

THEME 4

TRANSFORMING HOW WE MOVE IN OUR REGION

The Regional Plan supports safe, sustainable and accessible travel options to move conveniently throughout the region. A regional transportation system links people and communities with each other and with goods, services and opportunities in an environmentally and fiscally sustainable way. The Municipality recognizes that transportation and land use planning are inseparable and the decision-making process for both must be integrated.

COMPLETE STREETS

A holistic, flexible, context sensitive approach to the planning, design, operations and maintenance of streets that enables safe, convenient and comfortable travel and access for users of all ages and abilities regardless of transportation mode (e.g. on foot, rolling, on a bicycle, using transit, in a private vehicle). It recognizes that public streets are also places that can serve a social, economic and ecological function. A Complete Streets approach can apply to a wide variety of streets and is adaptable to the urban, suburban and rural contexts.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM aims to reduce peak-hour congestion by providing people with choice in how and when they travel. TDM initiatives aim to improve the efficiency of the transportation network by encouraging alternatives to the single occupant vehicle trip and changing travel behaviour. Mobility pricing (such as road and bridge tolls, fuel taxes, parking fees and transit fares) is a TDM measure that could help achieve the Municipality's mode share targets.

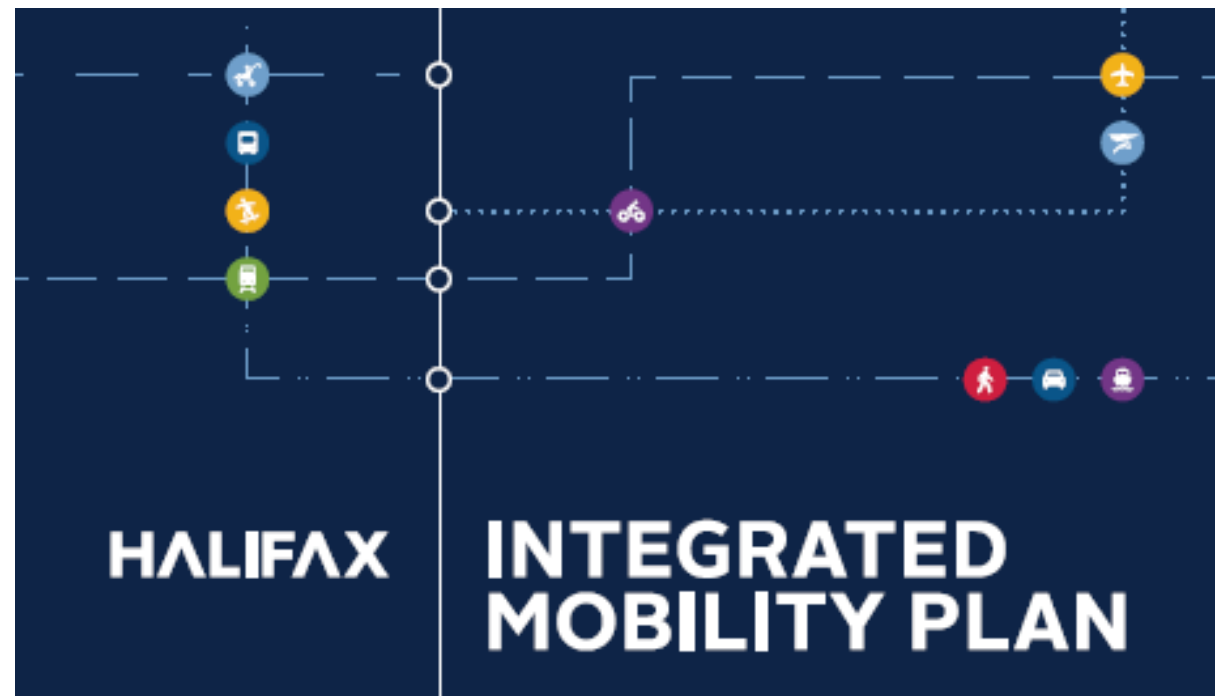
THE INTEGRATED MOBILITY PLAN

The [Integrated Mobility Plan](#) (IMP), adopted by Council in December 2017, represents a region-wide vision for mobility and directs future investment in transportation demand management (TDM), transit, active transportation (AT), and the roadway network. The [IMP](#) strives to reflect the two-way relationship between land development patterns and mobility, with the goal of better linking people and their communities.

The [IMP](#) is a meaningful shift in the Municipality's approach to transportation. It

aims to provide cost-effective mobility options to meet the needs of residents across the region and encourage a shift toward non-single passenger modes of transportation. The policies and actions of the [IMP](#) are intended to move the region along a more sustainable path and improve quality of life for people of all ages, abilities and incomes.

The Regional Plan will be updated to reflect the IMP's approach and will set policy intent for future integrated mobility planning.



THE REGIONAL PLAN REVIEW WILL:

4.1 Update the Transportation and Mobility chapter of the Regional Plan to reflect the policies and actions of the Integrated Mobility Plan and its regional approach to transportation planning by:

- Adopting policy to support the use of the Complete Streets approach to prioritize the movement of people using sustainable modes of transportation over vehicles;
- Revising the region-wide and sub-regional mode share targets;
- Removing the list of road network projects and adopting alternative policy to direct evaluation of all existing and future mobility projects through the IMP's Evaluation Scorecard;
- Adopting new guidelines for the preparation of Transportation Impact Assessments, which includes Multi-Modal Level of Service guidelines to evaluate road network performance for all mobility modes (walking, cycling, transit and vehicles);
- Continuing to implement the Active Transportation Priorities Plan and adopting policy to support its review;
- Revising policy to support the Transportation Demand Management program, which will include policies

and programs that encourage behaviour change to complement investments in infrastructure aligned with mode share targets;

- Directing future study of mobility pricing mechanisms and other tools that could help the Municipality achieve its mode share targets;
- Considering a curbside management policy;
- Identifying areas requiring partnership with other levels of government and agencies to collaborate on major transportation infrastructure projects;
- Reviewing the Urban Transit Service Boundary and assessing its alignment with existing and potential housing and population growth.



FUNCTIONAL PLANS FOR MULTI-MODAL CORRIDORS

Some roads across the region have been identified as “strategic multi-modal corridors” - these are important transportation connections for moving people and goods, be it by vehicle, transit or active transportation (walking, rolling, and cycling). These corridors have been identified in the [Active Transportation Priorities Plan](#) and the IMP and further refined in the [Rapid Transit Strategy](#). The long-term visions for maintaining and improving these corridors for all users is established through a functional planning and design process.

The functional planning and design process determines how a corridor can be reconfigured to better serve current and future mobility needs. It considers the surrounding communities, current and future transportation demand, and physical constraints such as topography and corridor width. Functional plans identify which modes should be prioritized on the corridor (like transit, or active transportation), and focus on moving more people sustainably, improving safety, and building complete streets that better connect communities. They consider how features such as transit priority corridors and improved walking, rolling and cycling infrastructure can be included within the street right of way to provide connections within communities and to other communities. Which

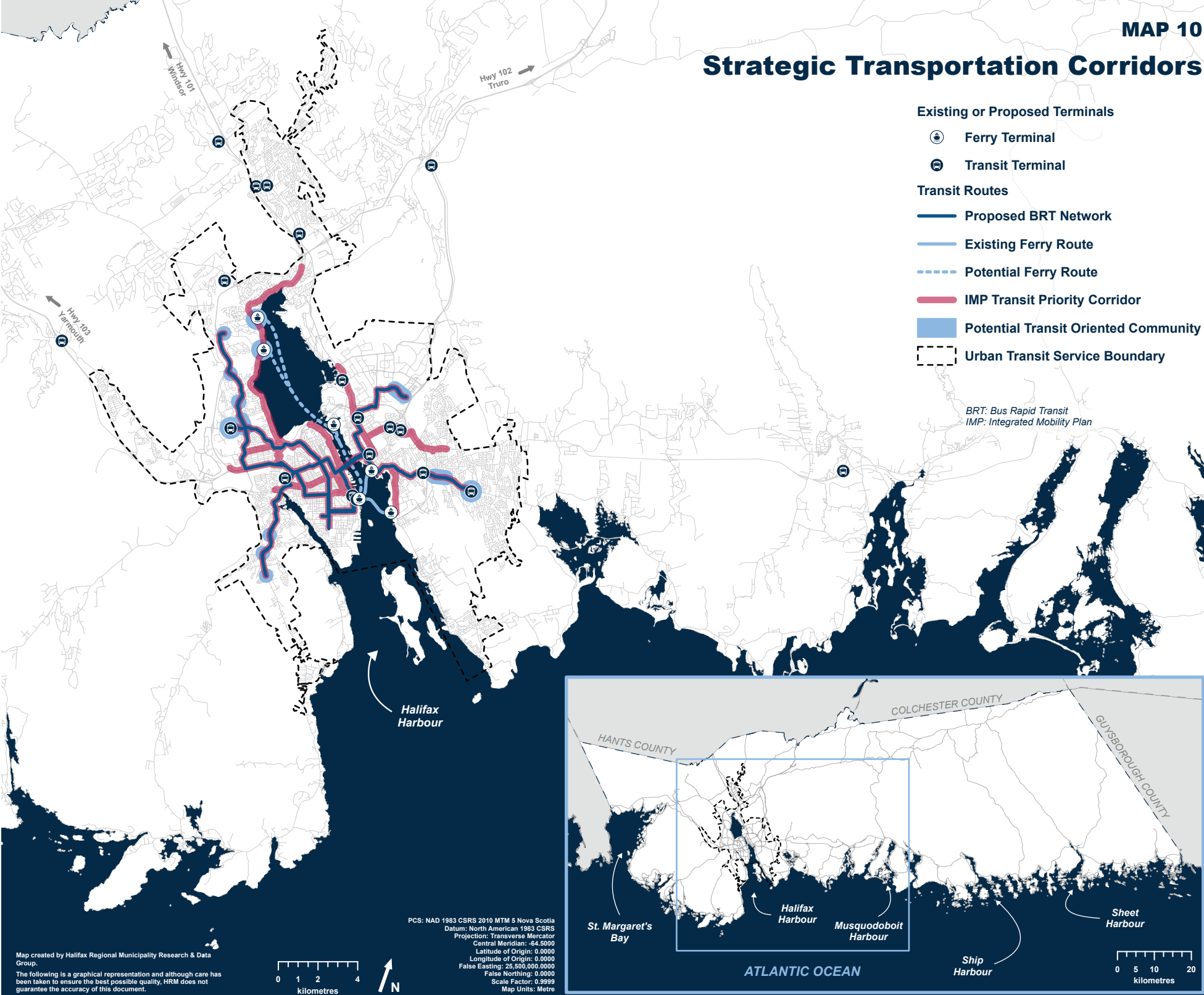
elements are prioritized depends on the role the street plays in the community and broader mobility network.

The Municipality uses functional plans to guide the development of strategic corridors over time. Functional plans can be used for stand-alone projects, or incorporated into planning for roadway repair and reconstruction projects or projects undertaken on the street by utilities or other agencies. Functional plans can also identify private lands that the Municipality may need to acquire to accommodate future projects. One tool that can support these efforts is “Transportation Reserve Zones”. These zones can be identified in Land Use By-laws to prevent development from taking place that would be in the way of future mobility projects. When they are applied to private property, the Municipality must acquire the lands within five years. However, this tool can be limiting, and further exploration of other tools should be pursued.

THE REGIONAL PLAN REVIEW WILL:

- 4.2 Update Regional Plan policy to identify strategic multi-modal corridors that connect communities and include policy direction to guide future functional plans for these corridors that reflect the objectives of the Integrated Mobility Plan, Rapid Transit Strategy, Moving Forward Together Plan and Active Transportation Priorities Plan and align with land use planning.**
- 4.3 Study opportunities for land acquisition tools in addition to the Transportation Reserve Zone, to acquire or preserve right-of-way lands for investments in strategic multi-modal corridors, and use this to inform a land acquisition strategy for these corridors.**

Strategic Transportation Corridors



IMPLEMENTING THE RAPID TRANSIT STRATEGY: BRT AND FERRY ROUTES

In May 2020, Regional Council approved the [Rapid Transit Strategy](#), which aims to build a rapid transit network by 2030. This strategy builds on the vision of the [Integrated Mobility Plan](#), aiming to improve sustainable transportation options and better support population growth. It invests in high-quality transit service and infrastructure, a key to improving residents' mobility and building more sustainable, affordable, and equitable communities.

To create sustainable, transit-oriented complete communities, the Municipality is aligning land use policy and rapid transit by planning for higher-density mixed-use development around existing and planned stations and terminals, working to ensure that affordable housing and amenities are available nearby, and improving local street connectivity and active transportation infrastructure. The [Rapid Transit Strategy](#) recommends a new Bus Rapid Transit (BRT) Network that would have the potential to transform the way people move within the region. The proposed BRT Network consists of four fixed-route bus lines which will provide all-day service, including 10-minute frequency from 6am to 10pm. BRT lines will have fewer stops than local routes to reduce travel times.

BRT will improve freedom of movement around the municipality, complementing local and express bus routes and increasing access to employment for many residents.

The [Rapid Transit Strategy](#) also proposes three new ferry routes, each connecting a new terminal to downtown Halifax. Of these Mill Cove and Shannon Park offer development opportunities in proximity to the proposed terminal sites. Residential and mixed-use development around terminals would increase the potential ridership by providing homes and businesses nearby. While the Centre Plan has created policies to guide the development of the Shannon Park site, policy still needs to be developed for the Mill Cove site. The third route, Larry Uteck would serve the already densely developed Larry Uteck area, which has grown significantly in recent years.

THE REGIONAL PLAN REVIEW WILL:

4.4 To address the importance of coordinating land use and transportation planning around Rapid Transit, the Regional Plan will plan for higher-density mixed use development around Rapid Transit, and create policy direction for the provision of affordable housing, connectivity of local streets and active transportation infrastructure near stations and terminals.

LONG-RANGE REGIONAL TRANSPORTATION PLANNING

Momentous social and technological changes, from virtual work to autonomous vehicles, are transforming how people move around cities. The long-term implications of these changes for transit and land use patterns are uncertain. The Municipality must plan to ensure the transportation system continues to work efficiently for people's changing travel behaviours while becoming more sustainable and equitable. In this context, it is vital that a long-term vision for transit, including Rapid Transit, be considered together with a long-term vision for land use. Integrated transportation and land use planning must take an iterative approach which both aligns significant future growth with transit, and responds to changing settlement, employment, and travel patterns with appropriate transit service. This vision must also consider Regional and Provincial transportation linkages, and how this connects with both suburban and rural areas.

The Regional Plan review offers an opportunity to set up future study of additional Rapid Transit corridors or areas that may be suitable for Rapid Transit expansion once the proposed network is implemented. The Regional Plan review will establish the framework for a long-term study and visioning process for land use and transportation beyond 2031. This process

will feed into the creation of the next Regional Plan, intended to replace the current one at the end of its planning horizon in 2031.

THE REGIONAL PLAN REVIEW WILL:

4.5 Building on the approved Integrated Mobility Plan and Rapid Transit Strategy, establish a program of study to develop a long-term vision for transportation in HRM aligned with regional strategic growth.

