

Integrated Mobility Program

Q4/2018 Newsletter - January 2019



FALL HIGHLIGHTS (September - December)



FOUNDATIONAL POLICIES

- Installed 5 new crosswalks with rectangular rapid flashing beacons (RRFB- side mounted ultrabright LED strobe lights) (Caldwell Rd @ Atholea Dr, Bissett Rd @ Salt Marsh/ Shearwater Flyer Trail, Bissett Rd @ Rehab Centre, Larry Uteck Blvd @ Civic 420, Sackville Dr @ Executive Dr/Beaconsfield Way) (A6)
- Installed Leading Pedestrian Intervals (LPI's) in 8 locations (A6)
- Installed reflective strips on 53 crosswalk posts to improve visibility (A6)



LAND USE & TRANSPORTATION

- Started Burnside Zoning Review consultation process (A29)
- Reported to Regional Council recommending that Centre Plan Package B include policies and regulations to manage conflict between industrial activities and abutting residential and institutional uses in the Woodside Industrial Park area (A29)



COMPLETE STREETS

- Advanced functional plan for Dutch Village Road (A33)
- Held public engagement session to inform functional plan for Spring Garden Road. (A32 & A33)



TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Contract for new rideshare software is being negotiated with the successful bidder. Upgrades to rideshare website are planned. (A56)
- Commissioned and distributed PLANifax produced video explaining the operation of the new peak period transit priority lane on Gottingen Street (A59)



ACTIVE TRANSPORTATION

- Started inventory of all ages and abilities (AAA) pedestrian and cycling connections to all Halifax Transit terminals (A70)
- Completed Ahern and Woodside multi-use trails (A72)
- Barrington Greenway extension approved and opened in a temporary configuration (A72)
- Completed functional plan for Almon Street and Downtown bike lane network (A72)
- Hosted public engagement for North End and West End bikeways (A72)
- Rehabilitated bridges on Gaetz Brook Greenway (A79)
- Completed fall peninsula bicycle counts. Conducted bicycle counts at twelve locations this summer/ fall (A85)



TRANSIT

- Installed bus shelters, providing upgrades to 20 stops (A94)
- Overall system wide boardings increased 7% from April to June 2018 compared to same time frame last year 2017. (A95)
- Completed Bus Rapid Transit feasibility study (A96)



PARKING

- Completed rewrite of By-law P1000 to reflect the curbside priority chart (A129)
- Implemented on-street parking spaces for floating car-share vehicles that do not have a home base. (A130)



ROAD NETWORK

- Held two public engagement sessions and an external stakeholder meeting to inform the Bedford Highway functional plan (A121)

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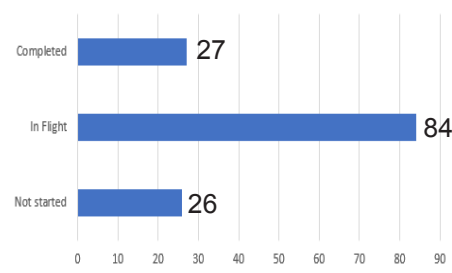
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WINTER 2019 GOALS:

- Public Engagement: Spring Garden Rd functional plan (A32 & A33) and Herring Cove Rd functional plan (A33 & A69)
- Open House: Dutch Village Rd complete streets functional plan (A31, A33, A34, A36, A38, A69) and Bayers Rd functional plan (A31, A32, A33)
- Finalize design and implementation plan for branding and wayfinding system for Active Transportation routes (A75)
- Work with Province on regulatory and legislative changes in the MVA to enable bicycle facilities (bicycle signals and crosswalks for bicycles) (A74)
- Present staff report to Transportation Standing Committee re Bus Rapid Transit (A96)
- Complete detailed design for Herring Cove Rd sidewalk connection (A69) & Northwest Arm Dr greenway (A79)
- Complete functional plan for North End and West End bikeways (A72)
- Launch SmartTRIP program for NS Health Authority Central Zone in Jan. 2019 (A64)
- Design work on approved complete streets projects (A35)
- Create a Road Safety Task Force (A4)

IMP Action Item Status
as of Dec 2018



Of the 137 actions in the IMP, 27 actions have been completed, 84 actions are in flight & 26 actions have not been started.

FEATURED PROJECTS:

Gottingen St Transit Priority & Complete Streets

In November buses started using the northbound peak period transit lane on Gottingen Street. The transit lane operates weekdays between 7-9 a.m. & 3-6 p.m. The lane allows transit vehicles 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. Outside of peak periods, there are six fewer parking spaces on Gottingen than there were before the project. For this project, complete streets enhancements include 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. This project received financial support from the Federal Government through the Public Transit Infrastructure Fund and the Provincial Government through the Connect2 program. Staff will measure and evaluate the impact of the lane over the next 12 months and report their findings.



Coburg and Edward - Pilot Project at Work

This is a fitting example of how a pilot project can inform and influence permanent changes. Here at Coburg Road and Edward Street the original request was to review the intersection angle and pedestrian crossing distance beside St. Andrews Church. As a pilot project, the intersection was realigned and narrowed with a temporary concrete barrier to confirm the layout.

After a trial period and engagement with the church, particularly around how to address existing accessible parking and loading, a previously planned street renewal was designed to make permanent changes. This design was informed and influenced by the results of the pilot project. During the same project, opportunities were found to include other bump outs along Coburg/Spring Garden Road, including the one at Carlton Street.

View more details: halifax.ca/integratedmobility

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