors

### Map: Locations to Prioritize Transit

The map below shows locations where measures to reduce delays to buses should be considered, because traffic congestion and high transit usage co-exist along these streets.

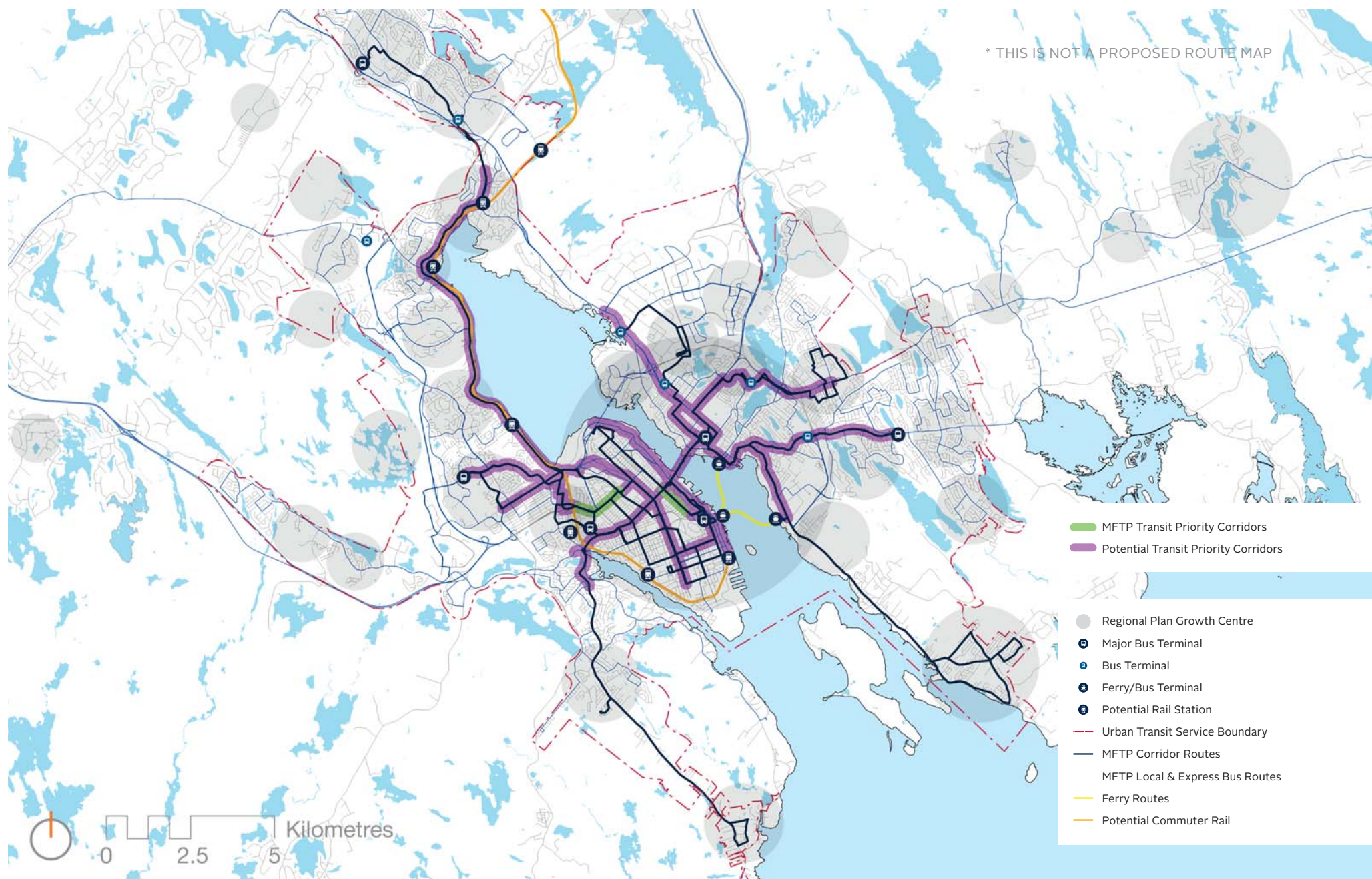
There is no 'one-size-fits-all' approach for transit priority corridors, with different methods appropriate in different locations.

### To prioritize transit:

- » Modify traffic signals to let buses pass through more quickly
- » Provide "queue jumps" to let buses bypass congestion
- » Consider bus-only lanes along strategic sections of road

**Green:** The Transit Priority Corridors identified in the *Moving Forward Together Plan* (MFTP)

**Purple:** Additional Transit Priority Corridors to consider beyond the *Moving Forward Together Plan* (MFTP)







# Transportation Demand Management

## WHAT WE HEARD



**Connected:** The use of carpool lanes, carsharing, bike sharing, mobile applications and improved connections between transportation modes to manage transportation demand and contribute to connectivity.



**Healthy:** Traffic and commuting cause stress; different work arrangements and/or more pleasant journeys can help improve well-being.



**Affordable:** Carpooling, carsharing, using other forms of transportation, working from home or shifting work hours can all help to reduce the cost of private vehicles in terms of money and time.



**Sustainable:** Use incentives and other techniques to support alternative travel arrangements to reduce car dependency. Car and bicycle sharing further improve transportation sustainability.

## WHAT WE DID

### **Building on your ideas, the project team:**

- » Explored the potential for carsharing to reduce the need to own one or more cars.
- » Considered the potential to expand the SmartTrip and flexible work programs, to promote viable and sustainable commuting options and help businesses adopt a culture of flexible and remote work.

## WHAT WE WANT TO KNOW

*What do you think of the proposed key actions?*



# Transportation Demand Management

Transportation Demand Management is about reducing peak hour congestion by providing people with choice in how, when, and if they commute to work.



## PROPOSED KEY ACTIONS:

1. Explore flexible work programs and expand SmartTrip
2. Remove barriers to carsharing programs
3. Explore initiatives to increase transit ridership
4. Implement the Regional Parking Strategy Functional Plan



## SMARTTRIP

The Halifax Transit's SmartTrip program partners with employers to promote sustainable commuting choices for employees.

### SmartTrip focus areas:

- » Easing traffic congestion during peak hours
- » Reducing pollution & greenhouse gas emissions
- » Offering alternative commuting options other than single-occupancy vehicles

### SmartTrip programs:

- » EPass (employee discounted transit passes)
- » Carpooling (online ride matching database)
- » Bicycling and walking
- » Guaranteed Ride Home (taxi vouchers)
- » Flexible work arrangements
- » Commuter Challenge

## CARSHARING

By reducing the need to own one or more automobiles, carsharing encourages people to use walking, bicycling, and transit for trips whenever a car is not necessary.

## PARKING

Large parking lots are a challenge for pedestrian-friendly communities, especially when more parking is provided than needed. Parking can also be expensive to supply, which can impact small projects and affordable housing.

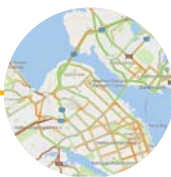
### The Regional Parking Strategy Functional Plan recommends:

- » Reducing or eliminating minimum parking requirements or setting a maximum parking requirement
- » Charging for on-street parking
- » Allowing multiple uses to share parking
- » Expanding the municipality's role in providing parking
- » Providing information about parking availability

## TRAFFIC CONGESTION THROUGHOUT THE DAY:



Monday  
6am



Monday  
8am



Monday  
10am



Monday  
12pm



Monday  
2pm



Monday  
4pm



Monday  
6pm



Monday  
8pm

