

**HALIFAX**

# Integrated Mobility Plan (IMP) Action Update

*Halifax Regional Council*

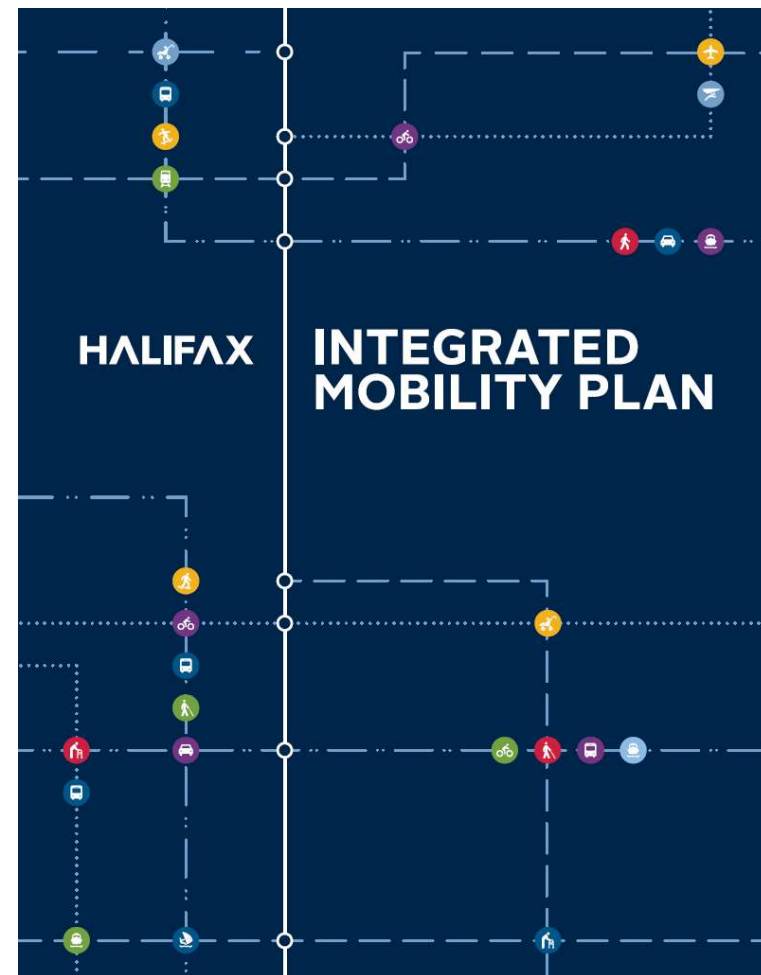


April 14, 2026

## Background

- Approved by Regional Council in 2017
- HRM's plan to improve our transportation system and meet the mobility targets set out in the Regional Plan

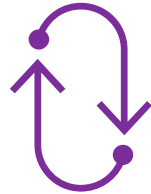
THE IMP VISION: *"Residents will have a choice of connected, healthy, affordable, sustainable travel options for moving both people and goods, through integrated transportation and land-use planning".*





## Background

### Pillars



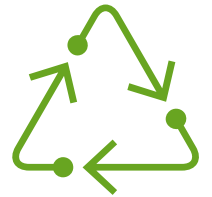
CONNECTED



HEALTHY

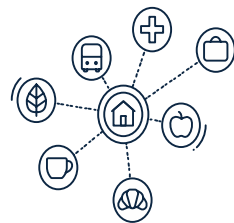


AFFORDABLE



SUSTAINABLE

### Key Principles



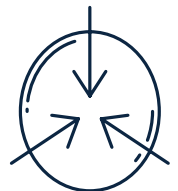
COMPLETE  
COMMUNITIES



MOVE  
PEOPLE



MANAGE  
CONGESTION



INTEGRATE  
SOLUTIONS



# IMP Action Plan

- The original IMP included an 'Action Plan' with 137 Actions

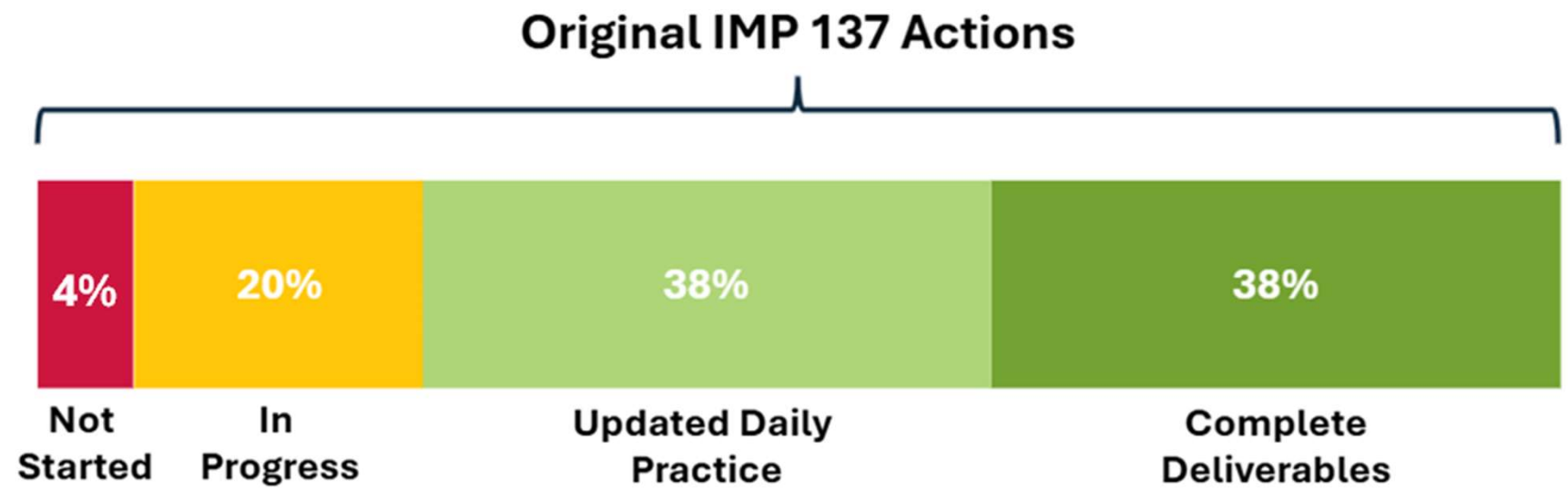
- Actions are categorized based on:
  - Subject Area / Transportation Mode
  - Timeframe
  - Level of Effort
  - Resources

Table 5: Action Plan

ACTIONS	TIMEFRAME	LEVEL OF EFFORT	RESOURCES	INTEGRATION	
<b>FOUNDATIONAL POLICIES</b>					
A1		MEDIUM	High	Medium	Land Use Complete Streets Active Transportation Transit
A2			High	Medium	Complete Streets
			High	High	Land Use Complete Streets Active Transportation Transit
			Medium	Medium	Complete Streets Active Transportation
			Low	Low	Complete Streets Transit
			Low	Low	Complete Streets Active Transportation
			Medium	Medium	Complete Streets Active Transportation Road Network
			Low	Low	Land Use Goods Movement Road Network

ACTIONS	TIMEFRAME	LEVEL OF EFFORT	RESOURCES	INTEGRATION	
<b>PARKING</b>					
A129	REWRITE BYLAW P1000 TO REFLECT THE CURBSIDE PRIORITY CHART.	SHORT + MEDIUM	Medium	Low	Complete Streets Active Transportation Goods Movement
A130	IMPLEMENT ON-STREET PARKING SPACES FOR FLOATING CAR-SHARE VEHICLES THAT DO NOT HAVE A HOME BASE.	SHORT	Low	Low	TDM
A131	WHERE MODE SHARE CAN BE IMPACTED, CONSIDER THE CURBSIDE PRIORITY FOR KEY TRANSIT AND ACTIVE TRANSPORTATION CORRIDORS.	SHORT	Low	Low	Active Transportation Road Network Complete Streets Parking Goods Movement Transit
A132	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	Low	Low	TDM
A133	SET PRICE RATIOS FOR SHORT AND LONG-TERM PARKING TO ENCOURAGE CASUAL USE OF A VEHICLE OVER CONSTANT USE.	SHORT	Low	Low	TDM
A134	IMPLEMENT TECHNOLOGY CHANGES THAT CONNECT ALLOWABLE PARKING IN CONTROLLED AREAS TO VEHICLE LICENCE PLATES (PAY-BY-PLATE).	SHORT	Medium	Medium	Road Network
A135	COMPLETE THE PARKING TECHNOLOGY CONVERSION AS PER THE 2013 PARKING ROADMAP.	SHORT	High	High	Road Network
A136	CONDUCT AN ANALYSIS OF PARKING SUPPLY AND DEMAND TO DETERMINE PARKING NEEDS IN COMMERCIAL AND INSTITUTIONAL AREAS.	SHORT	Medium	Low	Road Network

## IMP Action Plan: Implementation Status



## Implementation Successes



Bayers Road



Upper Water Street



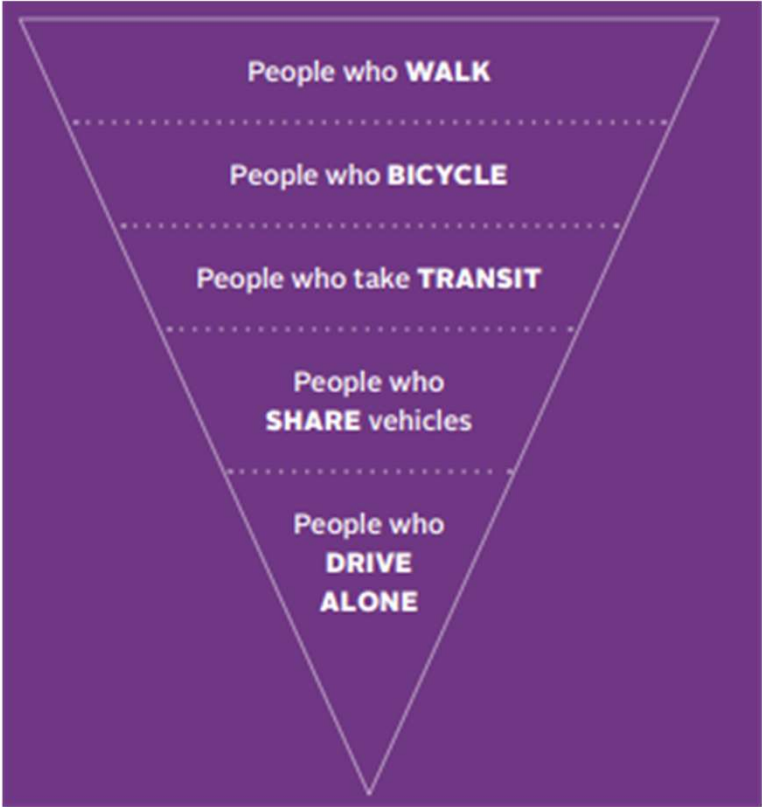
Sackville Greenway

## Implementation Challenges

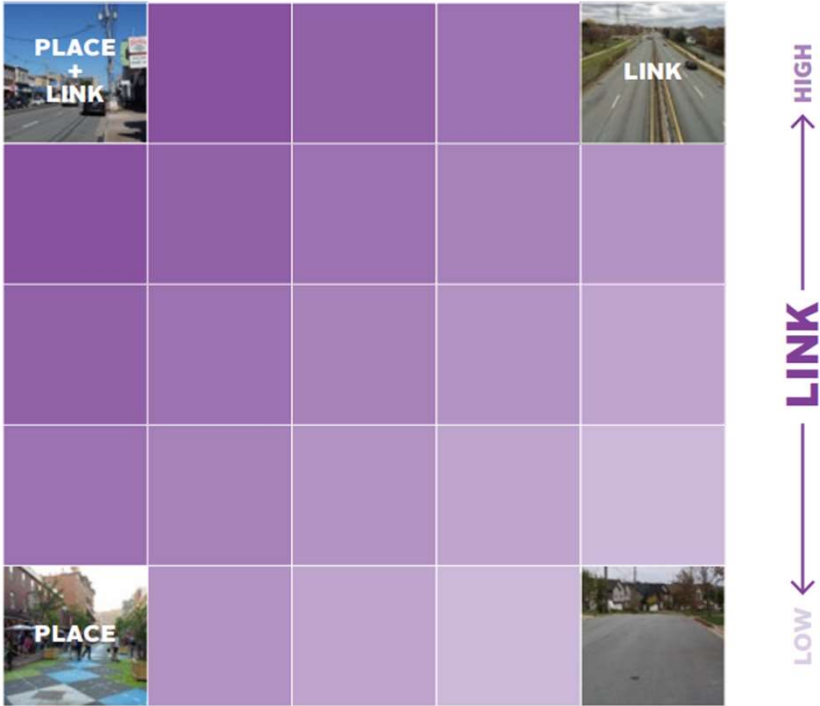
- Complex nature of transformational projects
  - Increased costs / resources for project delivery
  - Difficult trade-offs: impacts to property, utilities, trees, traffic/parking
  - Implementation delays
- Rapid population growth --> infrastructure pressure
- Lack of effective metrics for progress monitoring



# The 'Complete Streets' Approach



Complete Streets Hierarchy

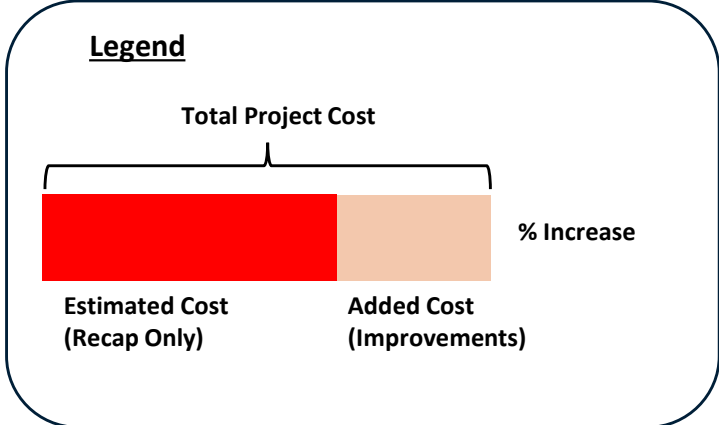
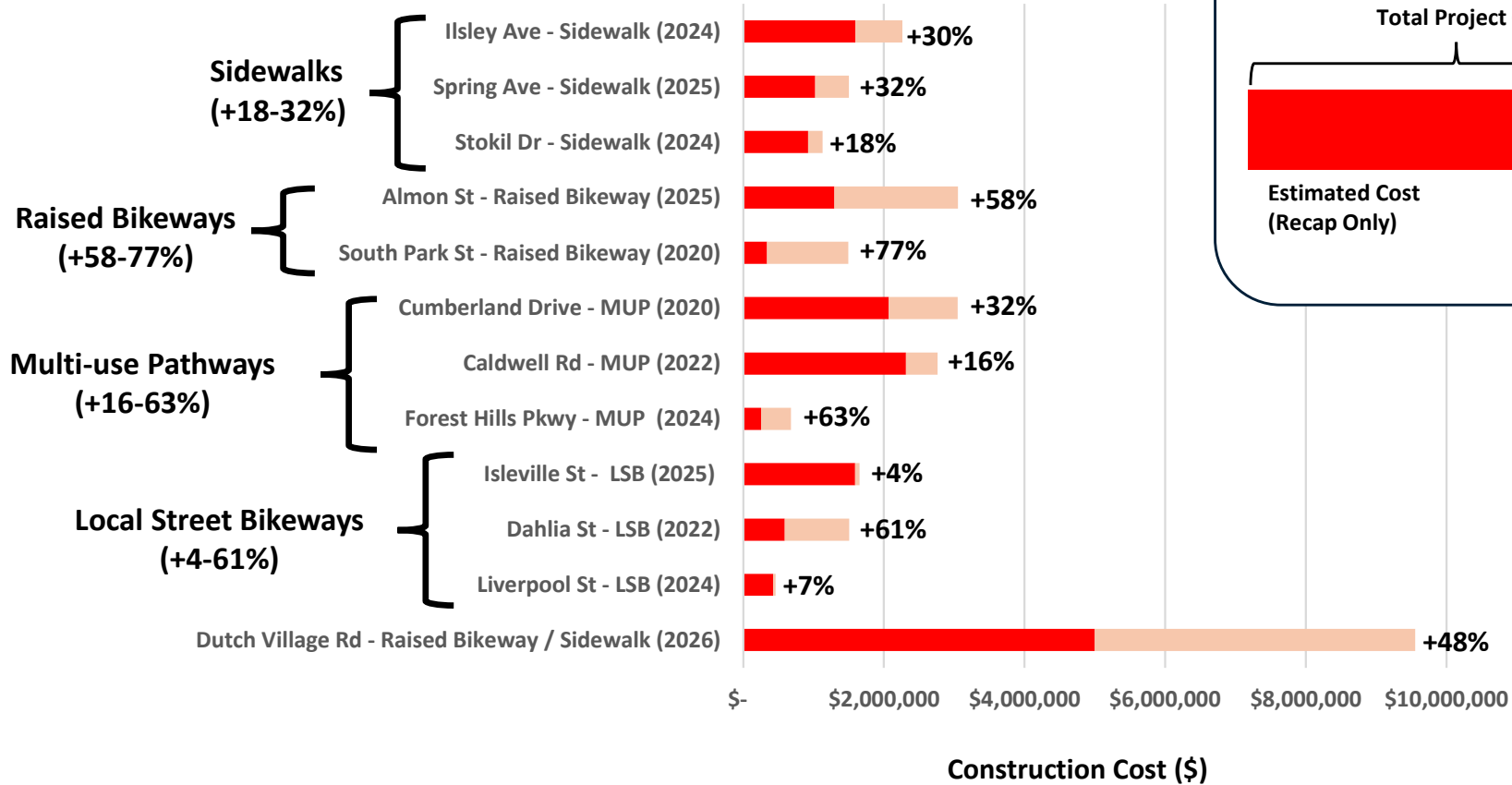


HIGH ← **PLACE** → LOW

Link – Place Spectrum



# The 'Complete Streets' Approach



## Background

What the IMP IS	What the IMP IS NOT
<ul style="list-style-type: none"><li>▪ A strategy that provides a vision for mobility across the region aimed at providing more choices, decreasing reliance on private automobiles, improving safety, and enabling sustainable growth</li><li>▪ A set of principles and priorities that provide a framework for context sensitive decision making</li><li>▪ A multi-year action plan that guides implementation and informs capital planning</li></ul>	<ul style="list-style-type: none"><li>▪ A plan to make driving private automobiles harder and force people to choose other modes</li><li>▪ A plan that directs investment in all modes on every street</li><li>▪ A plan that approves capital infrastructure spending</li></ul>

# UPDATING THE IMP ACTION PLAN



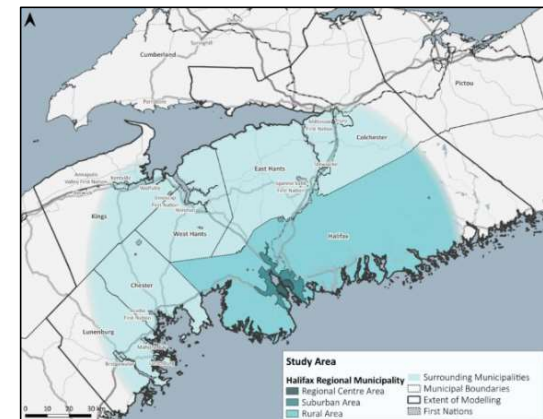
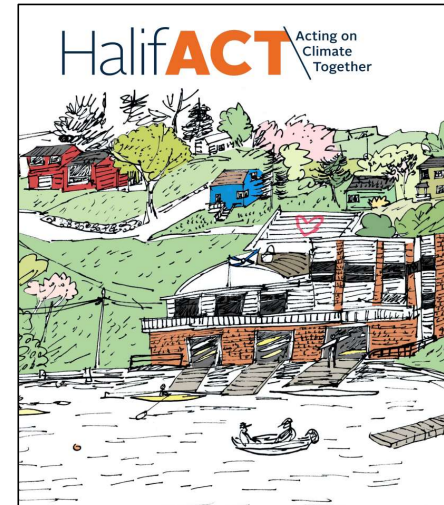
## What Has Changed Since IMP Adoption (2017)?

### External Factors:

- Population growth
- COVID-19 pandemic
- Increased cost pressures
- Provincial Involvement

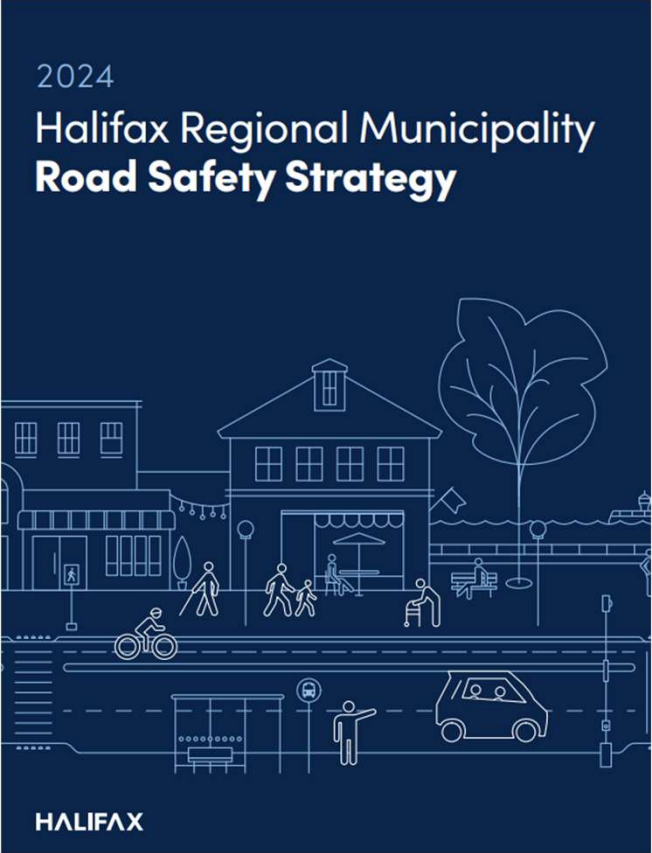
### New / Updated Policy & Strategy:

- Green Network Plan (2018)
- HalifACT: Climate Action Strategy (2020)
- Rapid Transit Strategy (2020)
- Centre Plan (2021)
- Road Safety Strategy (2024)
- Regional Council 2026-2030 Strategic Plan





# The IMP and Road Safety



## Safe System Approach

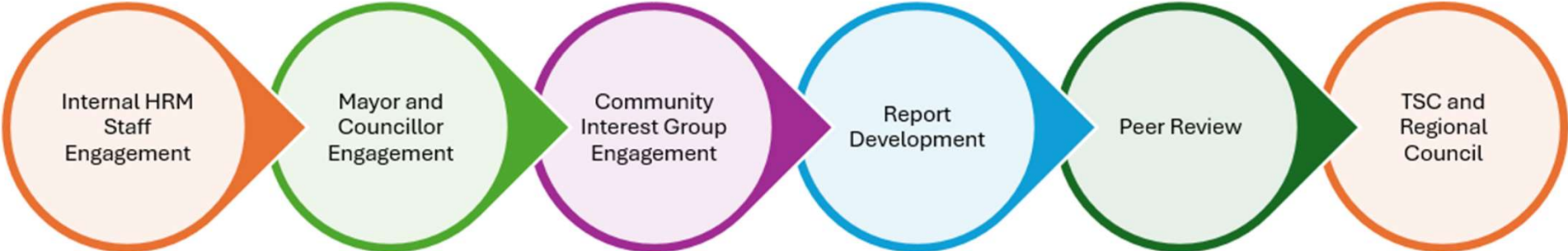


## Objectives of the Action Plan Update

- Rationalize original IMP action list:
  - What has been completed? What is left to do?
  - What isn't relevant any longer?
  - What has happened since 2017 that needs to be added?
- Develop updated list of actions with a focus on being more:  
**Specific      Measurable      Achievable      Relevant      Time-Based**

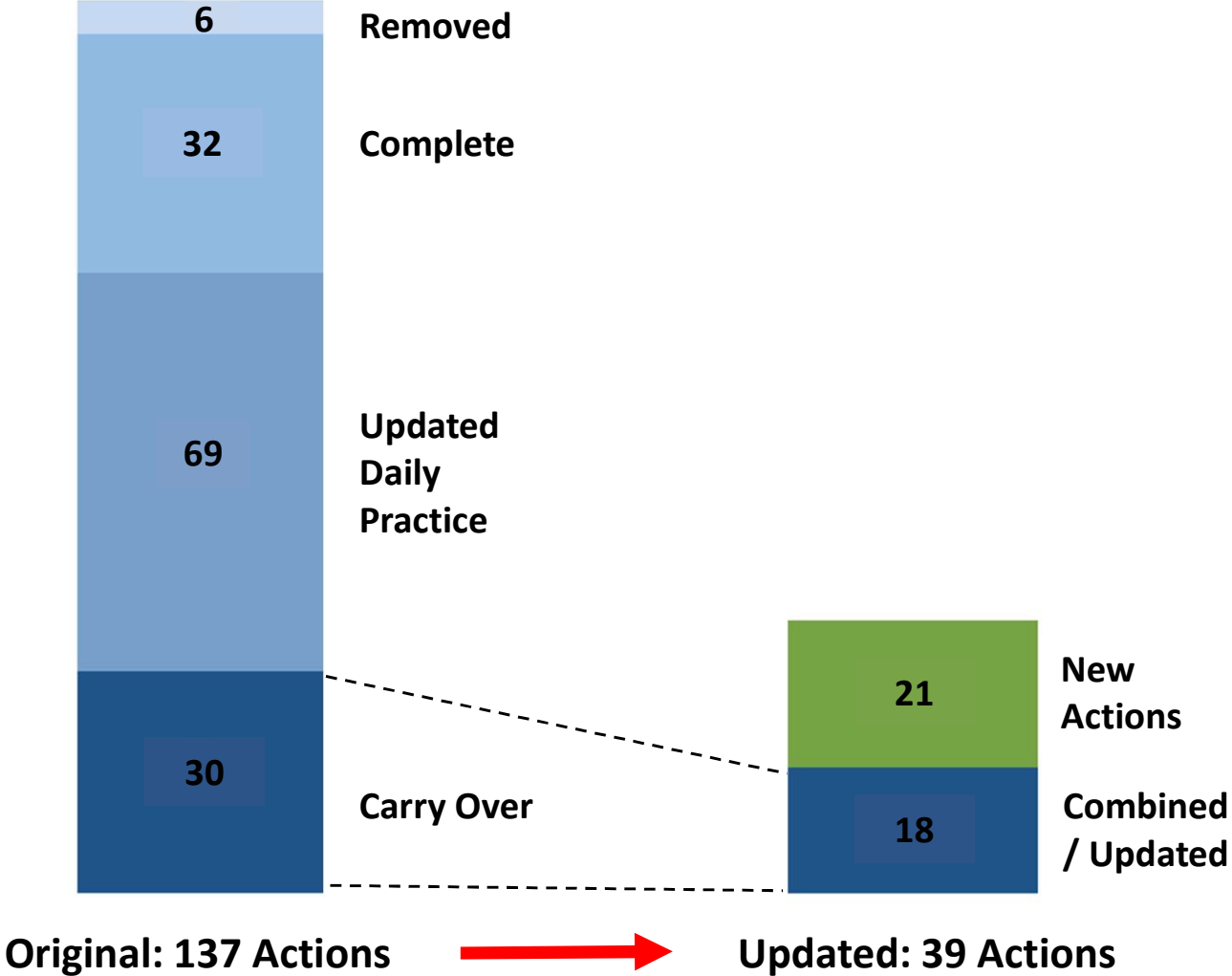


Action Plan Update Process



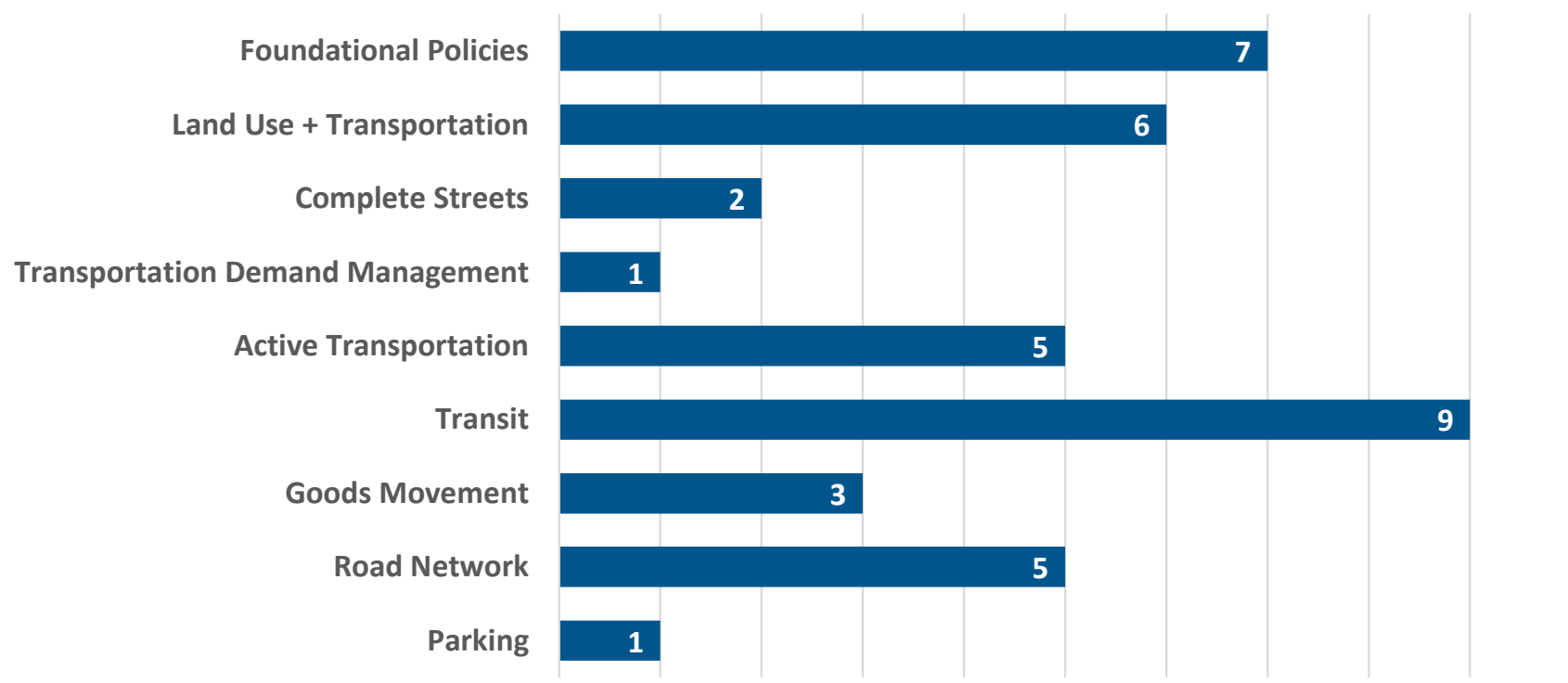


What Has Changed?



## Updated 39 Actions by Focus Area

Number of Actions in Updated List



## Key Themes



Expanding transit priority in the network and improving readiness for rapid transit (BRT + ferries)



Prioritizing key AT initiatives, including completing AAA cycling network as well as critical sidewalk gaps



Improving the efficiency of the road network, including establishment of a traffic management centre



Developing more robust data and evaluation strategies to monitor project level impacts as well as system-wide performance and progress



Collaborating with regional partners on initiatives of shared interest including implementation of the *Regional Transportation Plan*

## Incorporating Equity as a New IMP Pillar



### **Equity**

*An equitable transportation system recognizes the diverse needs and vulnerabilities of all people, including low-income residents, historically underserved communities, people with disabilities, and new immigrants.*

This pillar would be used to guide project planning and evaluation of mobility related projects to strive towards serving all residents and communities equitably.

## Financial / Resource Implications

High-level cost and resourcing estimates have been developed for proposed actions in the updated IMP Action Plan.

Actions can be categorized as follows:

- Internal Initiatives completed by HRM staff.
- Studies completed by external consultants to complement staff.
- Infrastructure projects and programs.

Funding Source	Actions	
	#	%
Staff Time Only	16	41%
Within Current 4-year Capital Plan	9	23%
Not Within Current 4-year Plan	14	36%
<b>TOTAL</b>	39	100%

## Recommendation

It is recommended 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.

## THANK YOU

Any further questions related to the IMP Action Update can be directed to:

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