P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 15.2.1
Halifax Regional Council
April 14, 2026

TO: Mayor Fillmore and Members of Halifax Regional Council

FROM: Councillor Kathryn Morse, Chair, Transportation Standing Committee

DATE: March 26, 2026

SUBJECT: Integrated Mobility Plan Action Update

ORIGIN

March 26, 2026 meeting of Transportation Standing Committee, Item 13.1.1.

RECOMMENDATION

The Transportation Standing Committee recommends that Halifax Regional Council:

1. adopt the Integrated Mobility Plan (IMP) Action Update and direct the CAO that it be used to guide implementation of the IMP;

2. direct staff to report annually on progress made on the IMP Action Plan to Regional Council through the Transportation Standing Committee; and,

3. adopt Equity as the fifth pillar of the IMP, as set forth in the Discussion section of the staff report dated March 19, 2026, for project planning and evaluation purposes.

BACKGROUND

Transportation Standing Committee received a staff recommendation report dated March 19, 2026 and presentation to consider updates to the Integrated Mobility Plan (IMP) Action Plan to deliver the IMP.

For further information refer to the attached staff report dated March 19, 2026.

DISCUSSION

Transportation Standing Committee considered the staff report dated March 19, 2026 and approved the recommendation to Halifax Regional Council as outlined in this report.

FINANCIAL IMPLICATIONS

Financial implications are outlined in the attached staff report dated March 19, 2026.

RISK CONSIDERATION

Risk consideration is outlined in the attached staff report dated March 19, 2026.

COMMUNITY ENGAGEMENT

Meetings of the Transportation Standing Committee are open to public attendance and members of the public are invited to address the Standing Committee for up to five (5) minutes during the Public Participation portion of the meeting. Meetings are live webcast on Halifax.ca. The agenda, reports, video, and minutes of the Standing Committee are posted on Halifax.ca.

For further information on Community Engagement refer to the attached staff report dated March 19, 2026.

ENVIRONMENTAL IMPLICATIONS

Environmental implications are outlined in the staff report dated March 19, 2026.

ALTERNATIVES

Alternatives are outlined in the attached staff report dated March 19, 2026.

LEGISLATIVE AUTHORITY

Legislative Authority is outlined in the attached staff report dated March 19, 2026.

ATTACHMENTS

Attachment 1 – Staff recommendation report dated March 19, 2026.

Report Prepared by: Krista Vining, Team Lead, Legislative Assistants, Municipal Clerk's Office 902.223.1046

Attachment 1

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 13.1.1
Transportation Standing Committee
March 26, 2026

TO: Chair and Members of Transportation Standing Committee

FROM: Bill Moore, Acting Chief Administrative Officer

DATE: March 19, 2026

SUBJECT: Integrated Mobility Plan Action Update

ORIGIN

This is a staff-initiated report that has been prepared to provide Regional Council with a review of the Integrated Mobility Plan (IMP) including implementation progress to date, reassessment of the vision and principles, and establishment a refreshed action plan.

EXECUTIVE SUMMARY

In December 2017, Halifax Regional Council unanimously approved the *Integrated Mobility Plan* (IMP), a strategic priorities plan that sets a bold vision for HRM's approach to transportation and mobility. The IMP's overarching objective is to improve the efficiency and sustainability of how people and goods move about the region, with a key goal of decreasing reliance on single occupancy automobiles by improving mobility options and encouraging supportive land use patterns.

Since adoption, the IMP has informed HRM's approach to investment and capital planning for transportation and land use. The plan has played a significant role in changing the way HRM views streets as an organization, considering the full multi-modal range of users. It proposed to meet its vision and objectives through implementation of an Action Plan that comprised 137 foundational and mode-specific policy actions. The municipality has made significant progress in implementing the Action Plan to date – of the original 137 actions, 104 (75%) have been completed or have been incorporated as ongoing updated daily practice.

Although much progress has been made in implementing the IMP, there have been many challenges over this period. The COVID-19 pandemic had a significant impact on mobility and other factors in the region. Unprecedented population growth post-pandemic has put significant pressure on public infrastructure, including the transportation network. Combined with significant inflation pressures and its impact on infrastructure costs, it is increasingly difficult to deliver the infrastructure contemplated by the IMP.

In response to the many changes that have occurred in the region since the adoption of the IMP, a 5-year review of the Plan was carried out in 2023. The objective of the review was to evaluate implementation progress to date and to re-assess the relevance of Plan under the circumstances. The outcome of the review, which included engagement with internal staff, Councillors, external interest groups, and external

consultants, confirmed the continued relevance of the IMP and reinforced its importance under increased growth. The review also identified areas for improvement including increased public awareness and understanding of the IMP, better data and evaluation processes, and the need for an updated and refocused Action Plan.

Following the IMP five-year review, Staff carried out a process to review the status of all IMP Actions and develop an updated, refined list of actions. The process included engagement with several internal business units, members of Regional Council, and external interest groups and organizations. The outcome of the process is an updated Action Plan (IMP Action Update) that includes a total of 39 actions. The refined list of actions reflects the progress made to date on IMP implementation but also accounts for consolidation and/or removal of actions considered repetitive, redundant, or no longer considered relevant. Ten new actions were added as a result of engagement with internal staff, councillors, and community interest groups.

The IMP Action Update represents an important step in the delivery of the IMP. Implementation of this refocused list of 39 actions will help the municipality continue to transform the transportation system to provide more connected, healthy, affordable, sustainable, and equitable transportation options for all residents. Significant population growth in the region as well as the increased cost of living underscores the need for the municipality to move faster to meet IMP objectives of moving people more efficiently across the region. These changes, alongside coordinated land use planning, will help HRM to realize a vibrant, sustainable, connected municipality as it grows into the future.

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Regional Council:

1. adopt the Integrated Mobility Plan (IMP) Action Update and direct the CAO that it be used to guide implementation of the IMP;

2. direct staff to report annually on progress made on the IMP Action Plan to Regional Council through the Transportation Standing Committee; and,

3. adopt Equity as the fifth pillar of the IMP, as set forth in the Discussion section of this Report, for project planning and evaluation purposes.

BACKGROUND

In December 2017, Halifax Regional Council unanimously approved the *Integrated Mobility Plan* (IMP), a strategic priorities plan that sets a bold vision for HRM's approach to transportation and mobility. The IMP's overarching objective is to improve the efficiency and sustainability of how people and goods move about the region, with a key goal of decreasing our reliance on single occupancy automobiles by improving mobility options and encouraging supportive land use patterns.

The core pillars and principles of the IMP (Figure 1 below) inform the plan's goals and objectives, which include:

- Achieve the Regional Plan's mode share targets, which include a significant shift to transit, walking, and cycling.
- Create healthy, safe, and connected communities
- Reduce the environmental impacts of transportation and improve affordability for residents

- Better and more explicit integration between transportation and land use planning
- Improved collaboration between municipal departments and with external partners

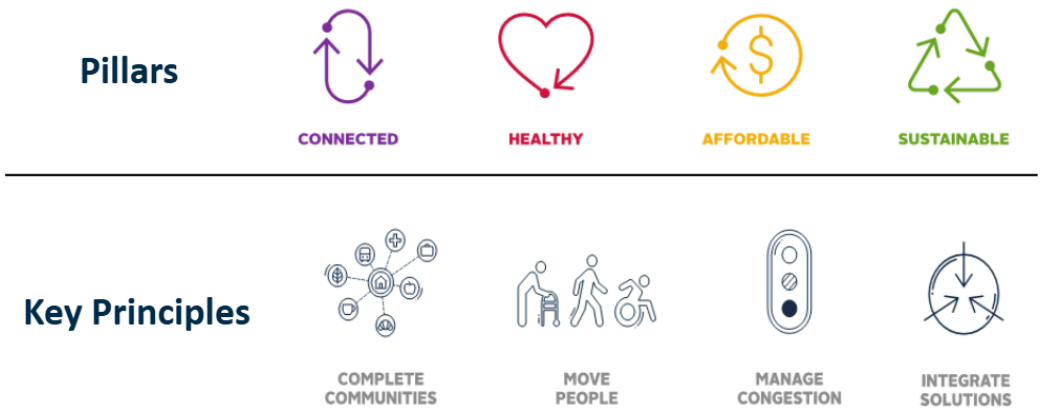


Figure 1: Pillars and Principles of the Integrated Mobility Plan (2017)

IMP Implementation Status

The IMP has informed HRM's approach to investment and capital planning for transportation and land use. The plan has played a significant role in changing the way we think about streets as an organization, considering the full multi-modal range of users. Another key outcome has been increased collaboration among staff – the Plan was developed by a cross departmental multidisciplinary team, leading to a shared understanding and commitment to achieving IMP objectives.

The IMP proposes to meet its vision and objectives through implementation of an Action Plan that comprises 137 foundational and mode-specific policy actions. The municipality has made significant progress in implementing the IMP Action Plan to date. Of the original 137 actions, 104 (75%) have been completed or are now an ongoing updated daily practice. The breakdown is captured in Figure 2.

- 52 (38%) of the actions have been completed. Complete actions represent discrete deliverables that have been achieved as part of the delivery of the plan
- 52 (38%) of the actions have been categorized as "Updated Daily Practice". These actions typically involve high level process-related direction that has been absorbed into municipal daily practices (e.g., updating municipal documents regularly or encouraging youth to use AT and Transit).
- There are 28 (20%) 'In Progress' actions that have been started but are not yet completed.
- Five actions (4%) have not yet been started.

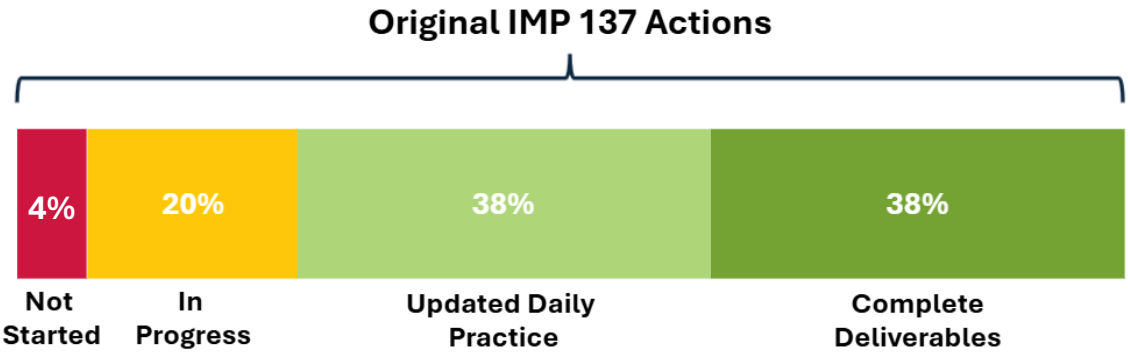


Figure 2: Implementation Status of Original 137 IMP Actions

Mode Share and the Regional Plan

A core principle of the IMP is its recognition of the critical connection between transportation and land use, and the IMP focused on this connection more explicitly than municipal transportation plans that preceded it. A key driver of the IMP in 2017 was the goal to meet the mode share targets laid out in the 2014 Regional Plan, including a region-wide non-auto mode share (transit + active transportation) of 30% that was significantly higher than the 21% non-auto mode share reported in the 2016 Census (see Figure 3). A recognition that HRM was not headed in the right direction on mode share targets was a key factor in development of the IMP.

Mode share remains an important yet challenging metric. The most reliable source of data on mode share is the Census, which is completed every five years. Unfortunately, the most recent census was completed in 2021 during a period when travel behaviour was still heavily affected by the COVID-19 pandemic. Though the 2021 Census data are not considered to be a realistic representation of mode share under normal conditions, they do indicate that region-wide mode share continued to move away from Regional Plan targets, with non-auto at 16% (well below the 30% target).

Recent years have seen growth in HRM increase significantly, and long-range population projections have been updated to account for this trend, reflecting that regional population could increase to up to one million people over a 25-year period. The link between projected growth and mode share is important to consider – population growth, density, and settlement patterns in the 2014 Regional Plan assume that mode share targets are met. It is expected that increased growth scenarios will necessitate even more aggressive non-auto mode share targets.

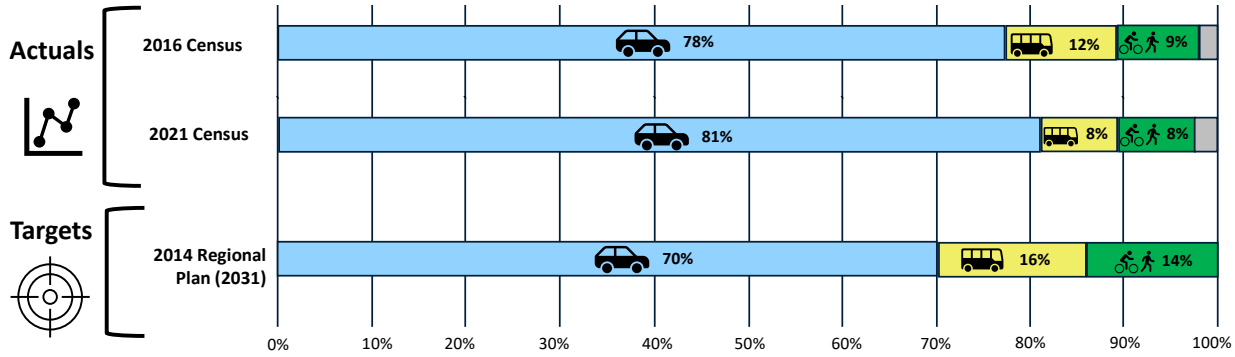


Figure 3: Region-wide Mode Share – Actuals and Targets

Implementation Challenges

The IMP has represented a significant change in the approach to how the municipality plans, designs, and builds the transportation network. These changes have brought about challenges in implementation, particularly related to the timing and cost of infrastructure projects.

- *Growth and Traffic Congestion*: Since the IMP was adopted in 2017, HRM's population has grown by approximately 20%. This rapid growth has put added pressure on public infrastructure, including the transportation network, and has resulted in increased traffic delay and congestion. Increased demand on the transportation network has highlighted key constraints that limit the ability to make meaningful increases in the capacity to move traffic. For example, the geographic constraints that limit access to the Halifax Peninsula, or the historic road network in much of the Regional Centre that includes many narrow streets.

The IMP-driven approach to accommodating growth is to "manage" congestion and increase the efficiency of the network by strategically adding transit priority and active transportation infrastructure that improves those modes and makes them a viable option for more people. These network changes result in impacts to the functionality of streets (i.e., reduced traffic capacity and/or on-street parking, increased emergency response time). The IMP approach recognizes these impacts, as well as the reality that achieving targeted growth increases in the municipality will likely require a significant mode shift from driving to transit and active transportation. There is a culture shift that is required for these kinds of changes to be understood and considered acceptable to a wider majority of the population – this is going to be required for HRM to continue to grow in the manner that is targeted.

- *Cost Increases*: It is generally difficult to account for the exact cost of implementing the IMP due to the nature of the projects and initiatives that are included; however, costs have been considerably higher than expected. IMP implementation was originally estimated to cost $190 million, including $130 million for transit, $45 million for active transportation, and $15 million for road-related expenditures.

  Cost increases have occurred due to multiple factors, most notably post-pandemic inflation (asphalt and concrete construction costs have increased approximately 150% since 2017) and land acquisition costs. Additionally, the original IMP cost estimates did not accurately reflect the complexity of many of the major infrastructure projects, and underestimated the incremental costs of incorporating major changes to street recapitalization projects.

- *Capacity to Deliver*: The capacity to deliver projects, both internally and externally, has been a significant constraint. Planning for major infrastructure projects requires considerable staff time that is typically augmented by support from external consultants. The municipality has responded to the challenges in recent years through departmental changes that aim to better align staff with required workflows and improve the efficiency of project delivery.

  It is also important to consider that resource challenges are not limited to the municipality – the ability of the private sector (i.e., consultants, contractors, utility providers, and other external support) to scale up to meet these needs has also been a major challenge.

- *Priorities and Trade-offs*: An important part of the IMP vision is implementing an approach to the planning and design of streets that better considers all modes of transportation. This approach has been applied to numerous design projects, ranging from transit priority corridors to active transportation facilities. Most often, street right-of-way is limited and to add new features (i.e., bikeway, sidewalk, bus lane), other elements of a street need to be modified – this can require reductions in traffic lane width and/or capacity, which impact traffic flow for general traffic. Operational impacts, including potential increases to response times for emergency vehicles, has been a difficult trade-off to consider on many projects, especially as emergency responders are under pressure to meet more stringent response time targets.

IMP Five Year Review (2023)

In 2023, the Municipality conducted a five-year review to evaluate implementation progress, re-confirm priorities, and highlight remaining areas of focus. External subject matter experts in Transportation Planning completed a review of the IMP and implementation progress to identify strengths, weaknesses, opportunities, and challenges. Based on their review they also provided guidance on how best to refocus the approach for the next phase of implementation. A series of workshops were hosted with HRM staff, councillors, and community interest groups to review progress and discuss remaining implementation priorities.

Key takeaways from the IMP five-year review included:

- The IMP is a sound, visionary plan that is recognized at a national level as an example of good transportation planning. Its vision and principles remain relevant.
- COVID-19 slowed implementation of the IMP actions from original timelines
- Rapid population growth reinforces the importance of the IMP vision and principles.

Opportunities and areas for improvement identified through this process include:

- A need for improved education and monitoring on the IMP, what it seeks to achieve, why projects are being built and how it fits into the larger network vision.
- A need for more transportation-focused data and improved evaluation and monitoring on a project level as well as a network perspective.
- Revisiting the action plan to ensure that it is more focused and measurable.

DISCUSSION

The five-year review of the IMP that was completed in 2023 concluded that the IMP vision and principles remain relevant and are an important component of HRM's strategy to accommodate future growth. Considering rapid growth and other factors that were unforeseen when the IMP was developed in 2017, the Plan is seen as even more critical now than was originally expected. Following the IMP five-year review, an update to the IMP's Action Plan was completed to refocus implementation efforts over the next several years. This approach capitalizes on the lasting relevance of the plan but allows for a mid-implementation check-in, application of lessons learned, and updates based on progress made to date and external factors that have impacted transportation in the region.

What Has Changed?

The more than eight years that have passed since the IMP was approved by Regional Council in December 2017 have seen significant changes that have impacted transportation in HRM. Some of these include:

- *Population Growth:* Between the adoption of the IMP and 2025, HRM's population has grown by approximately 20%, now exceeding 500,000 residents. This rapid, unprecedented growth has seen the municipality already surpass the 2031 population projection (~500,000 residents) that was assumed when the IMP was developed. The municipal focus has now shifted to planning for a high growth scenario that could increase HRM's population to one million residents. 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.

- *COVID-19 Pandemic:* The pandemic changed the way people work and move around their communities, and these new behaviours should be reflected in the plan. A sharp rise in remote work, as well as impacts to transit that saw ridership decrease significantly before rebounding more recently are key outcomes for transportation that were brought on by the pandemic and continue to have lasting impacts.

- *Provincial Involvement:* In 2021, the provincial government created Link Nova Scotia (known until 2025 as the Joint Regional Transportation Agency), a provincial crown corporation that was mandated to develop and implement a Regional Transportation Plan (RTP) for Halifax and surrounding areas. The RTP was released in August 2025 along with a government response which prioritizes a set of short-term and long-term initiatives identified for immediate action. A key focus of the government response is on initiatives aimed at providing short-term relief from traffic congestion.

In July 2025, the provincial government proclaimed Nova Scotia Bill 24 (Temporary Access to Land Act and Joint Regional Transportation Agency Act), which gives the provincial Minister of Public Works increased authority related to transportation in municipalities including HRM. Among other things, it grants the province the ability to "*build, change, or remove transportation infrastructure within the municipality*", and "*do anything necessary or desirable in the interest of the safe, efficient and coordinated movement of people and goods".* These changes have a potentially significant impact on how the transportation system in HRM is planned and managed.

The provincial government has also increased its influence on land use planning in HRM in recent years, including the designation of several areas for growth including Special Planning Areas and Suburban Growth Area Opportunity Sites. This is an important consideration for the municipality as it will influence where (and how intensive) growth takes place, and subsequently where related infrastructure planning needs to focus.

- *Increased Cost Pressures:* Rapid inflation that followed the COVID pandemic has made the price of housing, goods, and services increase in recent years. This has increased the cost of living for residents and put significant budget pressures on the municipality to provide infrastructure and services. Cost of living increases have underscored the importance of a transportation system that is affordable and accessible to all residents.

- *New / Updated Policies and Plans*: Since 2017, several new plans and strategies with linkages to the IMP have been developed that guide Municipal priorities, growth, and transportation. Examples include:
    - *Halifax Green Network Plan* (2018): As HRM's open spaces strategy, the goals and objectives of the Halifax Green Network Plan (HGNP) support, and are supported by, the IMP. The HGNP recognizes the role that transportation corridors have in shaping communities, making coordination between these two strategies critical for their success.
    - *HalifACT 2050 Climate Action Strategy* (2020): HRM's long-term climate action plan to reduce emissions and enhance resiliency to a changing climate, while also promoting social equity and economic development. The vision and intended outcomes of the IMP are closely tied to the HalifACT plan.
    - *Rapid Transit Strategy* (2020): The Rapid Transit Strategy outlines HRM's move to implement higher order transit, including expansion of the harbour ferry service and introduction of a Bus Rapid Transit (BRT) service. These transit improvements are seen as critical to the municipality's ability achieve its mode share targets and continue to grow in a sustainable manner.
    - *Centre Plan* (2021): a new land use plan and land use by-law for the Regional Centre enabled significant levels of growth along existing transit routes and future growth nodes in strategic locations;
    - *Municipal Design Guidelines* (2021): The 2021 update to HRM's Municipal Design Guidelines (MDG) included an increased focus on 'complete streets', including incorporation of an updated set of guiding principles and updates to various design details to reflect guidance from organizations such as the Transportation Association of Canada (TAC), Institute of Transportation Engineers (ITE), and the National Association of City Transportation Officials (NACTO). The updated MDG includes a 'Complete Streets Checklist' that is used to establish project context and design objectives for design projects so that the complete streets philosophy is considered where appropriate.
    - *Road Safety Strategy* (2024): HRM's Road Safety Strategy aims to eliminate traffic-related fatalities and serious injuries by 2038 through a Safe System approach that focuses on speed, road users, vehicles, road design, post-crash care, and land use planning. These safety outcomes are very closely related to the vision and goals of the IMP.

- *2026-2030 Strategic Plan: Supporting Growth* (2025): This plan outlines the priorities of Regional Council that will guide the alignment of operational and capital budgets until 2030. "Moving Better" is one of three Council Priorities, with related actions that focus on improvements to the management of traffic congestion, transit reliability, access to sustainable transportation modes, road safety, and community connectivity.
- *Halifax Transit Core Service Plan* (2026): The first module of Halifax Transit's *Strategic Roadmap*, the *Core Service Plan* focuses on short-term route and service-level adjustments to better meet current demand while anticipating future needs. Recommendations outlined in the Core Service Plan focus on (i) increasing service where ridership demand exceeds current service levels, (ii) investing in a more reliable transit network, and (iii) investing strategically to support growth.

Objectives of the IMP Action Plan Update

The primary objectives of the IMP Action Update include:

- Understand and document what actions have been completed, and what actions are still left to implement
- Refine the list to remove repetition, and align with newer or updated municipal plans and strategies
- Improve the consistency and measurability of remaining actions
- Better define and prioritize which actions are most critical to focus on in the coming years.

Process

The process to update the IMP Action Plan has involved several rounds of internal review across multiple business units at HRM as well as with Council. Targeted engagement of community interest and advocacy groups was also completed to provide external perspective. Two layers of peer review helped to ensure that the approach and actions were consistent with best practices in mobility planning. Figure 4 below illustrates a summary of the process.

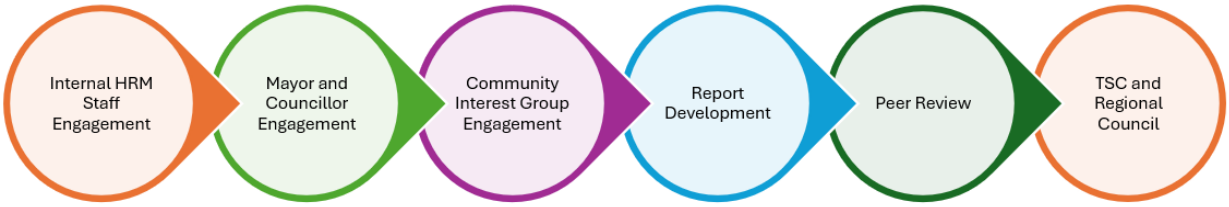


Figure 4: Process for updating the IMP Action Plan

Internal Engagement

Staff across multiple departments reviewed each of the original 137 actions to classify implementation status and determine if there were any follow-up actions required. Actions were also classified in terms of their specificity and scope, with an intent to differentiate between actions with defined scope and concrete deliverables versus those that contained higher level policy direction.

The actions remaining for implementation were consolidated into a revised list for review. Wording improvements helped define the actions and ensure they are concrete and measurable. A small number

of 'new' actions were included based on conversations from Round 1. Staff in each of the relevant business units were involved in the review and provided detailed feedback on their respective sections.

Engagement with Mayor and Council
Mayor Fillmore and the sixteen councillors were engaged in small groups to discuss evolving IMP priorities in 2025 and provide feedback on key themes and takeaways of the action plan update. Feedback from these sessions was largely positive in continued support of the IMP vision and principles. Some additional priorities identified in these sessions were incorporated into the action list, for example improving transit access in rural areas.

External Engagement
External partners as well as some advocacy groups were given the opportunity to provide feedback on the high-level themes and takeaways from this Action Update. Groups included Walk N Roll, CNIB, Cycling Nova Scotia, Ecology Action Centre, and the Halifax Cycling Coalition. Most of these participants were involved in the engagement process for the original 2017 IMP and were able to comment for continuity purposes.

As part of the planning process, HRM Staff also engaged with the province including staff at Link Nova Scotia, the Department of Energy (Clean Transportation team), and Nova Scotia Health (Healthy Built Environment team).

Consultant Peer Review
In the development of this IMP Action Update, two consultants (Fathom Studio and Mobility Foresight) were engaged to provide input on the actions as well as critical review to ensure that this plan aligns with best practices in mobility planning.

Overview of the IMP Action Plan Update

The updated IMP Action Plan includes a total of 39 actions, down considerably from the 137 actions that were included in the original IMP Action Plan. This significant reduction reflects the progress that has been made on plan implementation to date (104 of the 137 original actions are either completed or have been incorporated as updated daily practice) but also accounts for consolidation and/or removal of actions considered repetitive, redundant, or no longer considered relevant. Twenty-one new actions were added as result of engagement with internal staff, councillors, and community interest groups. Appendix A in the attached IMP Action Update report provides a detailed accounting of the original action list in terms of status and how those actions relate to the updated action list.

Key themes of updated action list include:

- Transit: A focus on moving forward with the next steps required to implement HRM's proposed Rapid Transit network, including expansion of the harbour ferry service and introduction of BRT (Halifax Transit's *Core Service Plan* is not directly referenced in any actions as it was approved by Regional Council following completion of this update).
- Active Transportation: Continued prioritization of key AT initiatives including the Regional Centre All Ages and Abilities (AAA) bicycle network and efforts to address high priority sidewalk connections.
- Traffic Management: Establishment of a centralized traffic management centre, seeking to leverage technology to more effectively respond to real-time conditions and improve the efficiency of the existing road network

- Monitoring & Evaluation: Development of more robust data and evaluation strategies to aid ongoing monitoring efforts at both the project and program level, allowing for better understanding of how specific changes to streets and intersections are affecting operations and how these changes translate to the wider network level

Equity as the Fifth IMP Pillar

The addition of a fifth IMP pillar is being proposed: Equity. This pillar recognizes that there are diverse needs and vulnerabilities for historically underserved groups and communities, and that specific initiatives or considerations may be required to better serve all people in the municipality. This pillar would be used to guide project planning and evaluation of mobility related projects to strive towards serving all residents and communities equitably.

Reviewing the "Complete Streets" Design Process

The planning and design process for transportation projects is an overarching theme as it is relevant to the implementation of many of the proposed actions. The introduction of a more holistic approach to transportation planning and design – i.e., the "Complete Streets" approach – was a key outcome of the IMP and an important part of the process of making infrastructure improvements. Planning for the reconfiguration of existing streets is a very detailed process that requires time, resources, funding, engagement, and consideration of difficult trade-offs. The IMP identifies proposed transit priority corridors and active transportation routes at a network level, but a full understanding of how a street can be reconfigured to better accommodate those modes does not occur until the functional design stage is complete.

Reconfiguration of a street requires trade-offs – in order to add something new to a street, that street either needs to have existing features removed (or reduced) or the street needs to be widened. The Complete Streets approach is context sensitive, recognizing that there are a variety of factors that influence how the design of a street should be considered, including geographic context (i.e, Urban, Suburban, Rural), the role of the street in the network (i.e., as a 'Link' or a 'Place', truck route, or emergency response route) and street classification (i.e., Arterial, Collector, Local).

On February 11, 2025, Regional Council provided direction to staff to complete a review of how the inverted pyramid of travel modes (Complete Streets Hierarchy, IMP Page 56) is presented and applied in practice. The IMP Action Plan Update recommends that the current approach to the planning, design, and evaluation of projects be refined and formalized to provide increased transparency and clarity as to how priorities are established, including which modes are prioritized over others. It is also important to consider which streets are identified for application of the Complete Streets process, as it is not feasible or necessary for all streets to have this lens applied. It is expected that this information will be beneficial in allowing council to weigh the benefits and trade-offs of different design options and inform the decision-making process.

Provincial Alignment

With the introduction of Nova Scotia Bill 24 and subsequent provincial action since its enactment, alignment with the provincial government has increased importance. The Link Nova Scotia Regional Transportation Plan (RTP), released in August 2025, is generally well aligned with HRM strategy and planning objectives, including the IMP. However, there are some areas of potential misalignment, including that the RTP's recommendations focus more on expansion of the roadway network than has been contemplated in recent years by HRM, and that the government response has directed that a review of active transportation projects be completed to reduce impacts to existing road capacity.

HRM staff are actively engaged with Link Nova Scotia and provincial partners to review alignment between municipal and provincial initiatives and to advance priority actions.

Conclusion

The IMP Action Update represents an important step in the delivery of the IMP. Implementation of this refocused list of 39 actions will help the municipality continue to transform the transportation system to provide more connected, healthy, affordable, sustainable, and equitable transportation options for all residents. Significant population growth in the region as well as the increased cost of living underscores the need for the municipality to move faster to meet IMP objectives of moving people more efficiently across the region. These changes, alongside coordinated land use planning, will help Halifax to realize a vibrant, sustainable, connected city as it grows into the future.

FINANCIAL IMPLICATIONS

A high-level costing breakdown of each action is provided in Section 4 ('Implementation') of the IMP Action Update Report in Attachment 1. The proposed list of actions comprises initiatives and projects with a wide range of scope and costs. The following provides a summary:

- Internal Initiatives: Projects and programs that are expected to be completed by internal staff. Examples include the development of project evaluation criteria and engagement efforts with external interest groups. These are considered cost neutral for the purposes of financial implications, but staff resources will be required, and will be managed through annual budget and business planning.
- Consultant Studies: Several studies are anticipated to require the engagement of external consultants to complement staff's ability to develop and initialize recommended projects and programs. Examples include the development of technical guidelines and strategies. These costs are estimated in the range of $3-million. Staff will also be required to manage consultant delivery of these projects.
- Infrastructure Programs: The delivery of groups of infrastructure projects such as the AAA Bicycle network and high priority sidewalks. These projects will have significant costs for planning, design and construction. Staff will also be required to manage the delivery of this work.
- Major Infrastructure Projects: The delivery of major infrastructure projects including the Bus Rapid Transit (BRT) system and Mill Cove Ferry service. These projects will require substantial capital investment, and funding from other orders of government will be necessary for them to proceed.

Of the 39 total actions, nine (23%) are incorporated in the 2026/27 Four-year Capital Plan. Fourteen actions (36%) are not currently budgeted for and will be considered in future capital and operating budgets for Council's consideration. The remaining 16 actions (41%) are expected to be completed using staff time only (it is anticipated that these can be completed with existing staff resources).

RISK CONSIDERATION

The following are general risks with respect to the IMP program and its implementation as a whole:

- *Cost Escalation*: There is a high risk that cost escalation over time will impact IMP-related projects (as with all infrastructure projects). This risk can be managed through ongoing prioritization of projects through the annual budgeting process, as well as the pursuit of funding opportunities from other orders of government.
- *Internal and External Resource Limitations*: There is a high risk that internal staffing levels and external industry capacity could constrain the ability to deliver the program. Internally, this can be managed through multi-year resource planning and project prioritization. Externally, this can be managed though regular liaison with representatives from the consulting and contracting industry to keep them abreast of the volume of work anticipated in upcoming years.

- *Provincial Involvement*: With the proclamation of Bill 24 in July 2025, the Province of Nova Scotia has the authority to override transportation infrastructure decisions made within HRM. Given that many of the IMP's recommendations focus on increasing the priority of transit and active transportation (in some cases impacting vehicular traffic capacity), there is a high risk that provincial action using Bill 24 could impact HRM's ability to implement some IMP-related actions and projects. HRM has limited ability to manage this risk beyond engagement with Provincial representatives.
- *Community Support of IMP Vision and Principles*: With increased traffic congestion and delayed implementation / rising costs of infrastructure projects, there is a risk that the public may lose confidence in the IMP approach. This can be managed through improved communication of the objectives of the IMP, the outcomes of IMP-related initiatives, and the significance of the IMP in planning for the growth expected to occur in the region.

These risks can be considered significant. However, they are outweighed by the risks of not proceeding with the Plan. Lack of action on these initiatives would exacerbate recent challenges with traffic congestion and constrain the ability of HRM to continue to grow in the manner that has been envisioned by the municipality and the province.

COMMUNITY ENGAGEMENT

Extensive public engagement was held to gather feedback on community priorities and future transportation networks in 2017 as part of the original IMP. This included engagement at three stages of the project with locations across the municipality. Opportunities to participate included sixteen public workshops, six open house events, numerous pop-up engagements as well as three online surveys

The approach to engagement for the IMP Action Update has been primarily internal. Alongside three rounds of internal engagement across six business units, project staff also engaged with the Mayor and all members of Regional Council. There was general consensus towards support of the IMP principles of building connected, healthy, affordable, and sustainable transportation networks.

Limited external engagement was completed with community groups including Walk N Roll, CNIB, Cycling Nova Scotia, Ecology Action Centre, and the Halifax Cycling Coalition. As part of the planning process, HRM Staff also engaged with the Province including staff at Link Nova Scotia, the Department of Energy (Clean Transportation team), and Nova Scotia Health (Healthy Built Environment team).

ENVIRONMENTAL IMPLICATIONS

Sustainability is one of the key pillars of the IMP, and the revised actions included in this IMP Action Update will help to facilitate a shift away from automobile reliance and establish convenient, safe, and connected transportation networks with an emphasis on sustainable modes. These actions are an important component of achieving the objectives of the *HalifACT 2050* Climate Action Strategy.

ALTERNATIVES

Transportation Standing Committee could choose to:

1. Direct staff to amend any aspect of the IMP Action Update prior to approving it. If this option is selected, a supplementary report may be required depending on the extent of the amendments.

2. Direct staff to conduct a public engagement program on the IMP Action Update to gather additional feedback focused on the prioritization of actions and return to Transportation Standing Committee with the results of this consultation. This is not recommended as it would require additional time (approximately 4 months) and divert staff time away from the implementation of the plan.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, S.N.S. 2008, c. 39 as amended

Section 21:
(1) The Council may establish standing, special and advisory committees.
(2) Each committee shall perform the duties conferred on it by this Act, any other Act of the Legislature or the by-laws or policies of the Municipality.

Administrative Order One, Schedule 7 – Transportation Standing Committee Terms of Reference

Section 4 The Transportation Standing Committee shall oversee and review [of] the Municipality's Regional Transportation Plans and initiatives, as follows:
(a) overseeing HRM's Regional Transportation Objectives and Transportation outcome areas;
(b) overseeing and reviewing the Regional Transportation policies, bylaws and functional plans;

ATTACHMENTS

Attachment 1: Integrated Mobility Plan (IMP) Action Update Report

---

Report Prepared by: Siobhan Witherbee, MCIP, LPP, Project Manager, Strategic Infrastructure & Transportation Planning 902.293.9748

Mike Connors, P.Eng., Manager – Transportation Planning, Strategic Infrastructure & Transportation Planning, 902.817.0795

HALIFAX

INTEGRATED MOBILITY PLAN

ACTION PLAN UPDATE

2026

MARCH 2026

Prepared by:

Strategic Infrastructure and Transportation Planning

HALIFAX

HALIFAX Contributors:

Planning & Customer Engagement, *Halifax Transit*
Active Transportation, *Public Works*
Traffic Management, *Public Works*
Road Safety, *Public Works*
Parking Services, *Public Works*
Right of Way, *Public Works*
Major Projects Office, *Public Works*
Infrastructure Maintenance & Operations, *Public Works*
Regional & Community Planning, *Planning & Development*
Development Engineering, *Planning & Development*
Strategic Projects, *Planning & Development*
Environment & Climate Change, *Property, Fleet & Environment*
Strategic Planning & Design, *Parks & Recreation*
Research & Development, *Community Safety*
Corporate Communications, *Office of the CAO*

Peer Review & Report Design:
Fathom Studio

Peer Review & Advisory Services:
Mobility Foresight

LIST OF TABLES

LIST OF FIGURES

Alderney Drive at Ochterloney Street, Dartmouth

1 | Introduction

1.1 Background of the IMP

In 2017, 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 Regional Municipality.

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 directions 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 infrastructure, services and programming to improve the municipality's multi-modal transportation system.

The policies and actions of the IMP aim to provide people with more mobility choices, giving them greater flexibility in how they live and travel. This project builds on recent work and existing initiatives to rethink and transform our mobility network. A focus on the movement of people, rather than vehicles, is at the heart of the IMP program.

The Halifax region continues to experience unprecedented population growth and is expected to continue to grow over the next decade. By 2031, we expect the Halifax region will be home to over 625,000 people[1], which is tens of thousands more than we thought the population would grow to when the IMP was created eight years ago. 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, managing traffic congestion in the region will become increasingly difficult, impacting residents' mobility and quality of life.

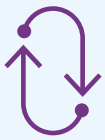
Without continued investment, we also risk failing to achieve the *HalifACT Climate Action Plan* goals of decarbonizing transportation in the region and reducing greenhouse gas emissions. Along with the municipality's commitment to HalifACT, there are goals in other strategies, such as the Road Safety Strategy, that the municipality is working to achieve and that require action.

1 Based on Moderate Growth Population Forecasting as well as NS Targeted Migration Scenarios.

The Core Pillars and Principles of the IMP

For a more detailed description of how we got here and what these mean, please refer to the original document.

PILLARS



CONNECTED

HEALTHY

AFFORDABLE

SUSTAINABLE

PRINCIPLES

COMPLETE COMMUNITIES

MOVE PEOPLE

MANAGE CONGESTION

INTEGRATE SOLUTIONS

1.2 Implementation to Date

Since the IMP was adopted in 2017, the municipality has made significant progress in implementing the plan. Of the original 137 actions included, nearly 75 per cent have been completed or have become part of our updated daily practices (UDP). These UDP actions are more operational and ongoing in nature (e.g. periodically updating plans, considering accessibility and the link/place function of each street in design) and can be considered a major transformation in HRM's approach to mobility planning.

104 of **137** Actions are complete or have been incorporated as updated daily practice

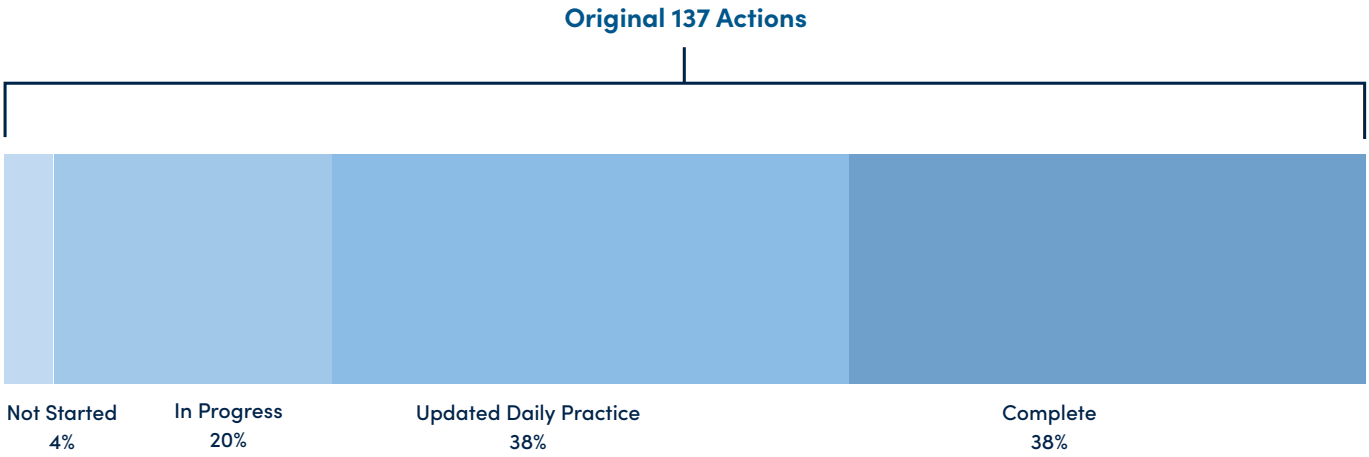


Figure 1: Original IMP Actions Status

Complete
The goals for this action have been achieved.

In Progress
This action has been started.

Updated Daily Practice
The goals for this action will continue to be worked on for the rest of the plan implementation period.

Not Started
At the time of this action plan review this action has not been started.

The following section provides highlights of IMP implementation to date. It is divided by chapter and is not meant to be an exhaustive list. A more comprehensive account of that status of each 2017 IMP action and how it has been implemented is available in Appendix A.

INTEGRATED PLANNING

- Developed the *Strategic Road Safety Framework* (2018) and the subsequent *Road Safety Strategy* (2024) that reflect a Vision Zero approach to traffic fatalities using a Safe Systems Approach (see Figure 2). Results include installation of nearly 800 pedestrian and road safety countermeasures since IMP adoption in 2017.
- Updated the *Municipal Design Guidelines* (MDG) in 2021, including new standard road cross sections and design details (e.g. bicycle pavement markings). Establishing a process for periodically updating the MDG to ensure alignment with best practices.
- Adoption of a municipal *Accessibility Strategy* (2025) to align decision-making with accessibility needs.

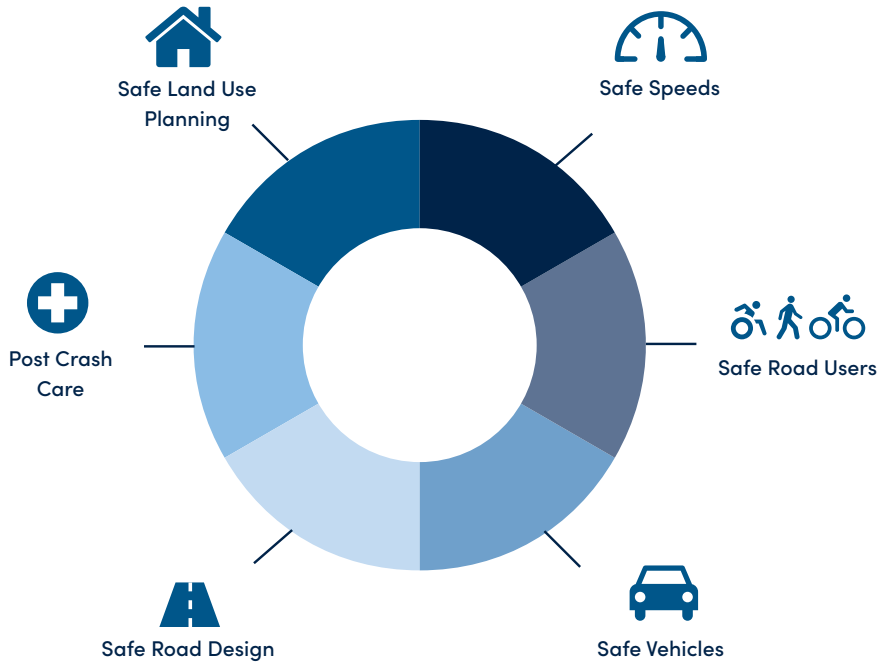


Figure 2: Safe Systems Approach Using Vision Zero Philosophy from Road Safety Strategy (2024)

LAND USE & TRANSPORTATION

- The Cogswell District Redevelopment project involves converting 6.4 hectares of former roadway interchange into a future mixed-use neighbourhood with an improved street grid that includes high quality walking/rolling and cycling infrastructure alongside transit terminal upgrades and dedicated transit lanes.
- Key directions for transit oriented development and integrating transportation with land use has been codified into policy within the forthcoming Regional Plan Update. In the coming years, the *Suburban Plan* will consider similar policies and principles to support the development of complete and connected suburban Transit Oriented Development hubs along rapid transit routes.

Scotia Square Transit Terminal

Cogswell District Redevelopment

COMPLETE STREETS

- The principles of designing streets for all ages and abilities (AAA) and better consideration of the full multi-modal range of road users has permeated into the way we design, build and evaluate transportation infrastructure projects as an organization.
- Halifax has completed several Complete Streets projects since the adoption of the IMP in 2017. Some key examples include:
  - Barrington Street (2019) : The installation of a multi-use pathway between Devonshire Avenue and North Street as well as dedicated inbound transit lanes between the MacKay and Macdonald Bridges.
  - Bayers Road Phase 1 (2021) : Added bus lanes, a multi-use pathway and key intersection upgrades between Connaught Avenue and Highway 102.
  - Spring Garden Road (2023) : Major streetscape improvement project that added wider sidewalks, improved bus stops, pedestrian seating areas and public art to one of the municipality's busiest pedestrian and transit streets.

Bayers Road

Spring Garden Road

TRANSPORTATION DEMAND MANAGEMENT

- The SmartTrip and E-Pass[2] programs that encourage transit ridership through employer offset of annual bus passes for employees continues to grow, including new enrollment periods throughout the year.
- Launched a two year Micro-Mobility Pilot Program (E-Bike and E-Scooter share) in May 2025 to enable residents and visitors to choose active modes for short trips.
- Halifax Transit launched the HFXGO mobile phone app in 2023, which allows transit users to purchase tickets online and in-app, scan to board and considers expanded ticket and pass options.

2 E-Pass is an employer sponsored program that allows employees to save 25% on

Micromobility Pilot Program
Photo credit: Andrew Lam, CBC

ACTIVE TRANSPORTATION

- Built over 25 kilometres of permanent AAA bikeways since 2017. Almost 60 per cent of residents in the municipality now live within 500 metres of a bicycle route. In addition, 10.5 kilometres of tactical bikeways have been added to support this permanent network and gather data on future tactical and permanent implementation. These typically involve quick-build, temporary materials such as pre-cast concrete modular curbs and flexible bollards. The region now has just under 36 kilometres of bike network including permanent and tactical solutions.
- Constructed upwards of 22 kilometres of multi-use pathways, including key connections outside the Regional Centre (Sackville Greenway, Gaetz Brook Greenway and East Preston Multi-Use Pathway).

Hollis Street Protected Bike Lane

» Developed a Rural Active Transportation Program with improved mechanisms to consider the addition of new sidewalks in rural community centres and support community-led multi-use pathway construction, operation, and maintenance in rural areas.

» The municipality installed 212 new bike racks to improve end of trip facilities in high-demand areas.

Barrington Street Multi-Use Pathway

36 KILOMETRES

OR

60%

of planned 53.6 kilometres '**All Ages and Abilities' (AAA)** bicycle network in the Regional Centre has been completed

Between 2020 and 2024, the number of cyclists INCREASED BY:

X 3.6

(more than tripled)

on SOUTH PARK ST

X 2.6

(more than doubled)

on HOLLIS ST

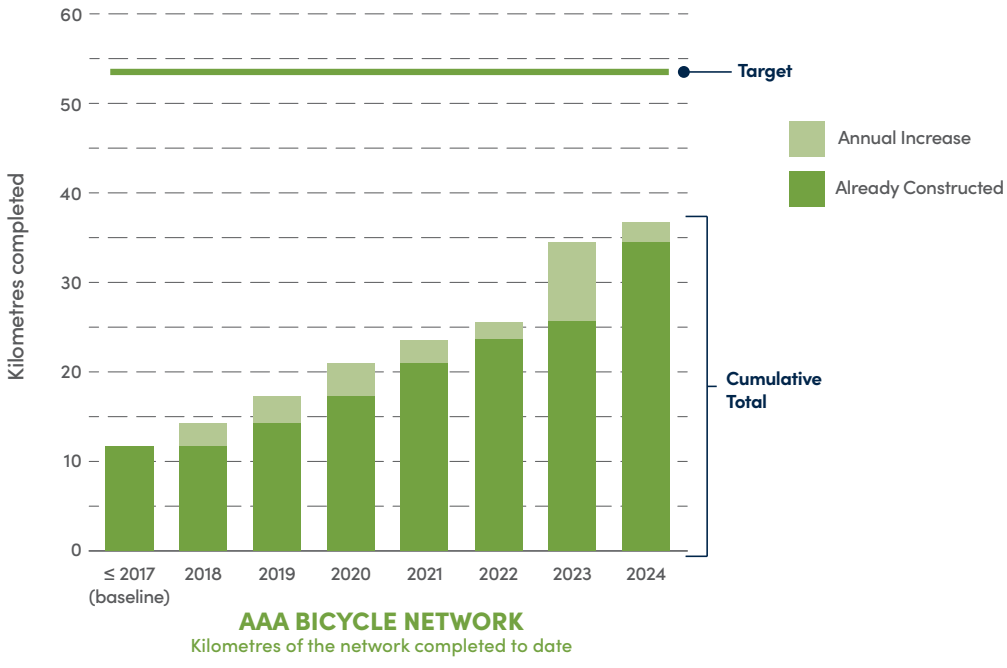


Figure 3: AAA Bicycle Network Progress Graph

an annual transit pass. For more details go to www.halifax.ca/smarttrip

TRANSIT

- Council adopted the *Rapid Transit Strategy* (2020), which establishes direction for developing a Bus Rapid Transit (BRT) network and expansion of the ferry network to new areas including Mill Cove, Larry Uteck and Shannon Park.
- Installed 8.3 kilometres of dedicated transit lanes bringing the total to 10.7 kilometres. Municipal staff have completed functional plans for a number of projects that include dedicated transit lanes which are planned for construction in the coming years.
- Added transit priority measures (i.e. queue jump lanes, bus priority signals) to several intersections, nearly doubling the previous total from 23 to 40 intersections.
- Establishment of the Zero Emission Bus Project (2023). The Phase 1 of the Electric Bus project received funding and is now substantially complete and includes the expansion of the Ragged Lake Transit Centre, 67 chargers and 60 electric buses.
- Completed the West Bedford Park & Ride (2021).

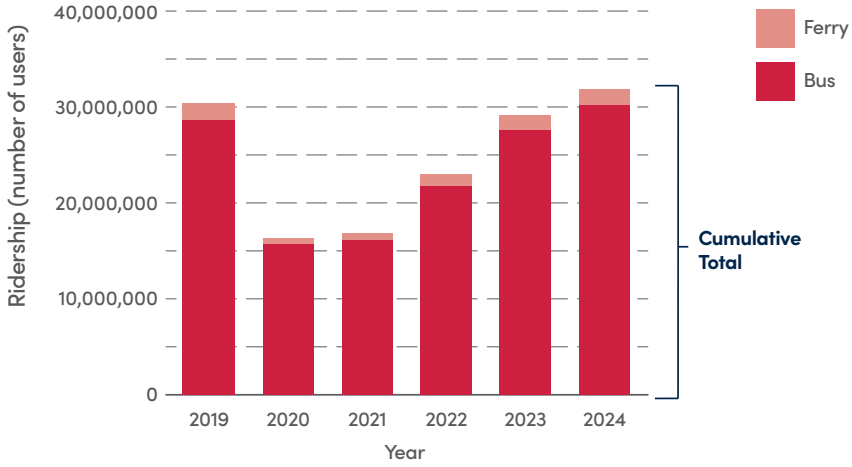
Built

8.7 KILOMETRES

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

Dedicated Transit Lanes on Bayers Road

Annual ridership numbers have surpassed pre-pandemic numbers and are just shy of **32M** trips annually.



ANNUAL TRANSIT RIDERSHIP

Figure 4: Halifax Transit Annual Ridership Graph

GOODS MOVEMENT

- Collaboration with the Port and CN rail on the implementation of a short haul freight shuttle with target of diverting upwards of 75 per cent of truck traffic from downtown Halifax streets to rail.
- Working with Federal and Provincial partners on upgrades to the Windsor Street Exchange that will improve truck access to Fairview Cove Container Terminal and improve overall transportation efficiency through this critical junction.

Current Windsor Street Exchange

Windsor Street Exchange Concept Plan

ROAD NETWORK

- Development of a Multi-Modal Level of Service (MMLOS) Framework to assist in evaluation of projects and better quantify user experience for people walking, rolling, cycling and taking transit.
- Planning and design for several "Strategic Corridors", with an aim to provide multimodal improvements and increase efficiency and 'people moving capacity', has been advanced. Examples include: Bayers Road, Robie Street, Bedford Highway, Herring Cove Road and Portland Street.
- Piloting 24 hour data collection and adaptive signal technology at a number of intersections to inform the municipality's long-term approach to establishing a Traffic Management Centre.

Larry Uteck Boulevard at Kearney Lake Road

PARKING

- In 2020, Halifax completed the switch from individual parking meters to kiosk-style pay stations. This pay-by-plate system is fully integrated with enforcement and permitting software, as well as a mobile payment app.
- On-street permit parking for downtown Dartmouth and much of Halifax Peninsula was expanded starting in 2020, including side streets and residential areas. A variety of parking permits including Annual Resident Parking Permits, Monthly Commuter Parking Permits and Student Commuter Parking Permits are available.
- Registered CarShare vehicles can now park for free at any of the municipality's designated on-street parking pay zones.
- The municipality upgraded its parking enforcement mechanism in 2024, augmenting manual checking with Mobile License Plate Recognition technology mounted on parking enforcement vehicles.

Parking Pay Station on South Park Street

Parking Pay Station on Lower Water Street

Photo credit: Downtown Halifax Business Commission

1.3 What's New?

This action update process has reviewed the original list of 137 actions to account for progress to date and reflect updated priorities for implementation.

COMPLETE

Actions completed between 2017 and 2025 that resulted in a concrete deliverable.

UPDATED DAILY PRACTICE

Actions that include higher level direction and/or systematic changes in approach that have been successfully absorbed into regular business processes and practices (e.g. planning active transportation for all seasons, encouraging youth to use transit). These updated daily practices will continue to be worked on for the rest of the plan implementation period.

CARRY OVER

These actions were either 'in progress' or 'not started' and have been carried over from the original IMP Action Plan into one of the new goals outlined in the action update.

REMOVED

Actions removed from the Action Update due to changes in jurisdiction, priority, or relevance.

COMBINED / UPDATED

These actions are listed as 'carry over' from the original IMP Action Plan. Some of the actions have been consolidated to avoid repetition between sections and to better reflect the intended purpose. In many cases, wording updates were made to focus the actions on measurable, concrete deliverables.

NEW ACTIONS

The updated Action Plan introduces several new actions that have been identified as key initiatives to meet vision and objectives of the Plan. While they may not have been mentioned explicitly in the 2017 IMP, these actions serve the same vision and principles and are required to help achieve these IMP goals by end of plan. Sometimes a new action is included as follow up from original IMP where the original deliverable has been completed e.g. moving from 'conduct a feasibility study' to 'implement the infrastructure'.

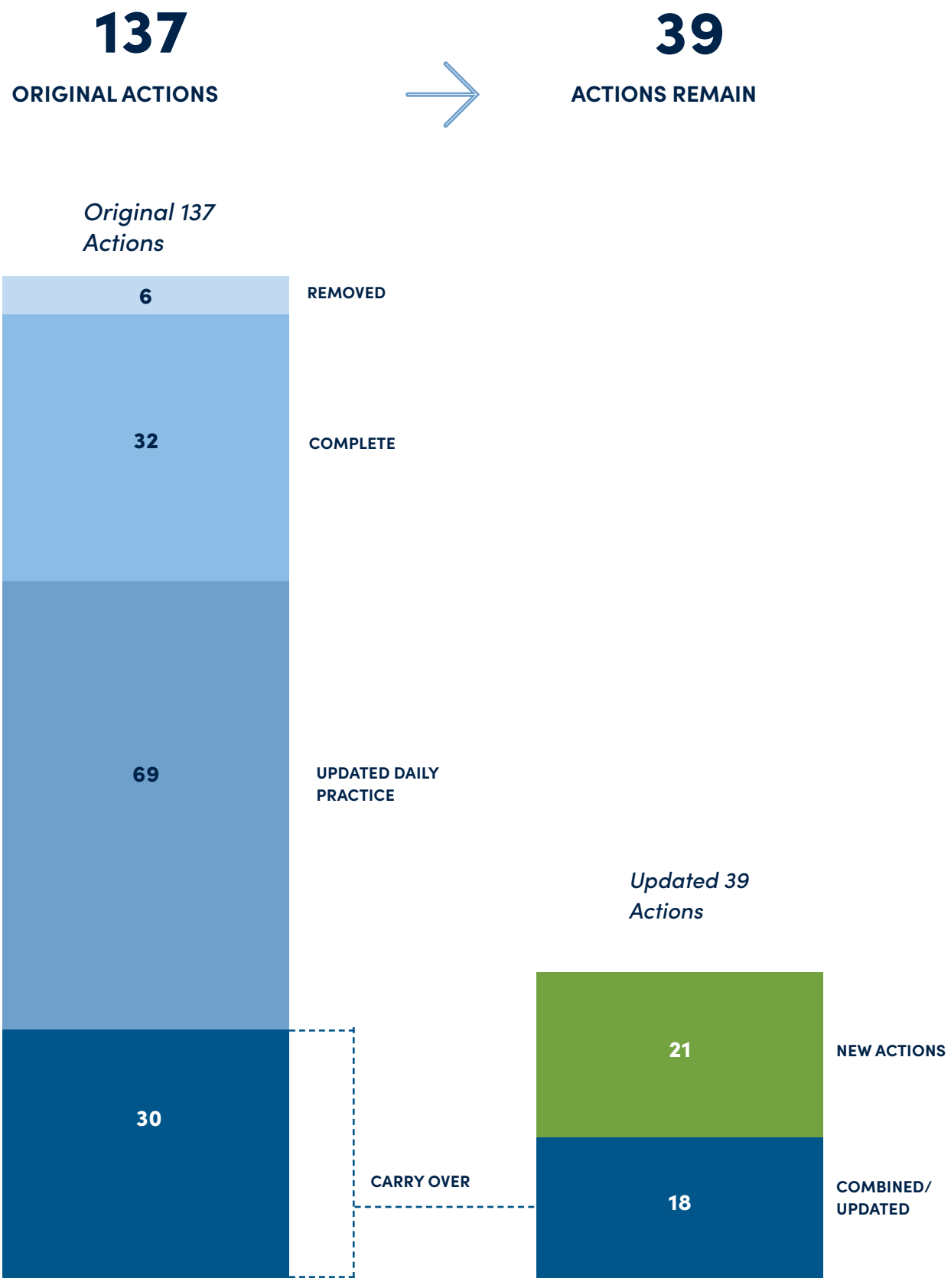


Figure 5: Actions Status Breakdown Diagram

KEY THEMES:

Key themes of updated action list include:

TRANSIT

A focus on moving forward with the next steps required to implement HRM's proposed Rapid Transit network, including expansion of the harbour ferry service and introduction of BRT.

TRAFFIC MANAGEMENT

Establishment of a centralized traffic management centre, seeking to leverage technology to more effectively respond to real-time conditions and improve the efficiency of the existing road network

ACTIVE TRANSPORTATION

Continued prioritization of key AT initiatives including the Regional Centre All Ages and Abilities (AAA) bicycle network and efforts to address high priority sidewalk connections.

MONITORING AND EVALUATION

Development of more robust data and evaluation strategies to aid ongoing monitoring efforts at both the project and program level, allowing for better understanding of how specific changes to streets and

EQUITY AS FIFTH IMP PILLAR:

The addition of a fifth IMP pillar is being proposed: Equity. This pillar recognizes that there are diverse needs and vulnerabilities for historically underserved groups and communities, and that specific initiatives or considerations may be required to better serve all people in the municipality. This pillar would be used to guide project planning and evaluation of mobility related projects to strive towards serving all residents and communities equitably.

HOW WERE THE ACTIONS REVIEWED AND UPDATED?

The objectives of the IMP Action Update are to:

- Understand and document what actions have been completed and what actions are still left to implement
- Refine the action list to remove repetition and align with newer or updated municipal plans and strategies
- Improve the consistency and measurability of remaining actions
- Better define and prioritize which actions are most critical to focus on in the coming years

While the vision, principles, and policies of the IMP remain the same, this action update is meant to serve as a supplemental document to help shape how HRM should prioritize resources over the next ~5 to end of plan.

The process to update the IMP Action Plan has involved several rounds of internal review across multiple business units at HRM as well as with Council. Targeted engagement of community interest and advocacy groups was also completed to provide external perspective. Two layers of peer review helped to ensure that the approach and actions were consistent with best practices in mobility planning

UPDATE PROCESS:

Figure 6: IMP Action Update Process Flow Chart

2 | Implementation

2.1 Overview of Actions and Resources

The updated IMP Action Plan includes a total of 39 actions, down significantly from the 137 actions that were included in the original IMP Action Plan. This significant reduction reflects the progress that has been made on plan implementation to date (104 of the 137 original actions are either completed or have been incorporated as updated daily practice) but also accounts for consolidation and/or removal of actions considered repetitive, redundant, or no longer considered relevant. Twenty-one new actions were added as result of engagement with internal staff, councillors, and community interest groups.

The updated list of IMP actions is laid out on the following pages. Actions are organized by focus area / mode and include information on the estimated timeframe for completion and resource requirements.

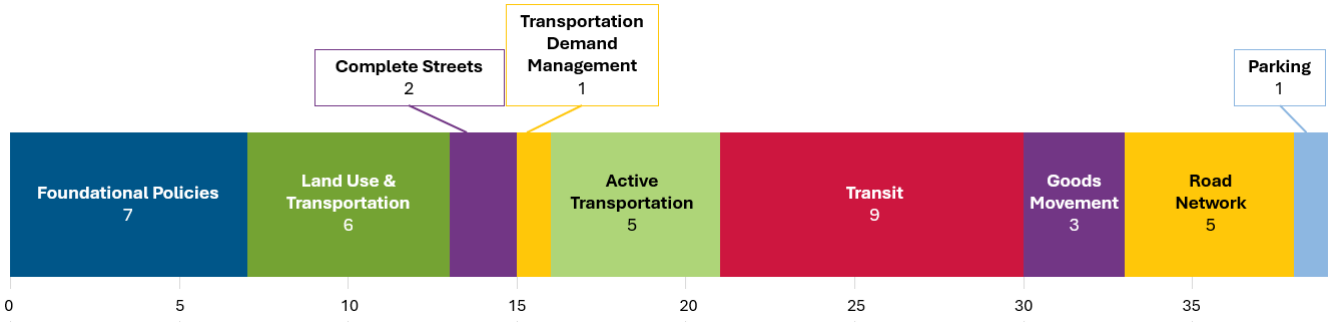


Figure 7: Summary of Updated IMP Actions by Focus Area / Mode

TIMEFRAME:

The estimated time to complete each action has been estimated based on the following categories:

SHORT-TERM 1 - 3 year time frame

MEDIUM-TERM 4 - 10 year time frame

LONG-TERM 10+ year time frame

COSTING AND RESOURCES:

The updated list of actions comprises initiatives and projects with a wide range of scope, costs, and staff resource requirements. The following provides a summary:

Internal Initiatives: Projects and programs that are expected to be completed by internal staff. Examples include the development of project evaluation criteria and engagement efforts with external interest groups. These are considered cost neutral for the purposes of financial implications, but staff resources will be required, and will be managed through annual budget and business planning.

Consultant Studies: Several studies are anticipated to require the engagement of external consultants to complement staff's ability to develop and initialize recommended projects and programs. Examples include the development of technical guidelines and strategies. Staff will also be required to manage consultant delivery of these projects.

Infrastructure Programs: The delivery of groups of infrastructure projects such as the AAA Bicycle network and high priority sidewalks. These projects will have significant costs for planning, design and construction. Staff will also be required to manage the delivery of this work.

Major Infrastructure Projects: The delivery of major infrastructure projects including the Bus Rapid Transit (BRT) system and Mill Cove Ferry service. These projects will require substantial capital investment, and funding from other orders of government will be necessary for them to proceed.

An estimation of the order of magnitude cost for each has been provided based on the categories outline below. At this stage, cost estimates are of a high level and subject to further refinement. Budget approval for any particular project or initiative will be at the discretion of Regional Council, to be considered through the annual budget and business planning process in future years.

Figure 8: Order of Magnitude Cost Estimate Categories for IMP Actions

ESTIMATED COST	CATEGORY	COUNT OF ACTIONS
< $100K	$	21
$100K - $1M	$$	9
$1M - $10M	$$$	2
$10M - $50M	$$$$	3
$50M +	$$$$$	4
TOTAL		**39**

BEERGARDEN

Table 1: Revised Action Plan

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
	FOUNDATIONAL POLICIES			
1	Develop a new street classification system to better reflect the function and multi-modal hierarchy of streets in urban, suburban and rural contexts.	» Incorporate the new classification system and design standards into the Municipal Design Guidelines, including representative cross sections for each classification. » Assess 'Link' and 'Place' function for each classification. » Include consideration of open space function of streets and where to incorporate green infrastructure.	**SHORT**	**$**
2	Develop and apply a consistent framework to monitor and evaluate multi-modal changes to the transportation network.	» Evaluate the impacts of transportation projects, construction closures and other temporary changes. » Standardize reporting measures and Key Performance Indicators (KPIs) for project monitoring and evaluation including people moving capacity » Alignment with partner agencies on regional transportation monitoring initiatives	**SHORT**	**$**
3	Develop an HRM Transportation Data Strategy to better organize the approach to data collection and management across HRM and work with Link NS on a regional approach to data sharing in collaboration with partner organizations.	» Strategic collection of data to improve quality of KPIs, monitor regional travel patterns and better inform priorities and projects. » Develop surveys and mode share data sources beyond the census to capture weekly and daily travel patterns. » Explore the potential for a more centralized regional open data platform, if feasible.	**SHORT**	**$**
4	Develop and apply an IMP Project Evaluation Scorecard that can be used to evaluate transportation projects using the pillars and principles of the IMP.	» Apply in selection and prioritization of projects. » Consider incorporating scorecard into Council reports for transportation-related projects to describe alignment with IMP principles. » Define which projects (e.g. type, level) should be measured with this IMP evaluation scorecard » Consider incorporating some elements of cost / benefit with mobility lens	**SHORT**	**$**
5 **NEW**	Investigate resource requirements as well as approaches to procure and deploy municipal fleet vehicles that are better suited to constrained urban environments (aka 'right sizing) and that align with sustainability goals (e.g. EVs).	» Requires benchmarking of urban centres representative of Halifax at 1M population and a review of operational needs, vehicle availability, procurement strategy, etc. » Includes full fleet electrification as previously directed by Council.	**SHORT**	**$$**

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
6 NEW	Incorporate HRM's forthcoming Equity Policy Framework into transportation decision-making including considerations in the planning, design, engagement, implementation, operation and evaluation stages.	» Determine how best to bring equity into decision making in Halifax context » Develop evaluation criteria for prioritizing projects in equity-deserving areas » Assess how these communities are served by all modes of transportation, flagging improvements where necessary » Incorporate Equity pillar in IMP Evaluation Scorecard	SHORT	$
7 NEW	Collaborate with partner agencies to enhance coordination of roadwork and construction closures along strategic corridors. Update municipal policies and procedures as feasible, with Council direction	» Revisit right of way encroachment policies to explore options and tools to further limit length and magnitude of disruptions » Investigate incentives (e.g. fee reduction) for creative construction mitigation measures that find ways to keep the sidewalk, bike lane, or transit lane open during construction » Research tiered approaches to fee collection for roadway encroachments to expedite projects and limit impacts on strategic corridors	MEDIUM	$
	LAND USE & TRANSPORTATION			
8	Update the Transit-Oriented Design (TOD) principles in key municipal documents (e.g., Municipal Design Guidelines, Subdivision By-Law, Community Plans, Land Use By-Laws etc.) to strengthen requirements for network connectivity and pedestrian scale developments.	» Align with Centre Plan in promoting density around higher order transit hubs, and ensuresure it permeates the necessary planning documents (e.g. Suburban Plan, future Regional Plan updates) » Apply within transit walksheds and urban growth nodes » TOD principles include establishing a fine grid and complete networks for walking, rolling and cycling; 'last kilometre' connections; orienting community around transit; mixed land uses within reasonable walksheds; phasing of development for early implementation of transit service	MEDIUM	$
9	Review and update direction on parking and loading requirements in applicable Land Use By-Laws to improve accessibility and incentivize sustainable modes. Target amendments to the Centre Plan and the forthcoming Suburban Plan.	» Includes updates and additional detail on bicycle parking, parking maximums and guidance for on street and off-street loading areas where appropriate » Encourage off-street loading along major corridors where possible (e.g. Robie Street) » Some limitations based on current Provincial direction » Include considerations for e-bike and e-scooter charging » Include protections for accessible parking spaces	SHORT	$
10 NEW	Complete a region-wide study that investigates locations where existing communities and subdivisions may be vulnerable in the event of an emergency due to poor transportation network connectivity.	» Identify populated areas with transportation network vulnerabilities » Evaluate risk level and identify potential mitigative measures	SHORT	$$

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
11 NEW	Develop municipal strategy for the co-location of transit terminals, rapid transit stations and other municipal facilities with mixed use and residential development.	» Integration of supportive residential, commercial and institutional uses in neighbourhoods on a single site (or near vicinity) to enable higher density or intensity, provide 'anchor' land uses and improve access to municipal facilities. » Considerations for provision of affordable housing » Municipal facilities include recreation centres, libraries, fire stations, park and rides and more. » Adjust policy as required to facilitate this new approach » Could be part of Strategic Growth and Infrastructure Plan	SHORT	$
12 NEW	Collaborate with Link NS on multi-modal network planning for the Halifax Peninsula.	» Rationalize existing networks that prioritize walking, rolling, cycling, transit and driving » Considerations for goods movement including truck routes to ensure safe and efficient access to and through the Regional Centre	MEDIUM	$
13 NEW	Complete a corridor preservation strategy that (i) identifies right-of-way requirements for existing and planned transportation corridors, (ii) establishes necessary mechanisms to preserve required lands and (iii) develops a strategic and fiscally responsible approach to funding and acquiring these lands.	» Include strategic corridors identified in the IMP, particularly those identified for future Bus Rapid Transit service » May also include areas slated for infill and densification » Work with partner agencies to help preserve land in alignment with new legislation for transportation corridors	MEDIUM	$$
	COMPLETE STREETS			
14 NEW	Refine and formalize an approach to the planning and design of Complete Networks and Complete Streets that is consistent with the objectives of the IMP.	» Approach should be context sensitive, establishing design priorities based on the type of street, its role as a 'Link' and/or 'Place' in the transportation network and its geographic context (e.g. urban, suburban and rural) » Considering this approach as well as network planning and prioritization exercises to recognize that not all streets can serve all purposes » Includes process from concept to detailed design » Considers how design options are developed, engaged upon, evaluated, approved and implemented » Apply this for major suburban growth areas in conjunction with Suburban Plan	MEDIUM	$
15 NEW	Conduct a study identifying the intersection of green networks and climate change vulnerabilities with planned transportation investment to determine priority areas for incorporation of green infrastructure.	» Areas with potential for infill and redevelopment, as well as suburban greenfield areas. » Rationalizing existing networks to prioritize walking, rolling, cycling and transit. » Considerations for truck routes, goods movement and resulting loading needs.	SHORT	$

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
	TRANSPORTATION DEMAND MANAGEMENT			
16 NEW	Develop a Transportation Demand Management (TDM) Strategy that identifies objectives and initiatives to manage transportation demand in the region.	» Determine how best to develop TDM campaigns, including targeted programs and campaigns to encourage residents to use new modes of transportation » Enhance use of AT and Transit through collaboration with local businesses and organizations » Modernize administrative processes and flexibility of existing transportation demand management programs	SHORT	$
	ACTIVE TRANSPORTATION			
17	Implement the Regional Centre All Ages and Abilities (AAA) Bikeway Network.	» Target at least 90% completion by 2028, acknowledging some challenging gaps » Include permanent and semi-permanent infrastructure to close gaps as interim implementation » Acknowledge small, challenging gaps remaining that involve other interest holders, continue to collaborate to move these remaining pieces forward » Subject to available funding and capacity to deliver	SHORT	$$$$$
18	Develop a prioritized multi-year capital implementation plan for new sidewalks as informed by the New Sidewalk Level of Service Report (2024) as well as more recent capital budget trends.	» Prioritize closing gaps in the sidewalk network with the highest need and impact » Facilitate first kilometre / last kilometre connections to transit service » Subject to available funding and staff capacity » Timeline is at risk due to budget limitations unless new cost sharing opportunities are determined	MEDIUM	$$$$$
19	Implement the Rural Active Transportation Program in rural communities to improve safety and accessibility of walking, rolling and cycling in these areas.	» Build sidewalk or multi-use pathway connections between major destinations in village centres of designated communities » Communities need to be approved by Council for area rate following community engagement	MEDIUM	$$$$
20	Implement the 2-year Shared Micromobility Pilot Project (2025-2027) and use its results to inform a permanent approach to micromobility in HRM.	» Includes e-bike share and e-scooter share components » Modify, extend and formalize the program based on the pilot program	SHORT	$
21	Review and engage on the Active Transportation Priorities Plan to update policies, strengthen networks outside the Regional Centre and connect key transit routes.	» Considerations for alignment with the rapid transit network (BRT stations, enhanced stops) to facilitate multi-modal journeys and serve local destinations » Revisit and prioritize regional AT connections including between communities and across 100-series highways » Identify proposed regional AT infrastructure and programming investments required to meet future needs » Large scale engagement, particularly in suburban areas to improve networks outside Regional Centre	MEDIUM	$$

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
	TRANSIT			
22	Advance planning, design, and property acquisition (where required) on proposed Bus Rapid Transit (BRT) corridors to support readiness for a Municipal BRT system.	» Shifting priority and focus towards BRT-supportive corridors over other strategic projects » Awaiting confirmation of BRT funding, however, the proposed transit priority measures would also be useful to support conventional transit service along these key routes	**MEDIUM - LONG**	**$$$$$**
23 NEW	Complete network-level implementation planning for the proposed BRT system that focuses on a phased buildout, including the use of interim transit priority measures where necessary to expedite delivery and reduce costs.	» Develop a BRT Implementation Plan that considers phasing, resourcing, planning, design and construction » Consider opportunities to add interim transit priority measures (i.e., reallocating existing lanes for transit before -- or instead of -- road widening) where feasible to expedite implementation and reduce costs and other impacts » Collaborate with partner agencies to establish provincial and federal funding sources	**SHORT**	**$$$**
24 NEW	Develop a Marketing and Communications Plan for the proposed BRT system to increase public awareness and understanding of the program.	» Include strategy for branding and marketing of the service, with communications ready to launch » Develop draft visual identity for the service » Focus on education and change management	**SHORT**	**$$**
25 NEW	Conduct business planning to determine the operational requirements of a future BRT system, including necessary steps to support readiness for implementation.	» Include necessary details on BRT vehicles, station design, cost and payment integration, off-board kiosks, enforcement methods/processes » Position HRM to be ready for quick action (e.g. purchasing of BRT buses) upon approval of cost sharing » Consider BRT impact to core transit services and how conventional routes might change upon launch of service	**MEDIUM**	**$$$**
26 NEW	Implement the Mill Cove ferry service and associated terminal upgrades.	» Includes procurement of electric fast ferries, design and construction of new terminal at Mill Cove, as well as building a multi-modal bridge across CN railway to connect to Bedford Highway » Includes major reconstruction of the Halifax ferry terminal to support new ferry dock/bay including creation of interim terminal and demolition of existing » Incorporates accessible design to new terminal buildings and ferry loading ramps » Target to have ferry route operational by 2031	**MEDIUM**	**$$$$$**
27 NEW	Conduct a feasibility study and implementation plan for further expansion of ferry service as outlined in the Rapid Transit Strategy.	» Considers expansion to new locations including Shannon Park and Larry Uteck	**SHORT**	**$$**

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
28 NEW	Work with the Province and other partner agencies to investigate higher order transit options and the potential for installing transit priority on critical links outside of HRM's jurisdiction.	» Determine how LRT service could complement (or in future, replace) HRM's planned Bus Rapid Transit (BRT) system. » Identify areas with supportive density, zoning and mix of land uses, where LRT may be appropriate in future » Includes participation in studies for the consideration of passenger rail	**SHORT**	**$**
29 NEW	Deploy an open payment solution for transit fares and explore integration of HFXGO with third-party applications for additional functionality.	» Allow contactless payment by credit / debit or HFXGO app » Incorporate various transit pass programs (e.g. student, e-pass, etc.) » Explore integration with other mobility apps/services (e.g. micromobility and parking payment, or other route planning tools) » Collaborate with partner agencies to consider fare integration with regional transit services	**SHORT**	**$$$**
30 NEW	Implement the recommendations of the Microtransit Service Plan (2026) including pilot implementation of Phase 1 'Proof of Concept' in at least one of the priority zones.	» Strengthen rural connections to the regional centre and between rural communities and suburban areas » Consider potential future Inter-Municipal Transit Service and new Park & Rides » Proof of Concept can include up to five zones depending on available resources	**MEDIUM**	**$$**
	GOODS MOVEMENT			
31	Update the Truck-Route By-Law to better align with recent policy and plans, strategic corridors and planned growth.	» Consider alignment with the Integrated Mobility Plan, Rapid Transit Strategy, Regional Plan, Road Safety Strategy and Regional Transportation Plan » Identify opportunities to better manage interactions between trucks, pedestrians, cyclists and transit » Establish a process for regular updates of the Truck Route By-Law	**MEDIUM**	**$**
32	Support partner agencies on the implementation of the port rail shuttle to improve goods movement efficiency between the South End Container Terminal and Fairview Cove.	» Target significant reduction in heavy truck traffic on the Halifax Peninsula, particularly in the downtown core	**SHORT**	**$**
33 NEW	Collaborate with partner agencies and industry to develop a last-kilometre goods delivery strategy.	» Considers opportunities to establish urban goods movement hubs and incentivize goods delivery by smaller delivery vehicles in dense urban areas » Target of reducing number of tractor-trailers required for deliveries in downtown areas	**SHORT**	**$**

	ACTION	CONSIDERATIONS	TIMEFRAME	RESOURCES
	ROAD NETWORK			
34	Collaborate with partner agencies to implement a regional Transportation Management Centre.	» Utilize intelligent transportation systems (i.e., adaptive signal technology, variable messaging) to improve the efficiency of the existing transportation system and improve network resiliency during disruptive events » Examples include Nova Scotia Department of Public Works, Halifax Harbour Bridges, Halifax Port Authority, among others » Investigate short term solutions to address traffic congestion at local/intersection level as necessary	**SHORT**	**$$$**
35 NEW	Develop an implementation plan for electronic traffic enforcement to improve readiness and support roll-out pending Provincial legislative changes that enable use of the technology.	» Collaborate with the Province to enable the legislative and technology requirements for use in HRM » Plan for electronic enforcement of speed, red light running and transit lane usage, among others with an emphasis on road safety » Investigate how fines collected could be invested into road safety initiatives » Includes required changes to Municipal by-laws to enable use of photo enforcement for safety and compliance	**MEDIUM**	**$$**
36	Collaborate with partner agencies on the planning and implementation of regional multi-modal network connections.	» Examples include Shearwater Connector, Hammonds Plains Road -- Highway 101 Connector » Strengthen connections between communities	**MEDIUM**	**$$$$$**
37	Develop new Transportation Impact Assessment (TIA) Guidelines to more explicitly account for multi-modal transportation implications alongside the consideration of new developments.	» Require more detailed consideration of the multi-modal impact of new developments that identifies required improvements to the pedestrian, cycling and transit networks	**SHORT**	**$**
38 NEW	Establish a Working Group to guide the deployment of curbside EV Charging Infrastructure on municipal streets.	» Determine internal processes and responsibilities in collaboration with NS Power » Develop a set of criteria to determine priority locations for on-street EV charging » Align with HalifACT and Regional Transportation Plan on pursuit of zero-emission transportation initiatives	**SHORT**	**$**
	PARKING			
39	Create a comprehensive curbside management strategy to manage the priority of parking, loading, active transportation and other uses on municipal streets.	» Consider accessible parking, ride share, vending licenses, taxi stands and loading zones » Monitor and evaluate to measure effectiveness of the strategy » Target review of 2+ key roadway segments as part of annual business planning » Review of parking rates at least once every two years to support municipal goals on mode choices and supporting businesses	**SHORT**	**$**

Across the Region: Actions Summary

The majority of the actions within the IMP and resulting IMP Action Update apply across the region and will make it easier for all residents to move using a range of travel modes. However, there are some actions that are particularly relevant to the Regional Centre, suburban and rural areas. The table below represents some examples (not exhaustive) of the actions pertaining to each area:

ENTIRE MUNICIPALITY

INTEGRATED PLANNING
Defining + applying an equity lens to transportation decision-making

ROAD NETWORK
Establishing a Transportation Management Centre to improve efficiency of existing infrastructure

ROAD NETWORK
Developing an Electronic Traffic *Enforcement Implementation Plan*

INTEGRATED PLANNING
Improving multi-modal transportation monitoring and evaluation

INTEGRATED PLANNING
Formalizing an 'IMP Project Evaluation Scorecard' to evaluate using the pillars + principles of IMP

URBAN AND SUBURBAN AREAS

TRANSIT
Advancing the planning, design, and readiness to implement a rapid transit network

ACTIVE TRANSPORTATION
Reviewing and engaging on the *Active Transportation Priorities Plan*

LAND USE AND TRANSPORTATION
Developing strategy for colocation of transit terminals with affordable housing

INTEGRATED PLANNING
Coordinating roadwork and construction closures to limit impact on transportation network

COMPLETE STREETS
Formalizing Complete Streets and Complete Networks planning approach

URBAN AREAS

ACTIVE TRANSPORTATION
Implementing the Regional Centre AAA Bikeway Network

INTEGRATED PLANNING
Investigating approaches to pursue smaller fleet vehicles in urban areas

PARKING
Developing a curbside management strategy to manage the priority of parking, loading, active transportation, and other uses on municipal streets

SUBURBAN AREAS

ACTIVE TRANSPORTATION
Developing a prioritized multi-year capital implementation plan to fill key sidewalk gaps

TRANSIT
Improving TOD requirements for new developments

TRANSIT
Implementing Mill Cove Ferry and studying feasibility of Shannon Park + Larry Uteck ferries

RURAL AREAS

ACTIVE TRANSPORTATION
Implementing the Rural Active Transportation Program in rural pilot community areas

TRANSIT
Delivering Phase 1 of Microtransit Service Plan including 'proof of concept' in at least one priority zone

LAND USE AND TRANSPORTATION
Studying access + egress of communities vulnerable to climate hazards and emergencies

Appendices

APPENDIX A: Tracking of Original 137 IMP Actions

The following section outlines the original actions from the IMP with timeframes and then provides the actions status at the time of this action plan review, the approach to completing the action and additional comments to provide context. The action plan update identifies action status and how these actions will be addressed going forward.

The **action status** can be identified as follows:

Complete
The goals for this action have been achieved.

In Progress
This action has been started.

Ongoing for Life of Plan
The goals for this action will continue to be worked on for the rest of the plan implementation period.

Not Started
At the time of this action plan review this action has not been started.

The **action approach** can be identified as follows:

Carry Over
The goals for this action will be carried over into one of the new goals outlined in the action update.

Updated Daily Practice
This action has been incorporated into the municipalities practices and procedures.

No Further Action
This action has been completed so no further action is needed.

Remove
This action is no longer relevant and has been removed.

Integrated Planning

1 ORIGINAL ACTION:

Revise the municipal street classification system and standards to support all travel modes, street functions and land uses; ensure the *Municipal Service Guidelines (the Red Book)* reflect these revisions.	**MEDIUM TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Land Use** **Complete Streets** **Active Transportation** **Transit**

ACTION STATUS: **Not Started**

APPROACH: **Carry Over (new action #1)**

COMMENTS:

- Original actions 1, 7 and 37 combined into New Action #1.

2 ORIGINAL ACTION:

Review the *Municipal Design Guidelines (the Red Book)* annually to incorporate best practices for all transportation design elements.	**SHORT TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Revised as part of larger action that addresses process + periodic update to all transport design guidelines.
- Original actions 2 and 115 are combined in UDP list.

3 ORIGINAL ACTION:

Prepare and implement a *Municipal Accessibility Plan* for mobility in the region with respect to the built environment, transit, transportation infrastructure and the delivery of goods and services.	**SHORT TIMELINE**	High level of effort	**Medium** amount of resources	Integrated into: **Land Use** **Complete Streets** **Active Transportation** **Transit**

ACTION STATUS: **Complete**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Municipal Accessibility Strategy completed by ANSAIO in 2021, further updates considered UDP. Ongoing review for 2025 update.
- Findings of accessibility strategy are being incorporated into Municipal Design Guide.

4 ORIGINAL ACTION:

Implement multidisciplinary safety strategies including the *Strategic Road Safety Plan*, to maximize the safety and security of all people on the street, with an emphasis on the most vulnerable users.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Complete Streets** **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Road Safety Plan has been established and updates are being done regularly and do not represent a new action beyond UDP.
- Most of actions include road safety aspect and working towards/along with road safety consideration.

5

ORIGINAL ACTION:

Collaborate with Operation Lifesaver Canada, a partnership initiative of the Railway Association of Canada and Transport Canada, to raise awareness of motorists, pedestrians and bicyclists about railway hazards.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Transit**

ACTION STATUS: **Complete**

APPROACH: **No Further Action**

COMMENTS:

» This action was completed in 2021 in Operation Lifesaver decals project.

6

ORIGINAL ACTION:

Use pilot projects, such as Rectangular Rapid Flashing Beacons (RRFBs), leading pedestrian intervals and pedestrian countdown signals to trial, monitor and enhance pedestrian safety.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

» RRFBs were completed. Annual road safety technology pilot project updates became UDP since 2020.

7

ORIGINAL ACTION:

Identify and implement new sidewalks, multi-use pathways and enhanced crossing treatments to connect networks and better manage interactions between pedestrians and motor vehicles.	**MEDIUM TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Complete Streets** **Active Transportation** **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #1)**

COMMENTS:

» Combined with original action 1, 7 and 37 as a part of street classification system and design standards (revised Action #1).

8

ORIGINAL ACTION:

Develop a Transportation Monitoring and Evaluation Strategy to expand and integrate transportation and land use data collection in partnership with other agencies, including Statistics Canada, Halifax Port Authority, provincial agencies and the Dalhousie Transportation Collaboratory (DalTRAC) and gather a minimum of one year of baseline data.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Goods Movement** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #2)**

COMMENTS:

» Original actions 8 and 109 combined into New Action #2, combining

» HRM-specific mobility and goods movement data strategy.

9 ORIGINAL ACTION:

Establish a program for long term/permanent traffic data collection. Consider the potential to collect data related to vehicle type, speed and occupancy.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Transit** **Road Network** **TDM**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #3, Big Move)**

COMMENTS:

- Original actions 9, 85 and 117 combined into New Action #3.
- Combined as part of the big move, Mobility Data Management Strategy.

10 ORIGINAL ACTION:

Formally establish boundaries for reporting sub-regional mode share in the Halifax region based on the boundaries included in the 2014 *Regional Plan*. The perimeter of the Outer Urban area should align with the Urban Service Boundary. Statistics Canada data should be requested based on the consistent boundaries, regardless of changes to census tract locations.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network** **TDM**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action was completed in 2018.

11 ORIGINAL ACTION:

Revise mode share targets for each sub-region to better align with more realistic values, while retaining the current 2031 region-wide targets.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Transit** **TDM**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered completed, removed for now and can be include in next IMP Action Review.
- Mode share cannot be collected with BRT walksheds boundary.

12 ORIGINAL ACTION:

Use the project evaluation scorecard to advance projects that support the vision for integrated mobility.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Land Use** **Active Transportation** **Transit** **Road Network** **Complete Streets** **Parking** **TDM** **Goods Movement**

ACTION STATUS:
In Progress

APPROACH:
Carry Over (new action #4)

COMMENTS:

- Original Action 12 and 118 are modified to New Action #4.
- Revise wording and introduce the pillars of IMP in evaluation scoreboard.

13 ORIGINAL ACTION:

Establish partnerships and ongoing collaboration to enable the municipality to continue to collaborate on projects, expand educational programs, promote sustainable and healthy mobility, monitor the success of initiatives and more.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Complete Streets** **TDM**

ACTION STATUS:
Ongoing for Life of Plan

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is completed, further updates considered UDP since its direction will continue to inform approaches to collaborating with external agencies.

Land Use & Transportation

14

ORIGINAL ACTION:

Refine the boundaries of the potential transit oriented communities identified in **Figure 10** and develop policies and design guidelines to enable walkable, mixed-use, complete communities in these key locations.	**SHORT TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Complete Streets** **Active Transportation** **Transit**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #8)**

COMMENTS:

- Original actions 14, 22, 23 and 116 combined into New Action #8.
- Revised as part of TOD design guidance approach.

15

ORIGINAL ACTION:

When planning and implementing transit oriented development and Park & Ride lots, pursue opportunities to reduce housing costs through such measures as reduced parking requirements, optional parking for each residential unit, bonus zoning, partnerships, land banking and innovative technologies.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Transit** **Complete Streets** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is partially completed and being covered by TOD guideline.
- Considered UDP since its guidance to transit-oriented developments.

16

ORIGINAL ACTION:

When reviewing the *Regional Plan* and *Secondary Municipal Planning Strategies*, rationalize the location and size of Regional Centre, suburban and rural growth centres in relation to the transit oriented communities shown on **Figure 10**, while recognizing and supporting the economic importance of other service centres throughout the region.	**MEDIUM TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed, with updates incorporated into the forthcoming Regional Plan.

17

ORIGINAL ACTION:

When reviewing the *Regional Plan* and *Secondary Municipal Planning Strategies* or considering Plan Amendments, designate and zone for transit oriented communities (see **Figure 10**) around proposed Transit Priority Corridors, existing and planned bus terminals, ferry terminals and potential Bus Rapid Transit and commuter rail stops, wherever there is potential for redevelopment.	**MEDIUM TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- The forthcoming Regional Plan will include considerations of transit-oriented communities and provide directions for updating Secondary Municipal Planning Strategies to align.
- This action is still considered UDP as an ongoing process.

18 ORIGINAL ACTION:

Any replacement for Mumford Terminal should be sited in a location that is supportive of transit oriented development, with consideration for integration with potential commuter rail.	**SHORT TIMELINE**	High level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is removed because siting of Mumford Terminal is completed with implementation pending.
- New Action #12 on transit terminal co-location will influence this project.

19 ORIGINAL ACTION:

Apply infrastructure charges to development applications to assist with the capital costs of implementing Transit Priority Measures and commuter rail.	**SHORT TIMELINE**	High level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Revise wording and pay more attention to methodology developing of infrastructure charges.

20 ORIGINAL ACTION:

Publish transit oriented development design guidelines to promote and explain complete community design principles to residents and developers.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit** **Active Transportation** **TDM**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is partially completed.
- Further updates will be refined through the Suburban Plan.

21 ORIGINAL ACTION:

Amend Municipal Planning Strategies and land use by-laws as necessary to implement the reduced parking requirements recommended in the *Halifax Regional Parking Strategy*.	**SHORT TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Parking** **Land Use**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #9)**

COMMENTS:

- This action is completed and a new action (#9) was created to move towards next phase which is to update the Land Use By-Law.

22

ORIGINAL ACTION:

Amend Municipal Planning Strategies, the Subdivision By-Law and land use by-laws as necessary to require developers to: Plan and implement pedestrian, cyclist and transit facilities, including roads needed for transit through-routes, in early phases; Provide a grid pedestrian and bicycling network where the topography and other environmental conditions allow; Connect street and pathway networks with those of existing communities and neighbourhoods; Ensure direct bicycling and pedestrian access to schools, recreation centres, libraries, retail and transit; Locate public facilities, shops and offices in walkable areas.	**MEDIUM TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #8)**

COMMENTS:

- Original actions 14, 22, 23 and 116 combined into New Action #8.
- Revised as part of TOD design guidance approach.

23

ORIGINAL ACTION:

Encourage developers to provide incentives to enable bus service that would otherwise not be justifiable until future subdivision phases are built and occupied.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit** **TDM**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #8)**

COMMENTS:

- Original actions 14, 22, 23 and 116 combined into New Action #8.
- Revised as part of TOD design guidance approach.

24

ORIGINAL ACTION:

When acquiring land for Park & Ride facilities, consider their suitability as land banks for future transit oriented development, including affordable housing component.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered completed and UDP since its guidance to infrastructure planning and design.
- Can be revised as a new action of Land Acquisition Strategy or connection between transit and affordable housing.

25

ORIGINAL ACTION:

Meet regularly with agencies responsible for siting, refurbishing and/or designing public facilities, government buildings, hospitals and educational amenities to ensure those agencies are familiar with the objectives of this plan.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Active Transportation** **Transit** **TDM** **Road Network** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is ongoing and may be rephrased to work across within the municipality and across other agencies.
- Considered as part of Strategic Infrastructure Priorities Plan (forth-coming).
- Original actions 13 and 25 are combined in UDP List

26

ORIGINAL ACTION:

Amend the Municipal Planning Strategies and land use by-laws as needed to include requirements for pedestrian-oriented and human-scale design.	**MEDIUM TIMELINE**	High level of effort	Low amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered completed as it will be included in the forthcoming Regional Plan.
- A density threshold on pedestrian-oriented design may be considered further.

27

ORIGINAL ACTION:

Consider focusing commercial land use inside designated mixed-use growth centres and minimize these uses in other areas.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered completed and UDP in Regional Centre.
- Consider including Suburban areas in this action.

28

ORIGINAL ACTION:

Ensure that consideration is given to retaining industrial zoning wherever direct rail or marine frontage is available, to facilitate goods movement by rail or water.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered completed and related policy will be included in the forthcoming Regional Plan.

29

ORIGINAL ACTION:

Refine the designations and zoning for industrial parks to minimize residential and commercial encroachment of land suitable for industry.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is done in Burnside and considered completed.

30

ORIGINAL ACTION:

Re-evaluate the recommendations of relevant land-use studies in light of the upcoming Port Master Plan and an upcoming major rehabilitation / replacement project for the Mackay Bridge.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Active Transportation** **Transit** **TDM** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is suggested UDP as a land use consideration in planning.

Complete Streets

31 ORIGINAL ACTION:

Adopt the Complete Streets approach to inform the design and maintenance of streets.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network** **Parking**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is adopted in Municipal Design Guideline but need to be continuously maintained as UDP.
- May consider how to include emergency access and truck routes in the approach.

32 ORIGINAL ACTION:

Identify key multi-modal corridors, apply the Complete Streets approach and engage the public to develop a vision for each corridor.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Revise action to be more specific, including targeted number of strategic corridors to be completed using Complete Streets approach.

33 ORIGINAL ACTION:

Prepare preliminary design plans to guide future development and improvements for streets within each corridor.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Land Use** **Active Transportation** **Road Network** **Parking** **Goods Movement** **Transit**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP as a part of corridor plan.
- Preliminary design may be conducted by Engineering Design.

34 ORIGINAL ACTION:

Allocate additional funds when budgeting for state-of-good-repair projects, to incorporate Complete Street features.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Road Network** **Transit** **Parking**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered as completed since new capital account is made for street scaping.

35

ORIGINAL ACTION:

Define a program to undertake life cycle costing analysis as a decision making tool to "right size" streets that are determined to be built with more (or wider) lanes than necessary.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network** **Parking**

ACTION STATUS: **Not Started**

APPROACH: **Carry Over (New Action #2)**

COMMENTS:

- Cost-benefit considerations are included as part of Multi-Modal Transportation Monitoring and Evaluation Strategy. Also includes exploration of people moving capacity and right-sizing streets.
- Original actions 8, 35 and 109 combined into New Action #2.

36

ORIGINAL ACTION:

Review all street rehabilitation projects annually for the possibility of incorporating Complete Street features into street design.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP since its guidance to street design.

37

ORIGINAL ACTION:

Develop a framework to prioritize modes and select appropriate street designs and features based on the intended functions for each corridor.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network** **Parking**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #1)**

COMMENTS:

- Combined with original action 1, 7 and 37 as a part of street classification system and design standards (revised Action #1).

38

ORIGINAL ACTION:

Rehabilitate streets based on their intended functions and using the Complete Streets approach, with first priority given to improving safety and comfort for pedestrians through design treatments such as barrier-free routes, visual and sensory cues, curb extensions, widened sidewalks, street trees, traffic calming and benches in mixed-use commercial areas or adjacent parks.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP and ongoing for life of plan after the approach changed.
- May be revised to be flexible with locations.

39

ORIGINAL ACTION:

Work toward improving accessibility and connectivity of sidewalks, crosswalks and transit stops.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Land Use**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP. The implementation to shorten distance between two crossings is ongoing.
- Require explanation about specific approach to be done.

40

ORIGINAL ACTION:

Incorporate maintenance considerations into the planning and design of Complete Streets and ensure maintenance practices reflect the needs of all ages and abilities.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered completed and UDP since its guidance to infrastructure planning and design.

41

ORIGINAL ACTION:

Identify streets that are considered "places", based on their key characteristics and their local or regional significance.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP with usage of street scaping checklist and scoring matrix.
- May continue to work on streets with "high place value" as described in Administrative Order 2020-12-OP.
- Original actions 41 and 42 are combined in UDP list.

42

ORIGINAL ACTION:

Prioritize "place" streets and develop enhancement plans, emphasizing streets with high volumes of pedestrian activity and of regional significance.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 41 and 42 are combined in UDP list.

43

ORIGINAL ACTION:

Develop plans for the enhancement of "places" (streetscaping plans) at the same time as the functional characteristics are worked out.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered updated daily practice due to its guidance to infrastructure planning and design.

44 ORIGINAL ACTION:

Apply progressive best practices based on research and experience in Canada and comparable northern climates.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP through jurisdictional review.

45 ORIGINAL ACTION:

Consider opportunities for winter use, activities and attractions.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 45, 46, 47, 48 and 49 are combined in UDP list.
- This action is considered UDP as there is an existing guideline (Special Event Planning Guide).

46 ORIGINAL ACTION:

Include artwork appropriate to the regional and community context.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 45, 46, 47, 48 and 49 are combined in UDP list.
- This action is considered UDP to be incorporated into project scoping checklist but likely do not need a standalone action.

47 ORIGINAL ACTION:

Support communities in re-installing art, such as pavement paintings, if removed as part of a road rehabilitation project.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 45, 46, 47, 48 and 49 are combined in UDP list.
- This action is mainly completed and ongoing through the Recreation Programming group in a “Complete Streets” scope.

48 ORIGINAL ACTION:

Support pilot projects for creative street uses, such as community events or temporary infrastructure to test new ideas for how streets can function.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 45, 46, 47, 48 and 49 are combined in UDP list.
- This action is considered UDP but not completed. Need rewording to include specific approach and relate with Open Street or other creative uses.

49 ORIGINAL ACTION:

Support more frequent and widespread Open Streets initiatives.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 45, 46, 47, 48 and 49 are combined in UDP list.
- This action is ongoing and need to be continuously considered.

50 ORIGINAL ACTION:

Consult the future *Halifax Green Network Plan* to determine how streets can improve their open space functions.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP. Established process of consulting with *Halifax Green Network Plan* staff through planning process.
- Revisions to the Municipal Design Guidelines will reflect Open Space functions of streets in New Action #1.

51 ORIGINAL ACTION:

Consult the Urban Forest Master Plan to determine tree canopy targets and appropriate species to plant.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP through close cooperation with Urban Forestry.
- We do not follow canopy targets in the Plan. This action is suggested to be revised as mature tree protection or nature-based solutions.

52

ORIGINAL ACTION:

Replace any trees that must be removed during a project, as determined by the Urban Forester. If there is no space within the nearby street right-of-way, trees may be planted nearby.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS:
Completed

APPROACH:
No Further Action

COMMENTS:

- This action is considered completed.
- Can be removed since it is now included as 5.2.1 (d) in the Design Guidelines. A mechanism to utilize the value of natural assets may be further explored.

53

ORIGINAL ACTION:

Explore ways to provide incentives for owners to plant trees on private property adjacent to a street.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS:
Completed

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is considered UDP through tree give-away program has been created without mechanism for requiring planting near edge of right-of-way.
- Potential refinements in the future. However, projects should focus on establishing tree canopy within the municipal right-of-way.

Transportation Demand Management

54 ORIGINAL ACTION:

Consider pricing signals to promote new transit fare options once improved fare technology is in place.

MEDIUM TIMELINE	Low level of effort	Low amount of resources	Integrated into: Transit

ACTION STATUS: Completed

APPROACH: Carry Over (New Action #22)

COMMENTS:

- This action can be removed and as part of sub-column for BRT Implementation Plan Action.
- Can be revised as “Investigate new fare options”.

55 ORIGINAL ACTION:

Produce and make available simple online and printed publications explaining: how public investment, land use and mobility affect each other; how street standards, community design and mobility impact each other; how to use transit; what businesses can do to encourage sustainable mobility while saving costs; the hidden costs of parking provision to employers; and what households can do to reduce transportation impacts while saving money.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Land Use, Active Transportation, Transit, Parking

ACTION STATUS: Completed

APPROACH: Updated Daily Practice

COMMENTS:

- Original actions 55, 57, 58, 59 and 78 are combined in UDP list.
- The intent of the educational materials and the way to incorporate with Evergreen Transit Strategy/TDM Strategy may be considered.

56 ORIGINAL ACTION:

Encourage ride-sharing, including carpooling and vanpooling, through improved web-based coordination.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Parking

ACTION STATUS: In Progress

APPROACH: Remove

COMMENTS:

- This action can be removed for now since SmartRide program faded out.
- May reword to relaunch carpooling program to meet specific target.

57 ORIGINAL ACTION:

Encourage young people to use transit and active transportation.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Active Transportation, Transit

ACTION STATUS: Completed

APPROACH: Updated Daily Practice

COMMENTS:

- Original actions 55, 57, 58, 59 and 78 are combined in UDP list.
- Student Transit Pass Pilot Program is being conducted.

58

ORIGINAL ACTION:

Develop marketing videos for combining multiple sustainable modes in a trip (e.g. riding a bicycle to catch the bus).	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 55, 57, 58, 59 and 78 are combined in UDP list.
- Transit promotion/marketing approaches are in progress now.

59

ORIGINAL ACTION:

Improve transit promotion and education by better marketing existing and new services and promoting service changes.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 55, 57, 58, 59 and 78 are combined in UDP list.
- Promoting service changes is completed and UDP.

60

ORIGINAL ACTION:

Promote active transportation and provide safety and skills education through: engaging thought leaders who are popular with youth; drawing upon available programs such as Active & Safe Routes to School, Walk'n'Roll Halifax and Operation Lifesaver; and Continuing and expanding upon existing active transportation promotions, such as "Open Streets" initiatives and Bicycle to Work Week.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is ongoing and considered UDP.
- May be revised as a specific action into education programing and promotion.

61

ORIGINAL ACTION:

Work across municipal departments to implement flexible work schedule pilot programs for employees.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **TDM**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed and removed.

62

ORIGINAL ACTION:

Encourage employers who provide subsidized employee parking to provide equivalent benefits to employees who do not drive to work.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Parking**

ACTION STATUS: **Not Started**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP as a consistent consideration, but it is probably not a hugely driving factor with high priority.

63

ORIGINAL ACTION:

Encourage employers to provide preferential high-profile carpool or vanpool parking.	**SHORT TIMELINE**	level of effort	Low amount of resources	Integrated into: **Parking**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #16)**

COMMENTS:

- Original actions 63, 64 and 65 combined into New Action #16.

64

ORIGINAL ACTION:

Expand and improve the SmartTrip program to enable and encourage commuters to try new transportation options.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #16)**

COMMENTS:

- Original actions 63, 64 and 65 combined into New Action #16.

65

ORIGINAL ACTION:

Increase the flexibility and attractiveness of the SmartTrip Pass program by having more enrollment periods.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #16)**

COMMENTS:

- Original actions 63, 64 and 65 combined into New Action #16.
- Working on technical services for more flexibility and other options.

66

ORIGINAL ACTION:

Develop options to encourage the expansion of locations where car-share vehicles are placed.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Parking

ACTION STATUS: Completed

APPROACH: Updated Daily Practice

COMMENTS:

- This action is considered completed and UDP to move forward.
- Original actions 66, 67, and 68 are combined in UDP List.
- May reframe this action to continue providing the locations for the car-share and consider establishing new relationship with service providers.

67

ORIGINAL ACTION:

Expand the availability of parking options for car-share vehicles.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Parking

ACTION STATUS: Ongoing for Life of Plan

APPROACH: Updated Daily Practice

COMMENTS:

- This action is completed and considered UDP due to its guidance to Parking and Curb Access Management.
- Original actions 66, 67, and 68 are combined in UDP List.
- May consider social media campaigns for education purposes.

68

ORIGINAL ACTION:

Continue to facilitate car-sharing services within the region.

SHORT TIMELINE	Low level of effort	Low amount of resources	Integrated into: Parking

ACTION STATUS: Ongoing for Life of Plan

APPROACH: Updated Daily Practice

COMMENTS:

- This action is considered completed but will be continued as UDP.
- Original actions 66, 67, and 68 are combined in UDP List.
- May need further monitor/review.

Active Transportation

69

ORIGINAL ACTION:

Deliver the following Priority Sidewalk Connections by 2020: Herring Cove Road, Dutch Village Road.	**SHORT + MEDIUM TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #18)**

COMMENTS:

- This action is revised into a New Action #18 to deliver high priority sidewalk connections with target year/miles as the construction is already in progress.

70

ORIGINAL ACTION:

Deliver all ages and abilities pedestrian connections to all Halifax Transit terminals by 2022.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Complete Streets** **Transit**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed and considered to be removed.
- May consider pedestrian connections around Park and Ride in the future.

71

ORIGINAL ACTION:

Update the criteria for selecting new active transportation projects to better respond to equity considerations, demand, future development, coverage and other factors.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Remove**

COMMENTS:

- This action can be removed since a new action 4 will cover this.

72

ORIGINAL ACTION:

Deliver the Regional Centre all ages and abilities bicycle network by 2022 (see **Figure 17**).	**SHORT + MEDIUM TIMELINE**	High level of effort	High amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #17)**

COMMENTS:

- May include permanent and tactical infrastructure to close gaps.

73 ORIGINAL ACTION:

Deliver all ages and abilities bicycling connections to all Halifax Transit terminals by 2022.	**SHORT + MEDIUM TIMELINE**	High level of effort	High amount of resources	Integrated into: **Complete Streets** **Road Network** **Parking** **TDM**

ACTION STATUS: **In Progress**

APPROACH: **Remove**

COMMENTS:

- This action is already included in Action #72 (New Action #20) and can be removed.

74 ORIGINAL ACTION:

Pursue the regulatory and legislative changes in the *Nova Scotia Motor Vehicle Act* necessary to enable best practice bicycle facilities including such items as bicycle signals and crossrides.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is partially completed and UDP.
- May collaborate with other orders of governments in province for Design Guideline.
- A case study in Edmonton is suggested.

75 ORIGINAL ACTION:

Implement a branding and wayfinding system by 2022. Aim for 100% network coverage.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #19)**

COMMENTS:

- Revise this action to cover pilot multi-modal wayfinding implementation with target numbers/year.

76 ORIGINAL ACTION:

Conduct annual state-of-good-repair inventories of bicycle facilities and develop maintenance standards that are specifically designed to maintain the surfaces, surface markings, physical barriers and signage of bicycle infrastructure in a state suitable for users of all ages and abilities.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This data will be collected with other infrastructure asset collections from now on.
- May eventually develop asset management plans.

77

ORIGINAL ACTION:

Develop enhanced options for snow clearing and cleaning standards for bicycle routes. Identify cost implications. Submit to Council for consideration.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP and enhanced snow clearing standards for bikeways have been established.
- Potential for future refinements including street sweeping standards.

78

ORIGINAL ACTION:

Prepare a marketing and enabling campaign by 2018, including a strategy to deliver information and education as new facilities are implemented and as new bicycling facility types are introduced.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 55, 57, 58, 59 and 78 are combined in UDP list.

79

ORIGINAL ACTION:

Deliver the Priority Active Transportation Greenway Network connections by 2022.	**SHORT + MEDIUM TIMELINE**	High level of effort	High amount of resources	Integrated into: **TDM**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Revise action to identify gaps and implement on prioritized locations.
- Keep monitoring.

80

ORIGINAL ACTION:

Review and update the community development model for planning, constructing and maintaining Active Transportation Greenways.	**MEDIUM TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed and reported to council.

81

ORIGINAL ACTION:

Continue to work with other orders of government to implement the rural active transportation network, inlcuding along provincial roads.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP due to its guidance to further infrastructure planning approach.

82 ORIGINAL ACTION:

Establish a rural pedestrian program, including: a financing mechanism which recognizes that rural pedestrian safety is affected by regional traffic; criteria to prioritize development in village centres, hamlets or other rural areas of concentrated pedestrian activity; and opportunities for cost sharing with other orders of government.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #19)**

COMMENTS:

- Create a New Action #19 to implement the Rural Active Transportation Program with target facilities/number of rural community centres/completion year.

83 ORIGINAL ACTION:

Identify and implement solutions to facilitate active transportation links across railways, highways and watercourses, consistent with the Active Transportation Priorities Plan.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP.
- Identification in the functional planning process is completed but implementation is ongoing.

84 ORIGINAL ACTION:

Investigate the feasibility of a bicycle-pedestrian crossing across the Northwest Arm (e.g., seasonal floating "seabridge" or bike-ped ferry), while considering important views and the need for sailboats to navigate the Arm.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Not Started**

APPROACH: **Remove**

COMMENTS:

- This action is not started and too specific as an IMP action.

85 ORIGINAL ACTION:

Obtain baseline data of pedestrian volumes and bicycle use, including counts at strategic locations.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **TDM**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #3, Big Move)**

COMMENTS:

- Original actions 9, 85, 86 and 117 combined into New Action #3.
- Need proper program for the data including collection, analysis, adjustment factors, etc. May also consider action coordination of technology.

86

ORIGINAL ACTION:

Update data periodically and correlate with infrastructure improvements to help determine their effectiveness.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Parking** **Road Network** **Complete Streets** **TDM**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 9, 85, 86 and 117 combined into New Action #3.
- Need proper program for the data including collection, analysis, adjustment factors, etc. May also consider action coordination of technology.

87

ORIGINAL ACTION:

Postpone a full review of the Active Transportation Priorities Plan from 2019 to 2023 to allow for the evaluation of 2022 networks.	**MEDIUM TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Road Network** **Complete Streets** **Parking** **TDM** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #21)**

COMMENTS:

- This action is completed but the next step has been carried over into New Action #21.
- New target may be set in 2025-2026.

88

ORIGINAL ACTION:

Complete a bicycle share feasibility study by 2019.	**MEDIUM TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Road Network** **Complete Streets** **Parking**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #20)**

COMMENTS:

- This action was completed in 2022 through Share Micromobility Readiness.
- Council directed to implement 2-year pilot project from April 2025 to 2027 as the new action.

Transit

89 ORIGINAL ACTION:

Plan transit terminals based on transit oriented development principles, such as strong pedestrian connections and human scale design (see **Section 2.2 Land Use & Transportation** for more direction).	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Complete Streets** **Road Network** **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered completed and UDP but require a revised guidance.
- Developing a TOD guideline may be considered.

90 ORIGINAL ACTION:

Prioritize transit in locations identified on the Transit Priority Corridors Map (see **Figure 20**) through the use of transit priority measures (e.g. queue jump lanes, dedicated bus lanes).	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network** **Parking**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 90, 91, 92 and 122 are combined in UDP list.
- Revise action to develop a program to identify/quantifying delays and to implement quick build solutions.

91 ORIGINAL ACTION:

Prioritize the delivery of Transit Priority Corridors, starting with but not limited to: Bayers Road (Romans Avenue to Windsor Street); Gottingen Street (North Street to Cogswell Street); Robie Street (Young Street to Inglis Street); Young Street (Windsor Street to Robie Street).	**SHORT, MEDIUM + LONG TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Land Use** **Road Network** **Parking**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 90, 91, 92 and 122 are combined in UDP list.
- May consider about how to identify new locations of TPC.

92 ORIGINAL ACTION:

Continue to implement Transit Priority Measures where opportunities exist and priority is required to reduce transit delay or increase operating efficiency. This could include: Priority at individual intersections or corridors; Transit-only shortcutting; Strategic removal of parking along certain roads to increase the right-of-way capacity dedicated to transit.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Medium amount of resources	Integrated into: **Land Use** **Road Network** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 90, 91, 92 and 122 are combined in UDP list.
- Need to be monitored consistently and identify (top 10) targets every year

93 ORIGINAL ACTION:

Implement the first phase of the Barrington Street Transit Priority Corridor in conjunction with the Cogswell Redevelopment project.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Road Network**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completedand does not need to be carried forward for now since it is covered by other action regarding strategic corridors.
- Transit priority on Barrington Street between Nora Bernard and the Macdonald Bridge is a future consideration.

94 ORIGINAL ACTION:

Improve passenger waiting environments at bus stops, as per the Passenger Amenity Classifications described in the *Moving Forward Together Plan* (Section 5.1).	**SHORT + MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered completed and UDP since it need to be assessed all the time.

95 ORIGINAL ACTION:

Develop targeted marketing for planned, large scale route changes associated with implementation of the *Moving Forward Together Plan* with the goal of increasing ridership.	**SHORT TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **TDM**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action was completed in November 2024 and became UDP since then.
- A few things remain to be implemented.

96 ORIGINAL ACTION:

Deliver a feasibility study of Bus Rapid Transit.	**SHORT TIMELINE**	Low level of effort	Medium amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #22, Big Move)**

COMMENTS:

- This action was completed in 2018 as part of the BRT feasibility study and 2020 as part of the Rapid Transit Strategy.
- Original actions 96 and 97 are brought to next step in the New Action #22 as a Big Move – developing BRT Implementation Strategy.

97 ORIGINAL ACTION:

Increase the priority of transit in the transportation network by implementing a BRT system in Halifax with dedicated bus lanes, based on the findings of the Bus Rapid Transit Feasibility Study currently underway.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #22, Big Move)**

COMMENTS:

- Original actions 96 and 97 are brought to next step in the New Action #22 as a Big Move – developing BRT Implementation Strategy.

98 ORIGINAL ACTION:

Complete a rail capacity study for the Windsor Junction – Bedford – Halifax rail corridor in collaboration with rail industry stakeholders to better understand the costs and logistics of operating a Commuter Rail service in Halifax.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action was completed in 2015 and does not need to be carried forward.

99 ORIGINAL ACTION:

Continue to review the land use, fiscal and economic implications of higher order transit.	**MEDIUM + LONG TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed and does not need to be carried forward as it is covered by Rapid Transit Strategy.

100 ORIGINAL ACTION:

Study the feasibility of other commuter rail options for the Halifax region, including: the feasibility of extending commuter rail service into the core of downtown Halifax and the feasibility of a WoodsideDowntown Dartmouth-Burnside rail service.	**LONG TIMELINE**	Low level of effort	Medium amount of resources	Integrated into: **Land Use**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is considered completed and need to align with NS Link for next steps.
- Considered as part of New Action 25.

101

ORIGINAL ACTION:

Conduct a feasibility study to analyze opportunities for a ferry connection between North Dartmouth and Downtown Halifax.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS:
Completed

APPROACH:
Carry Over (New Action #24, Big Move)

COMMENTS:

- This action is considered complete and revised into New Action #24 about Shannon Park Ferry and Larry Uteck feasibility study / implementation plan.

102

ORIGINAL ACTION:

Continue to monitor ridership trends and consider opportunities to upgrade sections of the network to higher order modes.	**MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	**Land Use**

ACTION STATUS:
Completed

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is considered complete and UDP as these guidelines will be continually reviewed in the development of the next 3-year plan.
- Covered as part of New Actions #3 and #4.

103

ORIGINAL ACTION:

Identify areas without the density or demand to justify full transit services and study alternative service and cost sharing models to support specialized trips or to enable service expansion. These options could include: shared taxis in areas not served by Halifax Transit; subsidized taxis (including "taxibus" service); ride-sharing, ride-hailing and car-sharing; subsidies for pilot or start-up routes or trips; and expansion of the Rural Transit Funding Program.	**SHORT TIMELINE**	High level of effort	Medium amount of resources	Integrated into: **TDM**

ACTION STATUS:
Completed

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is considered completed and continued as UDP. Rural Transit Funding programs were revised in 2024.

104

ORIGINAL ACTION:

Consider new fare options (e.g. day passes, weekly passes) once new fare management technology is in place.	**SHORT TIMELINE**	Low level of effort	Medium amount of resources	Integrated into: TDM

ACTION STATUS:
Completed

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is considered completed in Nov 2023 when new fare options launched and a new action was created as a next step of this action.
- Fare options will be continually monitored as UDP.

105

ORIGINAL ACTION:

Consider special measures such as free transit days or child transit passes.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: TDM

ACTION STATUS:
Completed

APPROACH:
Updated Daily Practice

COMMENTS:

- This action is considered completed and UDP.
- Get more partnerships/programs like Car-free day/Free transit days to move forward.

Goods Movement

106

ORIGINAL ACTION:

Complete a review of the current *Truck Route By-Law* to determine if and where any revisions would be beneficial based on current and projected truck demands and land use / settlement patterns.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Road Network** **Complete Streets** **Parking** **Transit**

ACTION STATUS: **Not Started**

APPROACH: **Carry Over (New Action #29)**

COMMENTS:

- This action is considered revised to review and update Truck Route By-law (last update 10 years ago) to align with current policy, IMP and road classifications.

107

ORIGINAL ACTION:

Complete streets projects on designated truck routes should incorporate design elements that accommodate trucks.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Road Network** **Complete Streets** **Parking** **Transit**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is completed and UDP as it will be consistently considered in MMLOS and Municipal Design Guideline.

108

ORIGINAL ACTION:

Provide an ongoing forum for input from regional stakeholders to discuss issues and build consensus for goods movement solutions.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed with Link NS and does not need to be carried forward.

109

ORIGINAL ACTION:

Compile and share data and apply analytical tools to identify goods movement needs and assess the effects of goods movement strategies and proposals.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #2)**

COMMENTS:

- Original actions 8 and 109 combined into New Action #2, to develop and implement Multi-Modal Transportation Monitoring and Evaluation Strategy.
- May consider truck data strategy action and cooperate with Link NS around trucks.

110

ORIGINAL ACTION:

Work with CN and the Halifax Port Authority to retain and augment rail capacity through the South End rail cut.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #30)**

COMMENTS:

- Original Action 110, 111 and 112 are combined and revised into New Action #30.

111

ORIGINAL ACTION:

Investigate the possibility of using track and signaling improvements that would be needed for a potential commuter rail service, to enable trucks, trailers and containers to be shuttled by rail between the South End container terminal and the provincial freeway network.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #30)**

COMMENTS:

- Original Action 110, 111 and 112 are combined and revised into New Action #30.

112

ORIGINAL ACTION:

Explore other opportunities for transporting containers within the region to minimize truck impacts without hampering transport economics. These opportunities may include a rail shuttle, cross-harbour truck ferry and truckways.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #30)**

COMMENTS:

- Original Action 110, 111 and 112 are combined and revised into New Action #30.

113

ORIGINAL ACTION:

Work with CN, Nova Scotia Transportation and Infrastructure Renewal and private landowners to reserve the right-of-way for a future rail spur into the Burnside Expansion Area and adjacent municipal industrial land reserve.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use**

ACTION STATUS: **In Progress**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Keep working on this action to preserve corridor for long-term transportation needs.
- May identify target locations for this and make it general to all industrial lands.

Road Network

114 ORIGINAL ACTION:

Continue to strive toward achieving the mode share targets outlined in the 2014 *Regional Plan*.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered UDP, and mode share targets will be reviewed and updated periodically.

115 ORIGINAL ACTION:

Develop Multi-Modal Level of Service guidelines for the municipality that can be used to assess road projects and be incorporated into the municipality's *Guidelines for the Preparation of Transportation Impact Studies*.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Complete Streets** **Active Transportation**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #35)**

COMMENTS:

- This action is suggested to be separated: MMLOS review/ update and TIA guideline development.

116 ORIGINAL ACTION:

Update the *Municipal Design Guidelines* to include guidelines for road retrofitting and transportation design for the municipality's urban areas. Street design should accommodate people of all ages and abilities, including those with physical, visual, auditory and mental disabilities. The *Municipal Design Guidelines* should be periodically reviewed and updated to reflect best practices.	**SHORT + MEDIUM TIMELINE**	High level of effort	High amount of resources	Integrated into: **Land Use** **Active Transportation** **Road Network** **Complete Streets** **Parking** **TDM** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #8)**

COMMENTS:

- Original actions 14, 22, 23 and 116 combined into New Action #8.
- Revised as part of TOD design guidance approach.

117

ORIGINAL ACTION:

Develop and implement a "Transportation Data Collection Strategy" with increased breadth and quality of data to support multi-modal transportation planning and progress monitoring. The strategy should consider: The municipality's existing data collection approach and areas that need to be expanded or added; Equipment and staff resources needed to implement and maintain ongoing data collection; Opportunities and safeguards for partnerships.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit**

ACTION STATUS: **Not Started**

APPROACH: **Carry Over (New Action #3, Big Move)**

COMMENTS:

- Original actions 9, 85, 86 and 117 combined into New Action #3.
- It is also an opportunity to share data sources.

118

ORIGINAL ACTION:

Evaluate any planned new additions or major improvements to the regional road network using the evaluation matrix that includes the four pillars of this plan: Connected, Healthy, Affordable and Sustainable, together with impacts on mode choice, users/abutter experience and land use.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Complete Streets** **Active Transportation** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #4)**

COMMENTS:

- Original Action 12 and 118 are combined into New Action #4.
- May introduce equity/affordable/cost benefit lens in project evaluation process.

119

ORIGINAL ACTION:

When the people-moving capacity of a strategic transportation corridor must be prioritized over other street functions (e.g. street parking, trees, snow storage etc.), the municipality shall examine and implement solutions to mitigate these losses.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Parking**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is ongoing and considered UDP. Some active transportation projects are being reviewed.
- The work is context sensitive and need to identify the needs of each location.

120

ORIGINAL ACTION:

Review best practices for High-Occupancy Lanes and Shoulder Bus Lanes and develop a strategy for use in conjunction with NSTIR.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #34)**

COMMENTS:

- This action is revised to explore opportunities of shoulder transit / HOV lanes in Rapid Transit Implementation Plan with NSDPW.
- Best practices review is completed as part of Rapid Transit Strategy.

121

ORIGINAL ACTION:

Identify "Strategic Corridors" – existing road corridors that are key to regional traffic flow, transit, goods movement and active transportation – and develop plans that will guide their development over time.	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is considered completed and UDP to identify hierarchy needs and to add new locations aligning with new developments.

122

ORIGINAL ACTION:

Identify where strategic improvements to "bottlenecks" can be implemented. Consider opportunities to integrate priority measures for transit and connections for active transportation at these locations.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit** **Goods Movement**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- Original actions 90, 91, 92 and 122 combined into New Action #32.
- Need to be monitored consistently and identify (top 10) target every year.

123

ORIGINAL ACTION:

Maintain the downtown one-way street network. One-way streets may also be considered to optimize limited road space for other road functions, such as loading and deliveries, bicycle facilities and transit.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Transit** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #14)**

COMMENTS:

- New concept of neighbourhood network plan (new action #14) considers downtown Halifax and rationalizing function and direction of street network.

124

ORIGINAL ACTION:

Where total corridor road capacity is increased through the construction or expansion of a parallel road, explore opportunities to give a higher priority to active transportation or transit within that corridor. Example: The construction of the Burnside Expressway should be coupled with the opportunity to install dedicated bus lanes on Windmill Road, between Akerley Boulevard and Victoria Road.	**SHORT, MEDIUM + LONG TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Active Transportation** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Remove**

COMMENTS:

- This action is suggested to be removed and changed to a principle since it has been referenced a lot in previous projects.

125

ORIGINAL ACTION:

Continue the municipality's efforts to implement an advanced traffic signal control system for the network of signalized intersections.	**SHORT, MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Land Use** **Active Transportation** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #32)**

COMMENTS:

- This action is revised to conduct a feasibility study of traffic signal control centre.
- May consider steps/investments and a comparative study for implementing the control centre.

126

ORIGINAL ACTION:

Develop Multi-Modal Level of Service guidelines for the municipality that can be used to assess road projects and be incorporated into the municipality's *Guidelines for the Preparation of Transportation Impact Studies*.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit** **Complete Streets**

ACTION STATUS: **Completed**

APPROACH: **Remove**

COMMENTS:

- This action is completed and does not need to be carried forward.
- Can be utilized more or be improved in some locations.

127

ORIGINAL ACTION:

Keep abreast of ongoing developments related to autonomous vehicles in terms of infrastructure requirements and the potential implications for transportation and land use planning. While these technologies are not an explicit focus of this plan, the municipality should continue to monitor technology advances to anticipate, prepare for and shape their use.	**MEDIUM + LONG TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Transit** **Complete Streets** **Parking**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed, and replaced by a new action about installing curbside EV charging stations since it is not likely a priority.

128

ORIGINAL ACTION:

Complete a best practices review in order to update the municipality's *Master Emergency Evacuation Plan* by considering changes to evacuation routes, shelter and muster stations and new developments in the region.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **In Progress**

APPROACH: **Carry Over (New Action #10)**

COMMENTS:

- A New Action #10 about Master Emergency Evacuation Plan is suggested.

Parking

129 ORIGINAL ACTION:

Rewrite Bylaw P1000 to reflect the curbside priority chart.	**SHORT + MEDIUM TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Complete Streets** **Active Transportation** **Goods Movement**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #37)**

COMMENTS:

- This action was completed in 2018 and 2020 in phases and is incorporated consistently moving forward.
- Revise to create a comprehensive Curbside Management Strategy.

130 ORIGINAL ACTION:

Implement on-street parking spaces for floating car-share vehicles that do not have a home base.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **TDM**

ACTION STATUS: **Completed**

APPROACH: **No Further Action**

COMMENTS:

- This action is completed and does not need to be carried forward.
- Related to original TDM action 66 and 67 (UDP).

131 ORIGINAL ACTION:

Where mode share can be impacted, consider the curbside priority for key transit and active transportation corridors.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Active Transportation** **Road Network** **Complete Streets** **Parking** **Goods Movement** **Transit**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is ongoing and considered UDP, with some details included in the new Curbside Management Strategy.

132 ORIGINAL ACTION:

Set downtown parking rates high enough to influence mode choice and ensure a sufficient number of vacant short-term parking spaces, while not unfairly penalizing downtown businesses and institutions over similar uses in suburban areas, where parking is abundant and free.	**MEDIUM TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **TDM**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Carry Over (New Action #37)**

COMMENTS:

- This action is revised to support mode choice goals and business through the review of parking rates bi-annually.
- Original actions 132, 133, 134 and 135 combined into New Action #37.

133

ORIGINAL ACTION:

Set price ratios for short and long-term parking to encourage casual use of a vehicle over constant use.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **TDM**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #37)**

COMMENTS:

- Original actions 132, 133, 134 and 135 combined into New Action #37.
- This action was completed in Oct 2020. Price ratio approaches are covered in New Action #37.

134

ORIGINAL ACTION:

Implement technology changes that connect allowable parking in controlled areas to vehicle licence plates (pay-by-plate).	**SHORT TIMELINE**	Medium level of effort	Medium amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #37)**

COMMENTS:

- Original actions 132, 133, 134 and 135 combined into New Action #37.
- This action was completed in Oct 2020. Ongoing monitoring is covered in New Action #37.

135

ORIGINAL ACTION:

Complete the parking technology conversion as per the 2013 Parking Roadmap.	**SHORT TIMELINE**	High level of effort	High amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Carry Over (New Action #37)**

COMMENTS:

- Original actions 132, 133, 134 and 135 combined into New Action #37.
- This action was completed in Oct 2020. Ongoing monitoring is covered in New Action #37.

136

ORIGINAL ACTION:

Conduct an analysis of parking supply and demand to determine parking needs in commercial and institutional areas.	**SHORT TIMELINE**	Medium level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Completed**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is completed and became UDP as part of corridor analysis and curbside management.

137

ORIGINAL ACTION:

Engage with stakeholders to ensure the service of public parking meets the needs of its customers.	**SHORT TIMELINE**	Low level of effort	Low amount of resources	Integrated into: **Road Network**

ACTION STATUS: **Ongoing for Life of Plan**

APPROACH: **Updated Daily Practice**

COMMENTS:

- This action is ongoing and considered UDP, with some details included in the new Curbside Management Strategy.

APPENDIX B: Updated Daily Practice List

Below is a list of IMP actions that are high-level in nature or ongoing for the life of the plan. These concepts and activities have been absorbed into daily practice and guide the Municipality's approach to planning, building and maintaining its transportation networks.

Although not explicitly included in Chapter 4.2 Cost and Resource Implications, there are ongoing annual costs to these IMP updated daily practices. These are primarily operational — as our networks of enhanced walking, cycling and transit infrastructure increase in size, so does the cost of maintaining the infrastructure. Additionally, a Complete Streets approach increases the cost of projects to ensure that all road users are accommodated. There could be added elements like sidewalks, curb extensions (aka bump outs), street trees, or enhanced transit stops versus a basic asphalt recapitalization. The level of investment is based on budget and staff availability. Recurring activities like education and monitoring have small ongoing costs at an operational level. Updating the appropriate planning documents (e.g. *Regional Plan, Land Use By-Laws*) is largely an internal effort but may sometimes require small contracts for consultant work.

Major capital investment in infrastructure projects and programs are all reflected within the revised IMP Actions and detailed in the main body of the report. More details can be found in Section 4.1 and 4.2.

FOUNDATIONAL POLICIES

- Periodically review and update the *Municipal Design Guidelines, Multi-Modal Level of Service Guidelines, Traffic Impact Assessment Guidelines,* etc. and documents to incorporate best practices for all transportation design and analysis processes.
- Continue to implement *Municipal Accessibility Strategy* and review/update periodically.
- Continue to implement *Road Safety Strategy* and review/update periodically.
- Continue annual road safety technology pilot project updates and incorporate new technology/best practices.
- Strive to achieve the mode share targets outlined in the *2014 Regional Plan*, as well the as more aggressive targets identified through the Phase 4 process pending future adoption of updates. This includes consideration of mode share targets by sub-region (e.g. urban, suburban, rural). Monitor progress on these targets, including within the walksheds of BRT lines before and after implementation.
- Continue to collaborate with external agencies and organizations through projects, programs, monitoring initiatives, etc.

LAND USE & TRANSPORTATION

- Plan for complete, transit oriented communities within municipal planning strategies, land use by-laws, subdivision plans and development agreements, drawing from *Transit Oriented Design guidelines* best practices and strengthening these requirements as appropriate.
- Continue to plan and design Future Growth Nodes as major transit oriented community hubs.
- Design and construct new transit terminals to be supportive of transit-oriented developments and complete community integration with surrounding mobility networks.

- Continue to quantify infrastructure charges to assist with capital costs of implementing multi-modal infrastructure associated with new major developments. Ensure non-auto networks are reflected.
- When acquiring land for Park & Ride facilities, consider their suitability as land banks for future transit-oriented development, including an affordable housing component.
- Plan for supportive land uses and transportation network connectivity in the vicinity of the MacKay bridge alongside its replacement project.

COMPLETE STREET

- Continue to implement the Complete Streets approach to inform the design and maintenance of streets.
- Identify key multi-modal corridors, apply the Complete Streets approach and engage the public to develop a vision for each corridor.
- Prepare functional plans and preliminary design to guide future development and improvements for streets within each corridor.
- Review all street rehabilitation projects annually for the possibility of incorporating Complete Street features into street design, prioritized based on network location and function of each street. Features based on funding and resource availability with a primary focus on state of good repair.
- Improve accessibility and connectivity of sidewalks, crosswalks and transit stops through infrastructure planning and design.
- Incorporate maintenance considerations into the planning and design of Complete Streets and ensure maintenance practices reflect the needs of all ages and abilities.
- Identify streets that are considered "places" and identify priorities to implement streetscaping based on the checklist and scoring matrix.
- Continue to explore best practices to enhance streetscaping and to improve experience/activities on streets.
- Support creative street uses including community events (e.g., Open Street), temporary infrastructure to test new ideas, artwork (e.g., pavement paintings) in all seasons.
- Develop and promote resources for community organizations to host events including creative street uses, open street events and four-season activation of community space.
- Continue to consult with *Halifax Green Network Plan* staff in planning process to improve open space functions of streets.
- Continue to consult with the *Urban Forestry Management Plan* to guide the prioritization of tree canopies on streets including providing adequate soil volumes within street boulevards to support healthy trees.
- Replace any trees that must be removed during a project, as determined by the Urban Forester. If there is no space within the nearby street right of way, trees may be planted nearby.
- Continue the annual Tree Give-away Program and continue to explore new programs to provide incentives for property owners and tenants to plant trees on private property adjacent to a street.

TRANSPORTATION DEMAND MANAGEMENT

- Continue to promote transit and active transportation to various target groups including youth by utilizing marketing tools such as online and printed publications, videos, educational programs, etc.
- Promote active transportation and provide safety and skills education, including marketing and educational programs.
- Encourage employers who provide subsidized employee parking to provide equivalent benefits to employees who do not drive to work.
- Continue to expand car-share services by increasing parking locations and supporting the service providers.

ACTIVE TRANSPORTATION

- Continue to pursue the regulatory and legislative changes in the *Nova Scotia Motor Vehicle Act* necessary to enable best practice bicycle facilities.
- Regularly assess the condition of cycling infrastructure to maintain the surface, markings, physical barriers and signage in a state suitable for users of all ages and abilities.
- Continue to implement enhanced snow clearing standards for bikeways and review/update the standard periodically.
- Identify gaps in the active transportation network and implement based on priority.
- Continue to implement the rural active transportation network along provincial roads by collaborating with other orders of government.
- Continue implementing solutions to facilitate active transportation links across railways, highways and water courses.
- Continue to collect data for active transportation to understand effectiveness of infrastructure improvements.

TRANSIT

- Plan transit terminals and stops based on transit-oriented development principles.
- Identify and implement transit priority measures at bottleneck locations which are identified based on data including transit delays, efficiency, capacity, etc.
- Improve passenger waiting environments at bus stops, as per the Passenger Amenity Classifications described in the *Moving Forward Together Plan*.
- Continue targeted marketing for planned large scale route changes.
- Continue to monitor ridership trends and performance indicators to identify locations with opportunities to upgrade sections of the network to higher order modes.
- Continue to administer the Rural Transit Funding program.
- Continue to expand new fare options in HFXGO App.
- Continue to expand partnerships for free transit days and other programs.

GOODS MOVEMENT

- Consider truck routes through *Multi-Modal Level of Service Guideline* in the planning process to accommodate trucks at appropriate locations.
- Continue to work with external agencies and landowners to reserve the right-of-way for a future rail spur into the Burnside Expansion area and adjacent municipal industrial land reserve.

ROAD NETWORK

- When the people-moving capacity of a strategic transportation corridor must be prioritized over other street functions (e.g. street parking, trees, snow storage etc.), the municipality shall examine and implement solutions to mitigate these losses.
- Evaluate any planned new additions or major improvements to the regional road network using the evaluation matrix that includes the four pillars of this plan: Connected, Healthy, Affordable and Sustainable, together with impacts on mode choice, users/abutter experience and land use.
- Develop functional designs for identified "Strategic Corridors" that are key to regional traffic flow, transit, goods movement and active transportation.
- Continue to review best practices to update emergency evacuation plan in the municipality by considering changes to evacuation routes, shelter and muster stations and new developments in the region.

PARKING

- Continue to identify curbside priority based on context of surroundings and mode share targets.
- Continue to conduct analysis of parking supply and demand to determine parking needs through corridor analysis and curbside management.
- Continue to engage with stakeholders to ensure the service of public parking meets the needs of its users.

HALIFAX