



HALIFAX

INTEGRATED MOBILITY PLAN

Phase 1 Public Engagement

November 2016

Prepared for
Halifax Regional Municipality

Prepared by
Oz Planning + Design Inc.

Learn + Confirm

The first phase of public engagement for the Halifax region's Integrated Mobility Plan

PUBLIC ENGAGEMENT OVERVIEW

The Integrated Mobility Plan (IMP) will implement a sustainable transportation strategy by providing a choice of integrated and connected travel modes emphasizing public and community based transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle.

Working towards this vision, the Integrated Mobility Plan project team hosted a series of public workshops in September 2016. At the eight workshops, community members were invited to learn about the plan, confirm their visions for regional transportation, share ideas and feedback on transportation initiatives, and begin to develop priorities and bold moves that could be included in the Plan.

The workshops were held at Cole Harbour Place, Sunnyside Mall in Bedford, Exhibition Centre in Goodwood, and Alderney Landing in Dartmouth. These locations were chosen for both their size and easy access, enabling residents from across the Halifax region to attend. Each location hosted two workshops on the same day, one in the afternoon and one in the evening. Each session ran for two hours and were staffed by the IMP project team.

The public was notified of the workshops beginning two weeks in advance through a variety of sources, including:

- » @hfxgov Twitter posts (36,800 followers);
- » Facebook event posts (3,750 people reached);
- » Facebook promoted ad (48,231 people reached);
- » Digital screens at public facilities (40+ screens);
- » Posters in the Downtown core (10 posters);
- » Web banner on Halifax.ca (11,000 unique daily visitors);
- » Halifax.ca/integratedmobility (862 unique page views for Sept);
- » Advertisements in Metro (120,000 daily readership); and
- » Eight community papers (233,400 combined circulation)

Over the course of eight workshops, approximately 130 people attended. This included interested citizens, with representation from: City Councilors, candidates for City Council, community organizations, local businesses, university students, and other interested parties.

Concurrent with the workshops, an online survey was hosted on the project's website for three weeks. It asked five questions from the workshops, one from each of the plan's five themes (Connected, Healthy, Affordable, Sustainable, and Bold Moves). In total 165 people completed part, or all, of this survey.

In late October and November five pop-up engagement sessions were also held to gather additional insight into the future of transportation in the Halifax Region.

This What We Heard Report is divided into four sections:

- » **Workshop Discussions:** This section provides a summary of the public conversations as they relate to the Plan's five themes; Connected, Healthy, Affordable, Sustainable, and Bold Moves, as discussed at the workshops.
- » **Online Survey:** This section delves into the responses from the people who completed the online survey.
- » **Pop-Up Engagement:** A summary of participant insights from the five pop-up events.
- » **Next Steps:** A discussion of project team observations from both the workshops and the survey, future engagement steps, and implications for the Draft Plan are all presented in this concluding section.

WORKSHOP DISCUSSIONS

Integrated Mobility is...

Connected

Which locations and areas in the Halifax region do you wish were better connected? How?

What makes for a pleasant journey?

The importance of frequent, comprehensive transit

- » Implement the Moving Forward Together Plan as soon as possible
- » Provide bus/carpool lanes and traffic signal priority
- » Improve connections especially between ferries and buses
- » There is a need for more Park and Ride locations
- » Express services should serve the hospitals

The need for more and better traffic signal coordination

- » For transit priority
- » To accommodate pedestrians crossing
- » For vehicle free flow

The need for more and better sidewalks

- » Many suburban streets have none, or only on one side
- » Increase winter maintenance priority level
- » Better rural lighting for pedestrian visibility

The importance of trails

- » Viable alternative when there are no sidewalks
- » There are missing links in the existing trail network
- » Need a comprehensive wayfinding and trailhead system

Crosswalks and intersections

- » Motorists want fewer
- » Pedestrians want more



Integrated Mobility is...

Healthy

Which streets and pathways do you feel safest and most comfortable moving through – by walking, biking, wheeling? Why?

How can our transportation system support active living?

General dislike of streets that have hostile pedestrian environments

- » These include: Hollis St., Lower Water St., Portland St., Main St., Forest Hills Pkwy., Baker Dr., and rural roads with no pedestrian/cyclist infrastructure
- » Streets that are too wide, have fast speeds, or too many driveways
- » Truck and pedestrian/tourist conflicts
- » Streets without landscaping

General like of streets that are pedestrian friendly and with active uses

- » These include: Agricola St., Connaught Ave., Gottingen St., Prince Albert Rd., Ochterloney St.
- » Streets that have shops, services, people, sidewalks, trees, streetscaping, ferry access, side street access, wide sidewalks and trails.

The need for enhanced pedestrian/cycling/transit infrastructure

- » A lot of driver vs. cyclists frustration exists
- » Want more separation between vehicles and cyclists/pedestrians
- » Unpruned trees can obstruct cyclists
- » Transit stations should be inviting and comfortable, and integrated with other uses

Personal health benefits

- » Less auto-dependence benefits mental health, less time spent in traffic results in more time and money for other activities
- » Increased physical health from active transportation can result in a reduction in medical expenses

Creating healthy communities

- » The Halifax region needs more beautiful, fun, walkable and bikeable spaces



WORKSHOP DISCUSSIONS

Integrated Mobility is...

Affordable

What would make it easier for people to manage without a personal vehicle?

How can we ensure transportation funding goes to the areas, services, and people that require it most?

The cost of public transit

- » Many suggestions for subsidized or lower fares
- » A willingness by some to pay more for improved transit
- » Use smaller vehicles, such as shuttle buses, on less busy routes

The cost of private vehicles

- » Some support for cordon tolls
- » It was also suggested that parking levies in strategic locations would be a simpler alternative to cordon tolls
- » Toll booths should be replaced by electronic sensors to reduce traffic delays
- » Private vehicles are expensive, alternatives can free up personal money for more enjoyable activities



Integrated Mobility is...

Sustainable

How can we reduce the environmental footprint of our transportation network?

How can we ensure spending is cost effective & responsible?

Changes to goods and traffic movement

- » Concern about the noise of trucks and buses
- » Transport trucks should be removed from Hollis and Lower Water Streets
- » Combine the container terminals

Public transit changes

- » Bring commuter rail/LRT to Downtown Halifax
- » Bring back streetcars

How we use the land

- » Building more roads leads to additional urban sprawl
- » Parking may become less important if cars shift from being a commodity to a service, as people can be dropped off or picked up

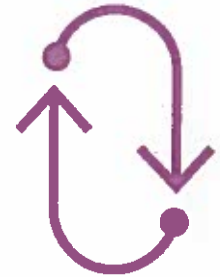
Environmental sustainability

- » Road salt negatively impacts our lakes and streams



Question 1: Connected

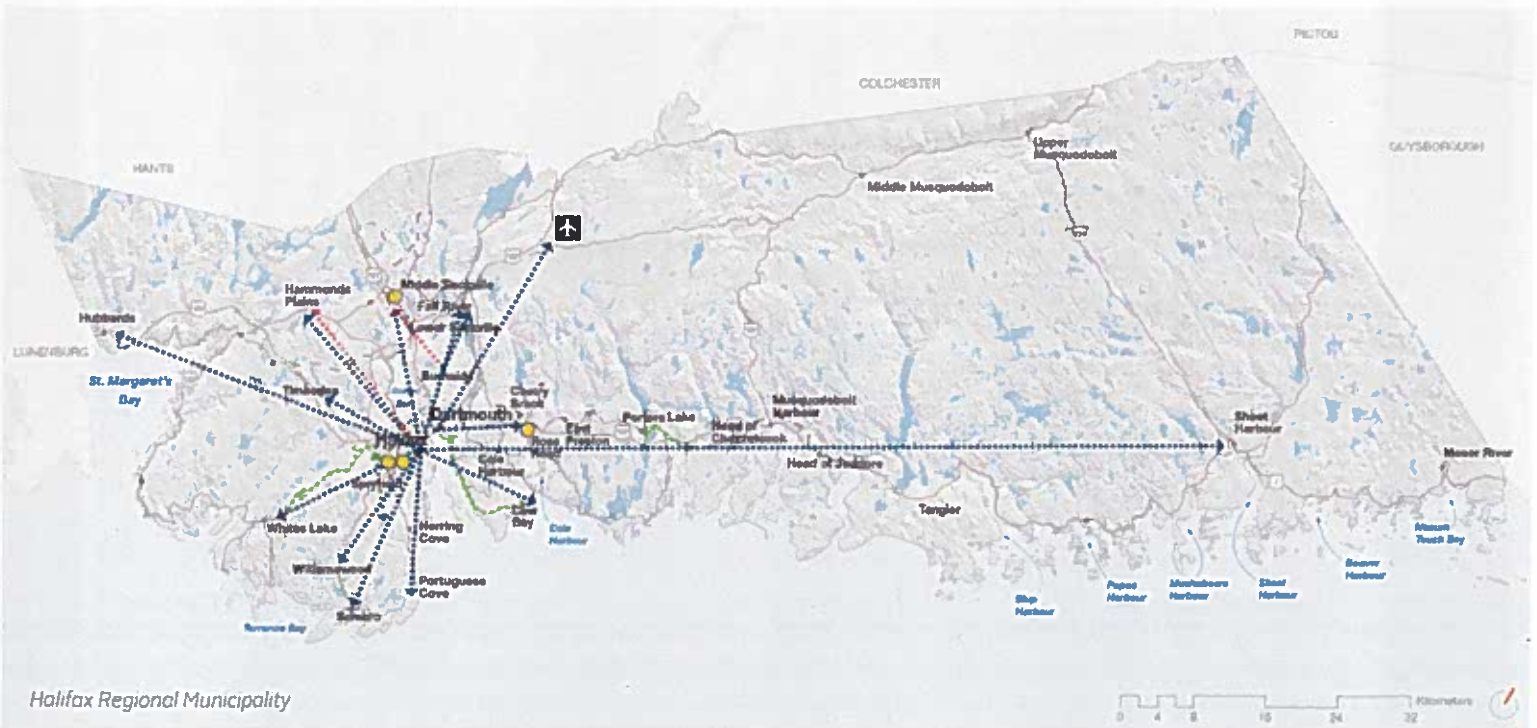
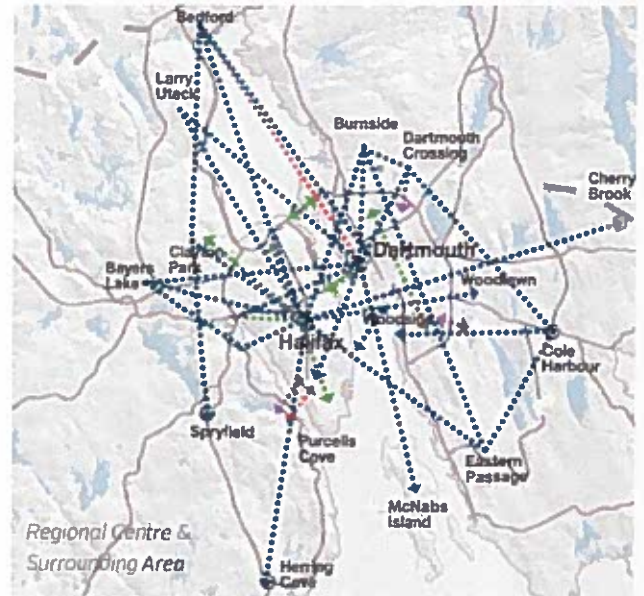
Which locations in the Halifax region do you wish were better connected? How?



LEGEND

Identified Mobility Gaps

- ● ● ● Public Transit
- ● ● ● Road Infrastructure
- ● ● ● Cycling
- ● ● ● Pedestrian Focused
- Suggested Park & Ride Location



Halifax Regional Municipality

ONLINE SURVEY

Which locations in the Halifax region do you wish were better connected? How?

(x) refers to how often that response occurred.

BUS TRANSIT IMPROVEMENTS



- » Access Nova Scotia Locations (2)
- » Alderney Ferry Terminal and Dartmouth Bridge Terminal
- » Armdale to Downtown Halifax
- » Bayers Lake
- » Bayers Lake to Downtown Halifax
- » Bedford to Cole Harbour
- » Bedford to Downtown Dartmouth (5)
- » Bedford to Downtown Halifax (2)
- » Burnside
- » Burnside to Halifax (4)
- » Burnside to Dartmouth Crossing
- » Burnside to Sackville
- » Cherry Brook to Halifax
- » Cole Harbour to Dartmouth Crossing
- » Cole Harbour to the Universities
- » Cow Bay to Downtown Halifax
- » Dartmouth Bridge Terminal to the Universities (3)
- » Dartmouth Crossing to Downtown Halifax (3)
- » Dartmouth to Bayers Lake (2)
- » Dartmouth to Burnside (3)
- » Dartmouth to Halifax Shopping Centre
- » Dartmouth to Halifax Universities/ Hospitals
- » Eastern Passage to Colby Village (3)
- » Eastern Passage to Halifax
- » Eastern Passage to Burnside
- » Eastern Shore to Regional Centre
- » Fairview to Downtown Halifax (3)
- » Fall River to Burnside
- » Fall River to Regional Centre (2)
- » Halifax Peninsula and Dartmouth
- » Halifax Seaport
- » Hammonds Plains
- » Hammonds Plains to the Universities
- » Herring Cove to Downtown Halifax
- » Lake Echo
- » Larry Uteck Blvd
- » Larry Uteck Blvd to Downtown Halifax
- » Larry Uteck Blvd to North Dartmouth
- » Lower Sackville
- » Lower Sackville to Clayton Park
- » Montebello
- » Mulgrave Park
- » North End Halifax to rest of the Peninsula (2)
- » Northwest Arm Dr. to Bayers Lake
- » Old Simbro Rd. to Halifax
- » Outlying/rural communities to Regional Centre (2)
- » Porter's Lake to Dartmouth Bridge Terminal
- » Portuguese Cove
- » Prospect Road to Downtown Halifax (5)
- » Purcell's Cove to Bedford
- » Purcell's Cove to Burnside
- » Purcell's Cove to Downtown Halifax
- » Quinpool Rd
- » Residential Areas and Schools
- » Robie St.
- » Spryfield
- » Spryfield to Dartmouth
- » Spryfield to Clayton Park
- » Suburbs to the Downtowns to Point Pleasant Park
- » To/From Airport (6)
- » To Recreational Areas (2)
- » Unacke Square
- » Universities
- » Washmill Lake Drive
- » Williamswood to Downtown Halifax
- » Woodlawn to Downtown Halifax (2)
- » Woodside Ferry Terminal to Cole Harbour

PARK & RIDES



- » Armdale to Downtown Halifax (2)
- » Bayers Lake to Downtown Halifax (2)
- » Middle Sackville to Downtown Halifax
- » Outlying/Rural Communities to Regional Centre (4)
- » Ross Rd. to Regional Centre

COMMUTER RAIL / LRT



- » Bedford to Downtown Halifax (11)
- » Clayton Park to Downtown Halifax
- » Fall River to Regional Centre (2)
- » Outlying/rural communities to Downtown Dartmouth
- » Outlying/rural communities to Downtown Halifax
- » To/From Airport

FERRY IMPROVEMENTS



- » Access Nova Scotia Locations (2)
- » Armdale to Downtown Halifax (2)
- » Bedford to Downtown Halifax
- » Dartmouth to McNabs Island
- » Halifax Peninsula and Dartmouth

CYCLING INFRASTRUCTURE



- » Across Dartmouth
- » Across Halifax Peninsula (8)
- » Cole Harbour to Dartmouth Crossing
- » Cow Bay to Woodside Ferry Terminal
- » Head of Chezzetcook to Porters Lake
- » Mainland to Halifax Peninsula
- » Mainlands Commons Trail to the BLT Trail System
- » Northwest Arm Dr. to Bayers Lake
- » Prospect Rd. to Downtown Halifax
- » Suburbs to the Downtowns
- » Terrence Bay Wilderness Area to Long Lake Prov. Park
- » Windsor St. to Bedford Highway

HIGHWAY / ROAD IMPROVEMENTS



- » Bedford to Downtown Halifax
- » Burnside to Sackville
- » Hammonds Plains to Halifax
- » Purcell's Cove to Downtown Halifax via new bridge (4)
- » South End Halifax to Woodsdale - 3rd crossing bridge

PEDESTRIAN ROUTES

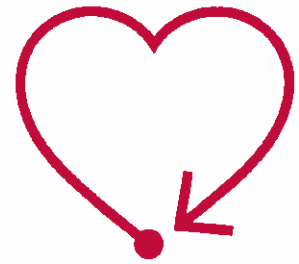


- » Dartmouth Crossing to North End Dartmouth
- » Gaston Rd. to Baker Dr.
- » Ross Rd. to Regional Centre

Question 2: Healthy

How can our transportation system better support active living?

Responses were grouped into the following themes, while (x) refers to how often that response occurred.



PEDESTRIANS



Number of Responses



CYCLING



- Themes
- Incentives
 - Maintenance of Infrastructure
 - Enhanced Safety
 - Additional Funding
 - By-Law Enforcement
 - Infrastructure Improvements

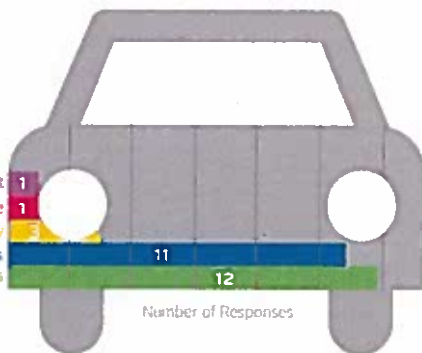
ACTIVE TRANSPORTATION



Number of Responses



DRIVING



TRAINS

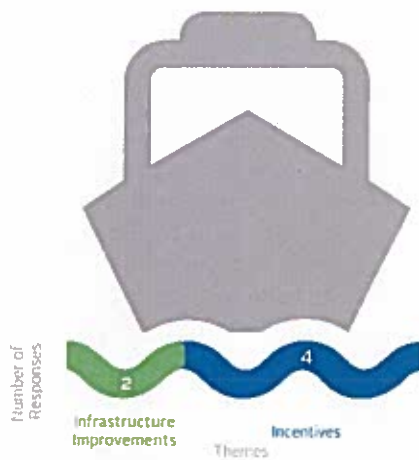


MOST FREQUENT RESPONSES

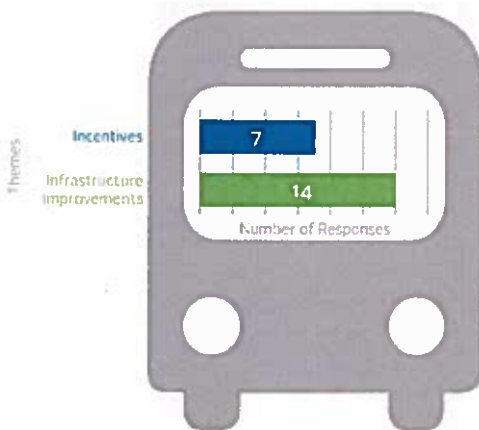


- » More accessible walking and biking trails (16)
- » Segregated/protected bike lanes (14)
- » Fully interconnected cycling routes (14)
- » Increased bus frequency and stops / Reliability of schedule / Better bus connection coordination (10)
- » Increase feeling of safety for new cyclists (10)
- » Add sidewalks & crosswalks (6)
- » Prioritize active transportation, then public transit, and lastly private vehicles when designing road infrastructure (5)
- » Reduce car dependency (5)
- » More/better bus shelters and benches (5)
- » Well-maintained/constructed sidewalks, and snow clearance (5)
- » Separate trails from cars for more pleasant routes (5)
- » Education for drivers, cyclists, and pedestrians (5)
- » Make transit more attractive (4)
- » Make bike routes as direct/easy/safe as possible (4)
- » Create more bike trails (4)
- » Build complete communities / walkable urban design (4)
- » Commuter rail line (4)
- » Bus service to support all municipal parks, walking trails, beaches, and similar natural areas (4)
- » Transit lanes/priority lanes (3)
- » Pedestrian overpasses or underpasses for busy roads (3)
- » More street lighting (3)
- » Increase ferry schedule and crossing times, even if only for events (3)
- » Wider sidewalks (3)

FERRIES



BUS TRANSIT



Question 3: Affordable



What would make it easier for people to manage without a personal vehicle?

Responses were grouped into the following themes, while (x) refers to how often that response occurred.

BUS TRANSIT IMPROVEMENTS



- » Dedicated bus lanes (32)
- » Improve service overall (24)
- » Increased frequency (22)
- » Ensure consistent service (11)
- » Lower / subsidized fares (11)
- » Increased off-peak coverage (9)
- » Direct routes (8)
- » Better bus connection coordination (8)
- » More express routes (6)
- » Smaller buses on less busy routes (6)
- » Increased coverage overall (5)
- » Real time arrivals at bus stops / bus GPS scheduling apps (5)
- » More shelters (3)
- » Luggage racks on buses (3)
- » Tax benefit for monthly pass holders (3)
- » Free for children (2)
- » Free for everyone (2)
- » More Park and Ride locations (2)
- » Increased rural coverage (2)
- » SMART cards (2)
- » Day passes (2)

DRIVING & ROAD IMPROVEMENTS



- » Car sharing (6)
- » Congestion tax (1)
- » Car pool drop-off locations (1)
- » HOV lanes (1)

FERRY IMPROVEMENTS



- » Free for children (1)
- » Bedford ferry route (1)

COMMUTER RAIL / LRT



- » Commuter Rail (6)
- » LRT (4)
- » Subway (1)

PEDESTRIAN ROUTES



- » Better sidewalk snow clearance (3)
- » More sidewalks (2)
- » More pedestrian bridges (1)
- » Build safer streets (1)
- » Build wider sidewalks (1)
- » Fines for people who don't shovel sidewalks (1)

CYCLING INFRASTRUCTURE



- » Bike lanes (9)
- » Protected bike lanes (8)
- » Bike paths (3)
- » Bike safety programs (1)
- » Bike sharing (1)

Emerging Tensions

It's quicker and cheaper to drive



We need higher fines for dangerous drivers, and slower speeds

I won't give up my car and truck for shopping, travel, and work



Make people pay for creating congestion when they drive to work in cars

This is not feasible based on the existing pattern of development



I choose to live where there is better transit

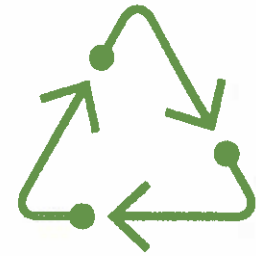
Transit is a huge tax cost



Have more taxes to pay for more transit

Question 4: Sustainable

How can we make transportation more environmentally and socially responsible?



Responses were grouped into the following themes, while (x) refers to how often that response occurred.

BUS TRANSIT IMPROVEMENTS



- » Electric / hybrid buses, phasing out diesel buses (9)
- » Improve service overall (14)
- » Lower / subsidized fares (10)
- » Dedicated bus lanes (6)
- » Smaller buses on less busy routes (7)
- » Fully accessible system (5)
- » More Park and Rides (4)
- » Direct routes (4)
- » Free parking at Park and Rides (3)
- » Better bus connection coordination (3)
- » Customer loyalty program and other incentives (3)
- » Shuttle buses to events (2)
- » Power the transit network sustainably (2)
- » Work pass program (2)
- » Customer loyalty program and other incentives (3)

DRIVING & ROAD IMPROVEMENTS



- » Road tolls (4)
- » Increased parking fees (3)
- » Encourage car pooling (2)
- » Encourage energy efficient / electric vehicles (2)
- » Ride sharing apps (2)
- » Municipal electric fleet vehicles (2)
- » Alternating lanes during peak periods (1)
- » HOV lanes (1)
- » Maintain road infrastructure (1)
- » Make developers pay for new suburban roads (1)
- » Stop road widening (1)
- » Vehicle purchase tax (1)
- » Remove parking at institutions (1)
- » No free parking anywhere (1)

CYCLING INFRASTRUCTURE



- » Protected bike lanes (5)
- » Bike lanes (3)
- » More, and connected active transportation routes (3)
- » Bike sharing (2)
- » Active transportation subsidies (1)
- » Promote active transportation (1)

GOODS MOVEMENT



- » Remove truck traffic from Downtown Halifax (7)
- » Relocate container terminals off of Peninsula (2)
- » Energy efficient trains for goods movement (2)
- » Use rail cuts for goods movement (1)

BY COMMUTER RAIL / LRT



- » Commuter Rail (10)
- » LRT (4)
- » Subway (1)
- » Streetcars (1)

ADDITIONAL ITEMS



- » Build complete communities / denser neighbourhoods (8)
- » Gas / carbon tax (6)

FERRY IMPROVEMENTS



- » Improve service (1)
- » Additional routes (1)

Long-Term Thinking: A Selection of Responses

"Connecting communities without car reliance. It is a 5k trip by car from South end to Spryfield, but a ped way over the arm would reduce that to about 1k or less."

"Invest in new technology i.e. electric buses/light rail, encourage ridership on public transit to lower greenhouse gases"

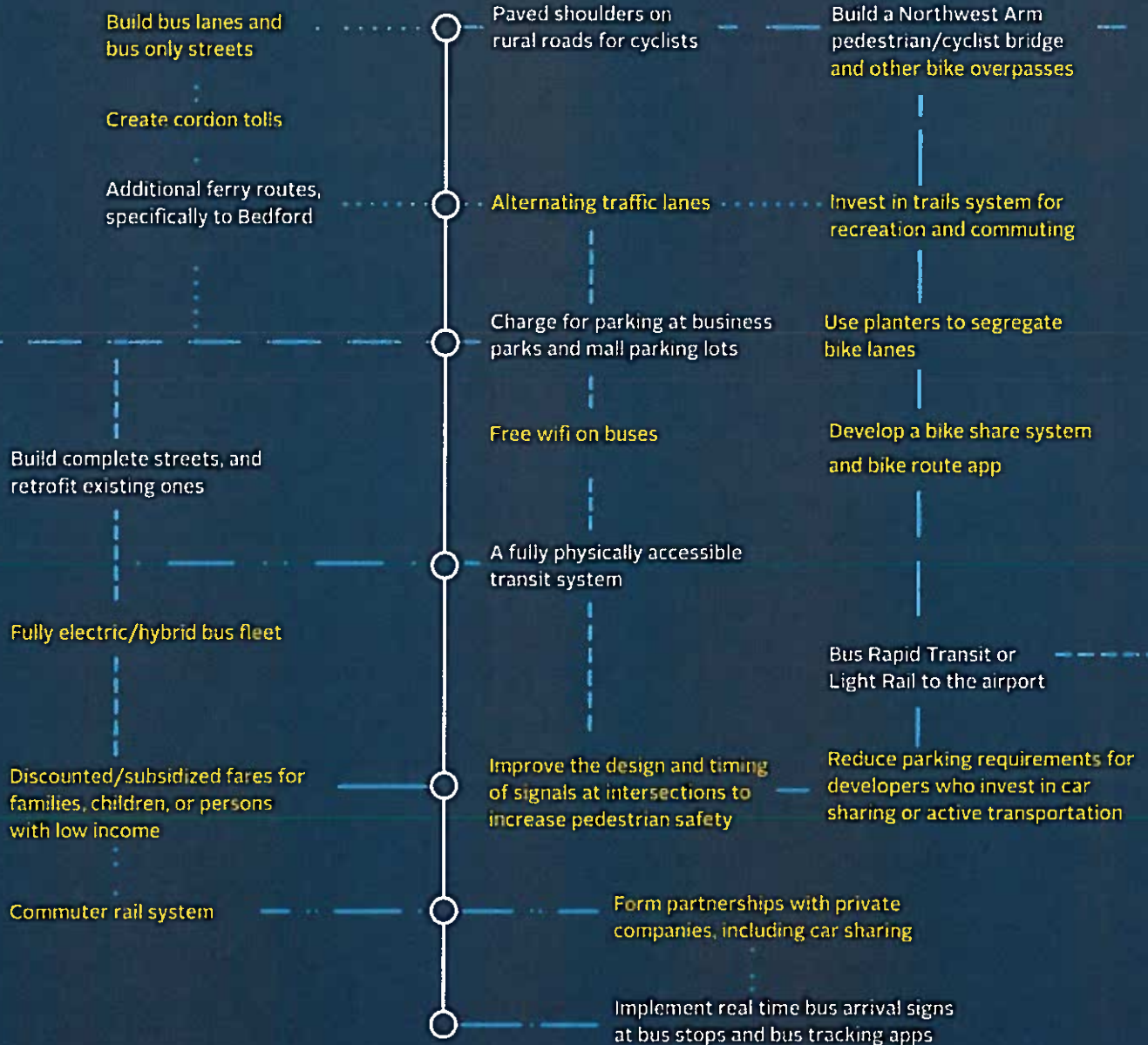
"Invest immediately in a minimum grid of protected bicycle lanes in the regional centre. It is a proven way to reduce environmental impact, increase affordability of housing and transportation, and the right way to build a city."

"Have programs to help low income people afford taking public transit. Make sure low income areas have good service so they can take advantage of public transit."

Question 5: Bold Moves

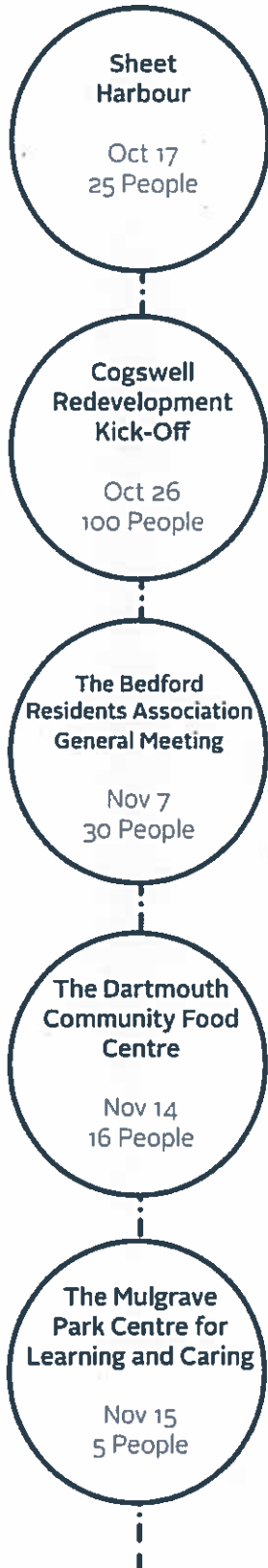
What bold moves should we consider in the Integrated Mobility Plan?

A selection of responses are summarized below. Responses in yellow were identified by the public at the September workshops as well as in the online survey.



Pop-Up Engagement

Five engagement sessions were held across HRM



Responses were grouped into the following themes, while (x) refers to how often that response occurred.

Connected

Improve MusGo services

- » MusGo Rider should be able to cross municipal boundaries (1)
- » Integrate MusGo Rider with Halifax Transit potentially through Porters Lake (2)

Improve rail service

- » Better provincial rail service (1)
- » Commuter rail (work with CN, explore new technology and connect with other areas) (1)

Link Transportation to Land Use

- » Connecting transportation to land use – defining the heart of Bedford and appropriate scale and uses along the Bedford highway (3)
- » Link with the Centre Plan (1)
- » Create interim transportation improvements before waterfront Bedford is developed (1)
- » Support Business Improvement Districts (2)

Transit frequency, service and speed

- » Better late night service (1)
- » Better transit information services (1)
- » Satisfaction with the current transit app (1)
- » Sometimes parking can cause congestion (1)
- » Improve ferry service
- » More airport routes (1)
- » Specific routes that people appreciate include the airport link (1), Bus #53 (1) and Bus #9 (1)

Improve the following connections

- » Beyond HRM (1)
- » To rural areas via transit (5)
- » To natural areas, beaches and parks (5)
- » Along Highway 7 in the Eastern Shore, including paved shoulders (7)
- » From Sheet Harbour to New Glasgow (1)
- » From Sheet Harbour to Halifax (1)
- » From Sheet Harbour to Dartmouth (1)
- » From Fall River Park and Ride to Sackville (1)
- » Throughout North Dartmouth (1)
- » From North Dartmouth to Dartmouth Crossing (3)
- » From North Dartmouth to Burnside (3)
- » From North Dartmouth to Main Street Dartmouth (1)
- » From the North Dartmouth to Bisset Road (1)
- » At the bridge terminal (1)
- » From Mulgrave Park to the downtown using bikes (1)
- » From Mulgrave Park to Joseph Howe, Superstore and Scotia Square (1)
- » To Africville by walking, biking and transit (2)
- » From seniors housing in the north end to shopping centres (1)
- » Add more sidewalks to Highfield (1), Primrose (1), North Preston (1), Jackson Road (1) and Musquodoboit Harbour (2)
- » To grocery stores (1)
- » Throughout Pinecrest (1)
- » Around Dartmouth Crossing (1)

Healthy

People like, and feel comfortable on the following roads

- » Portland Street, Dartmouth (2)
- » Slayter Street, Dartmouth (2)
- » Synonds Street, Dartmouth (1)
- » The Dartmouth Harbourfront Trail (1)
- » Gottingen Street, Halifax (1)
- » Spring Garden Road, Halifax (1)
- » Duffus Street, Halifax (1)
- » South End Residential Streets, Halifax (1)
- » Mumford Mall (1)
- » North Park Street, Halifax (1)
- » Rennie Drive, Halifax (1)

Reasons that made streets pleasant

- » Sidewalks (1)
- » Lighting (2)
- » Safe crossings (2)
- » Separation of buffered from traffic (2)
- » Beautiful (3)
- » Trees (3)
- » Lots of people (3)
- » Connection to key destinations (2)
- » Transit connections (3)
- » Well-maintained
- » Businesses and shopping (1)
- » Parks (2)
- » Benches (1)
- » Views (1)
- » Quiet (3)
- » Art (1)
- » Community space and amenities (2)
- » Vibrant (2)
- » Familiar (1)
- » Space for different transportation modes (3)
- » Roundabouts (2)

Streets and places that people did not find comfortable

- » Victoria Road, Dartmouth (1)
- » Wyse Road, Dartmouth (1)
- » Main Street, Dartmouth (1)
- » Dartmouth Crossing (1)
- » Barrington Street, Halifax (1)

Reasons cited that made streets uncomfortable

- » Congestion (1)
- » Narrow roads (1)
- » Not safe for bikes (5)
- » A lack of lighting (5)
- » Exposed to traffic (1)
- » Challenging for pedestrians (2)

Challenges for people unable to drive, including seniors and those with mobility challenges

- » Challenges accessing services and amenities (3)
- » Accessibility challenges when people have to wait or walk along highways for access to alternative transportation – including the Bedford Highway and Highway 7 (4)
- » Bus shelters with seats (1)
- » Consider seniors safety, comfort, mobility impairments and access to daily needs (2)

Improving overall mobility access

- » The need for better snow clearing (especially at intersections) (5)
- » A fear of crime (4)
- » A need for improved safety (1)
- » The ability to take multiple strollers on the bus (1)

Features that are appreciated and should be expanded

- » Like crosswalk flags (1)
- » Fruit trees (1)
- » Improved visibility of bus shelters (1)
- » Consider narrowing roads instead of widening them (1)

Affordable

Transit fare system

- » One week or three-day passes (2)
- » Enable sharing of transit passes (2)
- » Create a family transit pass (1)
- » Free transit for kids under 12 (1)
- » Maintain and expand eligibility for the low income pass (3)

Other Comments

- » Partner with the Province to offset costs on transportation infrastructure and transit (1)
- » Link people through transit and other alternative transportation solutions, most notably in rural areas, to their doctors' appointments and more affordable shopping in larger centres (2)
- » MusGo can be costly (2)
- » Add Access-A-Bus in Rural Areas (2)

Sustainable

- » Create a culture of public transit (1)
- » Make transit competitive with cars (1)
- » Use transportation as the foundation for communities (1)

Bold Moves

- » Build more bicycle lanes
- » Improve convenience and reliability of transit
- » Pilot a seasonal bus service to the beach

CONCLUSION & NEXT STEPS

The community workshops, online survey, and pop-up engagement events helped illustrate what the public perceives as the important strengths and weaknesses of mobility within the Halifax region.

Overall, the workshops revealed that there is strong support for Halifax Transit's Moving Forward Together Plan, and that it should be implemented as soon as possible. It was also confirmed that public transit, active transportation, and creating pedestrian friendly environments were the top priorities for the majority of those in attendance. This was also the case for those who completed the online survey.

Driving-oriented comments, though present, were a smaller proportion of the overall comments in the survey and at the workshops.

People also highlighted a number of conflicts between different transportation modes, particularly between cyclists and private motor vehicles, as well as pedestrians and truck traffic.

What came as a surprise to the project team was the generally low attendance to the workshops. This may be related in part to confusion over how integrated mobility affects people's every day lives, that no specific proposals were presented, that some venues did not have passing pedestrian traffic. There may not have been enough public awareness of the Plan, and some may have misinterpreted the meaning of the term "Integrated Mobility" in the publicity. These concerns will be addressed for future engagement events. Other surprises to the project team included:

- » There is high interest in alternatives to driving
- » People of all ages, and those in suburban areas are interested in cycling
- » There was little mention of electric cars, and of any desire for more parking

Common themes and responses in the survey matched very closely to what was identified by people at the workshops. Of note, though 636 people visited the survey page, only 165 (or 25%) of those people completed all, or part of the survey. This suggests that future surveys conducted online need to be made more accessible in the questions they ask, and how they ask them to raise the participation rate.

Suggestions were also made for future engagement events by the public at the workshops. Generally, people would like to see specific highlights of draft program and infrastructure proposals. They would also like to see more specific proposals relating to the Plan's theme areas.

As well, it is clear that the majority of the public at the workshops and pop-up events are supportive of the Integrated Mobility Plan, and want to become more involved in the project process. Moving forward, the information collected at the workshops, pop-up events and through the online survey will help shape the policy recommendations that will be put forward for feedback in the initial ideas and concepts presented during Phase Two engagement in November and December 2016.

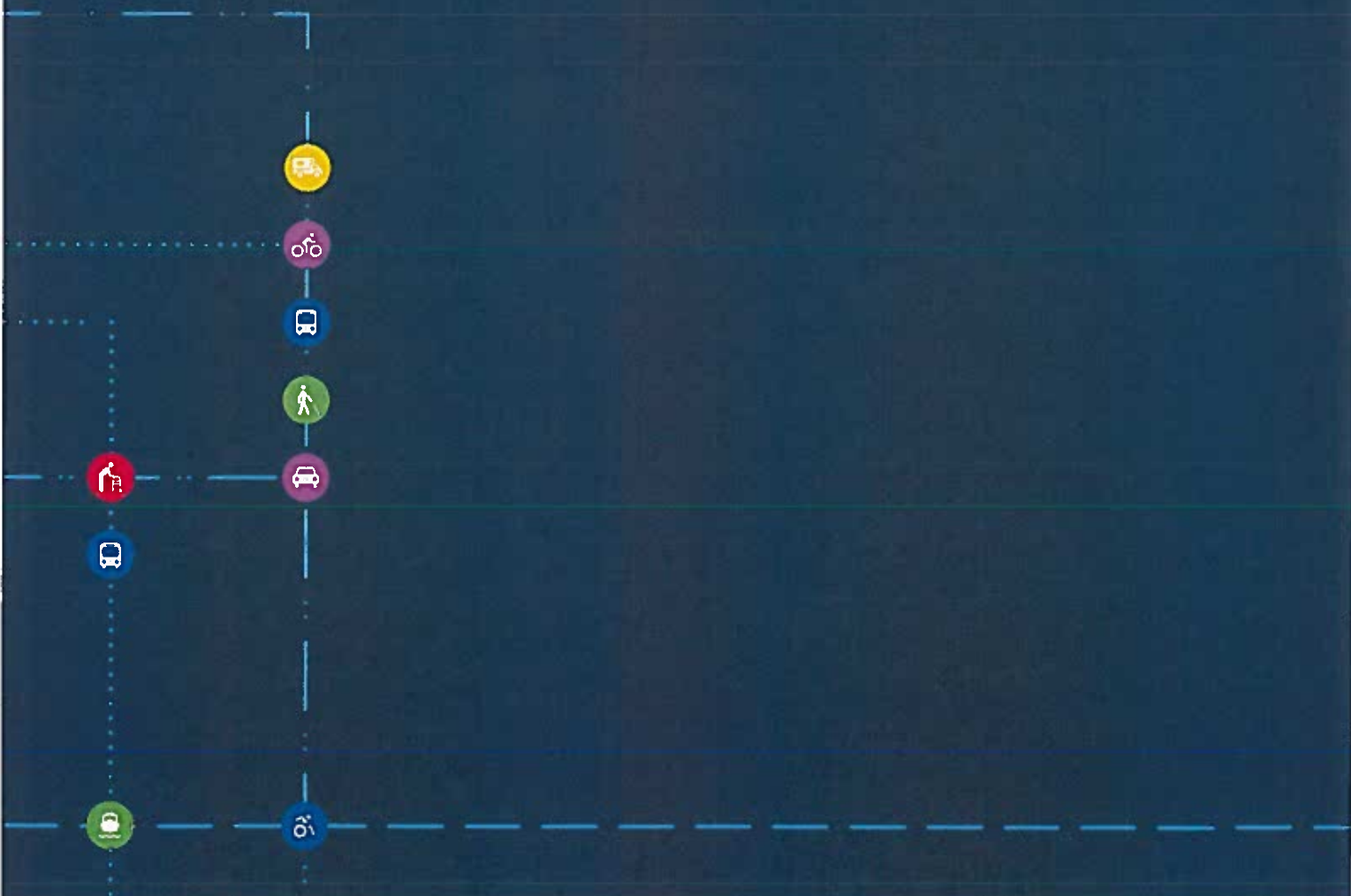
Thank you to all who took part in the open house, online survey, and pop-up events.

HALIFAX

INTEGRATED
MOBILITY PLAN

Appendix A

Phase 1 Public Engagement Online Survey Responses



Q1 Which locations in the Halifax region do you wish were better connected? How?

Comments are typed as written.

The Beltways in Dartmouth are a major restriction. No paths connect across the highway between Dartmouth Crossing and North End Dartmouth, for example. No crossing from Gaston Road to the new retail center constructed on Baker Drive either. It appears, therefore, to be economic and class based apartheid. Keep the poor away from the retail, unless they walk four hours around highway obstructions or take a one hour bus route, for what amounts to a five minute walk, otherwise, if there were a few more pedestrian overpasses over the circumferential highway.

The ferry terminal is not close to the bus terminal in Dartmouth which is a huge mistake for inter-modal travel, you take a Ferry and then you have to walk more than 1 km to get to the station or take a cab or wait for a bus to take you to the main bus terminal. Very unfortunate planning for the long term. Also Burnside has very poor bus connections to the Halifax peninsula, all buses from Burnside cross the Macdonald bridge and not the Mackay so a short trip from Burnside to the North end or West end of the city is a long massive trip through A Dartmouth or B Bedford.

In general, being able to get to rural recreational opportunities like beaches, hiking, golf courses, etc by transit from the urban core would be really fantastic. More specifically, more frequent transit to Burnside and Dartmouth Crossing would be personally beneficial, as well as an express bus from Dartmouth to Bayers Lake. I LOVE (!!!) that we have a transit route to the airport now. Having it run 24 hours would be even better.

Buses from Dartmouth to HFX shopping Centre that go from Bridge terminal > Highfield > McKay bridge> robie > Young and so instead of the traditional McDonald> Barrington> Spring Garden route.

Rural with Urban core, Clayton Park Area with downtown.

I wish Peninsular Halifax had more protected bicycle lanes. Currently the only protected bicycle lane is on University Ave. As someone who cycles everyday, all year long, I want to feel safe by using protected bicycle lanes to travel the city. Montreal is a city which uses protected bicycle lanes throughout the city. As well they have a bicycle share program which allows residents and tourists a great way to traverse the city. To Summarize please install protected bicycle lanes all throughout the the peninsula (with the intention of connecting them). Second, add a bicycle share program. For inspiration look to Montreal.

Dartmouth bus terminal to Dalhousie University is my main commuting route. Would be great if there were actual express buses or at the very least, not having all #1 buses stop along Spring Garden, Barrington, Gottigen Streets. So often there are multiple buses of the same route following each other, along with the #10 and #41 along those routes, all stopping at the same stops...pointless. I would love to see an express route do something like: One stop at Dal's Studley Campus (maybe SMU before that), One stop at Duke and Barrington and then hightail it for the bridge and Dartmouth terminal. I know the age and layout of the city makes it tough to add bus only routes, but I think actually having more efficient express buses would help take some of the empty buses off the road, in addition to cutting down on car traffic. May not need to worry about the lane issues.

The whole city off peak transit. 30-60 minute waits for busses makes travelling outside of peak times very frustrating. Bike route connections from the north end to the south end/downtown are sorely lacking too.

Better alignment of bus schedules with the ferry schedule.

Better transit on Quinpool Road, better transit service to Halifax Shopping Centre, north end communities like Mulgrave Park and Uniacke Square, better transit to Dartmouth Commons Connect the roads with highest numbers of cyclists with new protected lanes, develop pedestrian and cyclist priority signals at the intersections with the highest numbers of these users

----- SURVEY RESPONSES - Q1 CONNECTED -----

Prospect Road, - living in Brookside, closest gas station is 10km away from me. No grocery store, no bank. Would love to see an express bus that started at PRCC and went to Scotia Square first thing in the morning. I myself am trying to get a carpool system started, using a free app. What about a bike trail through Terence Bay Wilderness area from Terence Bay to Long lake Prov park. We have got to have a better system into the city at Prospect Road. St. Marg Bay road to rotary is backed up by 4km each morning and 103 hwy to Bi-Hi to Bayer's road is also backed up and a scary drive trying to get cars onto a hwy going 100km. Buses would take some cars off the road.

Dartmouth Crossing & Downtown Halifax Preferably not a bus

It is an awkward job to get to Point Pleasant Park without a car. Given the existing geography, it is hard to see how the bus service there could be improved.

The Eastern Shore. Metro X is nice in Porters Lake but it should run all day instead of just early morning and late afternoons. It would be nice to see it stop at the Lake Echo Car Pool as well. The Community Transit # 401 doesn't work well for the communities. It needs to run all day as well as the weekends. Bus shelters at a few main stops in each community would be nice.

Dartmouth/Burnside by bus. I live in Lake Echo and would consider using public transit however in order for me to arrive at work on time I would need to be on a bus probably by 6:00 AM latest to get to Dartmouth and transfer to a bus that would take me to Burnside. Two and a half hours is unrealistic travel time to use public transit one way then another 2 1/2 hours home again. For the size of the Burnside Industrial Park public transit is lacking.

Prospect - Metro Transit

Bedford to downtown Halifax Sackville to downtown Halifax Commuter rail

I would love to see more reliable and frequent public transportation throughout peninsular Halifax. I would also love to see safe ways for me and my wife to get around the peninsula on our bicycles.

Highway 333 - Prospect Road. There is transit to Exhibition Park, but nothing further. Much of the traffic on St. Margarets Bay Road in the morning comes from this highway. Other areas in HRM has Metro-X type transit plans, but we do not. Perhaps we could have as Metro-X type service where it makes a few stops and goes to one central location in the city

Prospect Road, Brookside

Rail! Every community connected by rail.

Off peninsula / down town Halifax / down town Dartmouth via commuter rail Easier to understand and more reliable bus service to get across peninsula and downtown Dartmouth (especially connecting areas like Barrington, Spring Garden, Quinpool, Portland St [downtown], The Forum. Easy connection from downtown Halifax/Dartmouth to areas like Lake Banook. Easy to decipher transit signs that don't require pre-existing knowledge of route.

Traffic congestion is getting worse each year. The population is growing but the infrastructure is not. The connector link highway between Burnside and Sackville is greatly needed and would be a huge improvement.

I think mobility in the core should be the focus - park and ride lots for ruralish areas - allowing for rural folks to drive to transit and then zip around the core

I wish the airport and the city were better connected. I work weekends at the airport and it takes me 2 hours to get to work, 1 way. I think this is mostly the fault of the bridge being closed for repairs, but if the busses switched to a detoured route through the Mackay, it would make more sense.

Fall River to Burnside. Suburban to urban. Lower wealth areas.

----- SURVEY RESPONSES - Q1 CONNECTED -----

Prospect road area

North End to Downtown via bicycle, I'd like to see one side of north Barrington become a two-way cycling track, which would require widening of the existing sidewalk (perhaps by overhanging the DND site).

Better connections within the Regional Centre, between Halifax and Dartmouth (proper transit hubs on each side of the harbour would help, connected, segregated, safe cycling options for more than vehicular cyclists). I'd like to see some attention given to needs of children and youth. Better connections are needed between residential areas and schools. An integrated mobility plan must also consider and support safe, independent mobility options for children and youth.

Suburbs to the Peninsula and inner Dartmouth (city core)

Urban core of Halifax and Dartmouth first. Density in these areas is sufficient for improved connectivity!

Bayers Lake, North-end from Spryfield, Williams Wood. Better metro transit - more frequent, less delays, better maintenance to prevent breakdowns. Downtown or to hospital is OK from my home.

Cherry Brook to West Halifax

as a person solely reliant on the bus, I find it hard to travel within my own city. It requires 3 buses to go to Dartmouth Crossing and once there it is not a walk friendly place. It is actually faster for me to go to a movie on Spring Garden Rd than it is to go to the Crossing. And you cannot take a bus from the Woodside ferry terminal to Cole Harbour, you have to go downtown and catch a bus from there which makes no sense. Again adding time and one has to leave an hour earlier than necessary as the 60 does not connect well to other routes. There are a number of pinch points throughout the city which make Halifax as a general location inaccessible. Pinch points include: a) rotary (or round-about), b) Bayers Rd. c) Windsor St. exchange

Eastern Passage to Cole Harbor/Colby Village. Currently it takes over 45 minutes to get from one to the other via bus, even longer on the weekends when the express buses don't run.

Unless you plan for a rural parking lot and bus service then what you have works. I live past Ross Rd so I would have to drive to portland st, park and take the bus. If I am that far, I'll just drive the rest of the way to work. Especially in winter when I have to scrap and warm up the car. Standing outside in the cold to wait for the bus won't happen!

Larry Uteck. More often running times. Running earlier as some people work early down in that area.

I wish all the existing bike lanes were more connected and continuous. I wish there was a safe and accessible cycling route to the peninsula from the mainland (i.e. Fairview overpass area.) I wish there was fast ferry service from Bedford to downtown Halifax and downtown Dartmouth, and more frequent ferry service.

Bedford/Sackville with Downtown Halifax; Burnside with most areas of Dartmouth; Main Street, Dartmouth with virtually every other area of Dartmouth.

There is no predictability in local transit, and it seems to take far longer to use transit than an auto. Other cities use (increasingly inexpensive with technological improvements) signage with digital readouts as to when the next bus/sub/ferry comes using GPS. This is where we need to get. Second, HRM needs to stop allowing development along corridors. We cannot have speed limits of 60km and below on collector roads because developers lobby to put homes along them. For example, the long term plan of the corridor between Hammonds Plains and HWY 101 was originally to have a 4 lane highway from Hwy 103, to #101 and then onto 102. Once these corridors are

----- SURVEY RESPONSES - Q1 CONNECTED -----

sold off, we lose them forever, making a mess of local traffic (cars and buses). Look at the loss of the hwy 107 corridor. This was to go from Eastern Passage through Burnside and go through what became First Lake Drive area onto Beaverbank. Beaverbank will forever be a terrible traffic situation until a viable corridor is established. Instead of maximizing the original highway corridors as planned, we are choking off areas that COULD see high speed direct bus routes, etc.

The Washmill Lake Drive area. This is a well populated area and it will undoubtedly grow. We MUST have bus service on this road. It is inconceivable that this has not been taken care of years ago.

Dartmouth to Halifax, preferably by ferry.

North Dartmouth and Larry Uteck. Busses tend to ignore the stops on Bedford Highway, Metro Transit drivers need to be educated on the importance of stopping at the bus stops when people are waiting for a bus.

Dartmouth & Bedford - on the weekend it is almost impossible to get to bedford from dartmouth unless you have a car. if taking the bus it is a long wait and you basically have to go to halifax and then out to bedford. cole harbour to dartmouth crossing - shubie park is great for connecting the two, but I don't feel safe going from cole harbour to shubie park. I would love to bike to work but feel like I would get hit by a car

Bayers Lake to downtown Halifax. Downtown Halifax to burnside. Downtown Dartmouth to Burnside. Purcell's Cove to downtown Halifax.

Cow Bay area. Route 60 services Eastern Passage / Heritage Hills on an average of every 30 minutes. The residents of Cow Bay have no service, if the Route 60 could be extended to Cow Bay during peak hours it would give the residents the option to travel to and from the downtown core.

Fall River area. More bus routes during the day and, of course, rail.

-Peninsular Halifax by dedicated bike path -Downtown Dartmouth dedicated bike path faster transit to both above regions

So many areas. I wish that Eastern Passage was better connected, not only to Dartmouth and Halifax, but also to Cole Harbour. I wish Halifax/Dartmouth was better connected to areas outside of the HRM (for example, a train service to outside of the city - the airport, Shubenacadie, Oaklawn, Upper Clements, Kejimikujik). Same with the entire Beaverbank/Sackville area - I would love to see a commuter train in that area. We would not even consider moving out there as travel is limited to one route and one route only if you travel to Halifax or Dartmouth for work or school.

outside the peninsula, coming on the peninsula: for example, mass transit from an outlying parking lot to the universities and hospitals

I wish I could take a bus home from work. To work isn't bad-- 23 connects to 1 or 14 and I'm at work inside of an hour. But home from work? Forget it! 23 leaves Mumford terminal just before 1 gets there. And 14 is pretty much useless. I'm looking at 2 hours to get home! Even in rush hour, it only takes 40 minutes by car. Please make it easier to get to Timberlea from the peninsula by bus.

Routes around the peninsula - a RELIABLE, concentric ring system with spokes that take passengers rapidly to hubs outside of the cote. Better timing - and integrated arrivals and departures.

Over all Halifax has good connections. Transit should focus on highly traveled corridors. It is not cost or environmentally effective to focus transit resources on or between destinations that have fewer trips.

Where I live - Portuguese Cove - the loop bus should run both ways and at more times, then perhaps more of us might use it - as it is, it is a real nuisance to risk relying on the bus

Downtown near the new Trade & Convention Centre, Point Pleasant Park, Scotia Bank Centre, DeWolf Park Bedford, Pier 21, Alderney Landing, BMO Centre Bedford, Dartmouth Crossing, New 4 ice surface rink in Burnside

----- SURVEY RESPONSES - Q1 CONNECTED -----

Downtown to suburbs via LRT AND/or bus

Dartmouth Crossing to main residential areas in the Eastern Region. More frequent busses that run later in the evening. Accomplished by removing low carrier routes further out from the center core region.

Bedroom communities such as Bedford and Sackville to the city via the Bedford highway. As a student who lives outside the city centre it is difficult for me to move between school, home, and two jobs via the current system. It takes far too long with too many stops and transfers. Some type of express system, perhaps a train, to bypass the traffic and unnecessary stops to shorten the trip in and out of the city while retaining access to the in between areas like Larry Uteck and Mount Saint Vincent

Universities with sites outside of downtown Halifax - e.g., Dalhousie or St Mary's with Hammonds Plains.

I wish that suburbs like Sackville and Bedford were better connected to Halifax.

Living in Dartmouth (portland estates), and working in the hospital/university area of Halifax, I wish there was a link bus that went from Dartmouth to the hospital/university area (i.e. somewhere along university avenue or summer street/spring garden). Because it stops down at scotia square, the link isn't useful for me, as I would then need to take another bus, that would be having regular stops. I also wish that the woodside ferry terminal was open on weekends, and later evenings - i feel that's a "if you build it, they will come" type situation, where people would use it, if they could.

Rural areas and smaller communities outside the city proper, to make travel in the area easier for those of us with limited transportation options

Purcells cove road & Old Sambro

It is virtually impossible to get from Dartmouth to Bayers Lake or from Halifax to Burnside. Within Bayers Lake or Burnside transit routes are often inadequate. The inability to access the Dartmouth Ferry Terminal easily without multiple bus connections is ridiculous. The same holds true for the inadequate bus service at the Halifax Ferry Terminal.

Bedford to Halifax

My home on [REDACTED] and anything to the north of me: The vast blocks of the DND lands, Young Street Superstore area, and Halifax Post Office leave no opportunities for pedestrians or cyclists to travel efficiently or safely. I wish I could get across the MacDonald Bridge by bike or by walking. I wish I had a safe way to get with [REDACTED] and [REDACTED] by bike from my home to [REDACTED] School.

Burnside and eastern passage are extremely difficult to travel to and from. Even if I wanted to get to burnside from Scotia square it takes 1.5 hours that's unacceptable

That the Access Nova Scotia location that used to be by a central bus terminal is now so far away and so inconvenient to access for anyone without private transportation is ABYSMAL planning. Transport needs to be easier!

There are no particular areas within HRM, but I would like to see better connections to areas outside HRM - Valley, South Shore, Truro. It's more of a personal preference to me than a need.

Bayers Lake to downtown. In the UK many cities have gone pedestrian or reduced car traffic by having 'park n rides' just out of town.

Bayers Lake would be an ideal place to do this. Have a large car park and then a shuttle bus going back and forth along a consistent route with maybe two stops. This should also run at weekends to encourage people to get into the City and out of their cars.

----- SURVEY RESPONSES - Q1 CONNECTED -----

The buses currently servicing the universities - #10, #14, #17, #18 are great, students know little of #41. BUT, providing for students is lovely but you tend to forget the workforce. The students HAVE to take the bus and therefore when they see an elderly person get on the bus they fail to give up their seat because "I paid for my ticket!" We need more buses, longer buses, and running longer hours. This going to 30 minutes before 7pm is most annoying. The buses for the universities should run every 15 minutes until 11pm.

I live in Bedford it takes almost 2 hours to get to Cole harbor area. If I wants to get to bayers lake from Bedford it's over a hour because the second bus never connects so I'm standing outside for 20 or so mins

West End to Downtown - Need a West/East bike line - Maybe Almon to Agricola and then Agricola south. Via trail train service would be better too.

Frequent, on-time, not overly expensive, not overly crowded buses that take you to your destination relatively quickly are the basic elements of good Halifax public transit. Bus lanes need to be created in most areas by taking lanes away from personal vehicles as necessary. There should be very few new roads for personal vehicles. I would like to see more frequent bus service in the Dartmouth Montebello area.

Lower Sackville to Clayton Park. I have moved outside the city and most of my friends can not get to Lower Sackville without making a number of transfers. I also think Clayton Park and Spryfield should be better connected.

Prospect Rd. area. There is no public transit whatsoever and no grocery store. A shuttle direct to downtown core or at least a transit terminal would be helpful. The current transit offering is a bus from exhibition park - which is pretty much already at the city limits - that winds through neighbourhoods on it's way to the Mumford terminal, this is not an efficient use of time. Commuters from further out are looking for a direct service (like express bus from tantallon/hubley) not a meandering city route before getting to the terminal. A bike trail, lane or extended paved shoulder would also help for active commuters. There are a few in the area, I've even tried it once myself but the vehicular traffic is close and busy at rush hour.

Connectivity only matters if you can get the out lying residents(Sackville/Bedford/Spryfield/Cole Harbour and such) to get to parking area's and then onto buses, trains or some kind of car pooling. If you don't set up proper incentive and means to park cars, then connecting the outer part of the city with the core really doesn't matter. Trains-dedicated express buses from commuter parking lots-HOV lanes on Quinpool, Robie, Barrington, Oxford, Almon during the 6 to 9 and 3 to 6 time periods-eliminate on street parking on these same roads for 30 min before each period until the end of the set commute periods of time. Then you can deal with bike lanes etc. If you get 50% of the car's off road you now have a fighting chance to deal with bike lanes.

Neighbourhoods that are subject to heavy commuter traffic can become disconnected, with the flow and feel of the neighbourhood suffering. For instance, in the North End of Halifax Peninsula, it is difficult to cross Duffus St, going north or south if not at a traffic light (e.g. Agricola and Duffus) If you live south of Duffus and have to get your elementary school child to north of Duffus on your way to work, you, as a resident of the north end, are held hostage by commuters on Duffus. Likewise trying to turn left onto the north part of Barrington St. in the mornings, residents are again at the disadvantage and commuters get the right of way. Any changes in commuting patterns should consider the original neighbourhoods they are impeding.

Lake Echo

Mainland south Purcells Cove. Need a crossing of the arm, or dedicated direct route of bus downtown.

Outlying green spaces, (i.e. Long Lake, Blue Mountain Birch Cove, McIntosh Run, Cole Harbour trails etc) and the big shopping parks (BLIP, Dartmouth Crossing) should be easily accessible from the core which frequent, direct transportation Bedford and Downtown Halifax. Better bus options (looking forward to park & ride in 2018) and more evening/night options. Bedford and Dartmouth would be fantastic too, if a bus route could be added from the bridge terminal to the new

Bedford bus terminal on Innovation or to the Lacewood terminal for now. Better bike lanes/routes between suburbs and downtown.

----- SURVEY RESPONSES - Q1 CONNECTED -----

Robie Street from the bridge to the hospitals.

Bayers Lake

I live in Cow Bay out [REDACTED] I worked for [REDACTED] for [REDACTED] years. I often biked from Cow Bay to the woodside ferry. My route was usually via the cow bay road to caldwell road- then on to the Shearwater flyer - then onto pleasant street to bike past the imperial oil site. I often meet friends from Colby village on the shear water flyer and together continued on to the woodside ferry. To make a more commuter (bike friendly) bike- I would recommend adding an extension of the flyer to the ferry. This would also connect with the Dartmouth trail and one could go all the way to the Dartmouth ferry. A potential opportunity is coming up as Imperial oil is preparing to abandon their site on the harbour. A cost effective solution would be for that property to be turned into a garden with bike paths. I have heard more costly ideas for that property- i.e. move the container area over from halifax, which would have to include dredging the harbour and building new infrastructure. My other commute was on the Cow bay road - up the bissett road to Cole harbour. Cow Bay it self would be a good place for some consideration regarding bike paths as it is a very popular spot for bike clubs and people training for races. Its natural twist and turn and ocean side road is most likely the main attraction.

Halifax peninsula plus it's fringes - by bicycle lanes

Spryfield / Rockingham (Bedford Highway); Dartmouth / Bedford/Sackville.

Communities outside the city limits i.e. Prospect Road communities. If you located parking lots outside the city and had regular bus service to these centers, it wouldn't be necessary for everyone to drive into the city. I realize it is not feasible to have buses go out to all rural communities, however, strategically placed car lots with bus service could be an alternative?

Burnside, transit

All outlying districts in what used to be deemed "Halifax County" are dreadfully underserved by the current transportation system. They need to be better connected via transportation to peninsular Halifax, downtown Dartmouth, business parks and other places of business, and between said outlying districts themselves.

The rural (Eastern Shore side) part of HRM with the downtown. I used to take the bus from Porter's Lake to Halifax but stopped because of the frequency with which the bus sat in traffic - a number of times for over an hour - when a simple change of its route would have solved that problem. The Link bus from Porter's Lake should not go across the harbour to Halifax. It should stop at the Alderney Ferry and then the main bus depot in Dartmouth by the Sportsplex, then it could go back to Porter's Lake. The ferry and the bus depot would ensure people could connect to other buses, etc. as needed. This would free up the buses to make a few more trips per day to make it more convenient for people. If it made more trips it could stop at the NSCC campus on Main Street.

Suburbs, outlying areas, beaches, lakes, outside the city.

I would like to see more park and rides in the suburban areas. I am very envious of the folks in Tantalon that have excellent transit facilities and can get back and forth when they want; but where I live(Blue mountain) I have a totally useless 33 bus that only runs in morning and at the end of the day. Lets face it most all of us outside the city have vehicles and its not a big deal to drop off or pickup a family member at a park and ride. In summary the answer is not to have near empty buses running long routes in the suburbs but to have bus terminal/parking lots that can be used by many within 5 to 10 kms away.

A. Downtown Halifax to Clayton Park. By building an above ground metro lite rail. B. Armdale to Downtown Halifax. By building a ferry across NW Arm C. Airport to Halifax. By building a metro lite rail.

Hammonds Plains

District 9 , Spryfield

--- SURVEY RESPONSES - Q1 CONNECTED ---

Purcells Cove to Bedford, Purcells Cove to Burnside

Since the Mayor had HRM renamed to Halifax I now consider that no matter where you live in the former HRM you now live in Halifax therefore what the downtown gets everyone gets no matter where you live. This could be accomplished by making bus more convenient and instead of a ton of busses coming at the same time. I am sure there are other ways of doing business. Look at other cities in Canada as well as Seattle has a top notch transit system look to them for ideas.

There should be a direct line between fairview and downtown (spring garden) without a transfer. The bus should come every 10 minutes or at greater frequencies.

All of hrm, but especially areas in dartmouth and to municipal attractions (point pleasant Park, beaches, subic Park, etc) could be much better connected with much more frequent bus service and bus lines. Much overlap and delay with many current bus routes

I wish the South End was connected to Woodside so that Cole Harbour would have easier access to the city. A bridge or tunnel might be expensive, but that would be a good thing for our city. There could be better express buses, and if the light rail idea works, it could be extended and included in the plan.

Bedford to BIO, I go to work early and with the transfers required it takes me too long to consider transit as an option.

Travelling from suburban areas to the centre core need better, more convenient, pleasant (picturesque, less crowded, convenient) ways of getting there. Retail parks need to have alternate methods of transportation (walking, biking, busing) focused on for both travel to/from and within, particularly from suburban areas directly rather than needing to travel through the city core first.

Downtown

All of them...especially those off peninsula

Downtown Dartmouth needs to be better connected to Saint Mary's University during evenings and weekends. Many students study late into the night and on weekends and it is difficult to get to and from campus using public transit during these hours. Downtown Dartmouth also needs to be better connected to other Dartmouth neighbourhoods particularly during evenings and weekends.

Bayers lake to downtown. There are many express (near to non-stop) buses from Bedford, Lower Sackville, Tantallon but we don't have any from Bayers lake. Even though there are express buses, they have almost the same stops as other non-express buses. It would specially make sense after the new lacewood terminal, to have a non-stop bus during peak hours from the terminal to downtown. That would be really convenient for people who work in downtown, and this might also help university students going downtown.

I don't feel our city has a traffic issues compared to other Canadian cities

Outlying areas like Middle Sackville, Beaver Bank, etc. to the rest of the municipality. Getting out and about in the evening and back home again after work is pretty much impossible right now except for on weekends, which still is limited to being back by 10pm and no later.

Biking/walking trails to downtown and residential areas. I also support the commuter rail system from outside areas of the city (Windsor, Truro, airport etc), as well as better use of our harbour. I feel that there could be an additional ferry that offers "park & ride" options out of the Bedford Basin - either at a point near Larry Uteck, Near ChinaTown or by the Bedford Waterfront (Sobeys).

Overall, our bus system provides poor connections due to meandering routes and low frequency of service. Our bus system is a commuter-peak system with limited crosstown trips and extremely poor service outside of peak commute hours. Only residents living, working, and playing exclusively along the areas served by the 1 and 7 buses have anything resembling high-quality transit. Nothing is connected late at night or early in the morning. The airport could be better connected to downtown with more frequent bus service. The north end is not well connected to the airport due to the configuration of the bus system. All other areas of the municipality have awful connections to the

----- SURVEY RESPONSES - Q1 CONNECTED -----

airport, again due to bus system design. Portland Hills may be the best non-downtown area for airport connections due to the corridor configuration of the bus routes. In general, biking in the city results in awful connections. The few bike lanes are of poor quality and are not connected to one another. A minimum grid of protected bicycle lanes in the Regional Centre is urgently needed just to keep our bike system from being a total embarrassment. Our trail network is good, but could be better. Integrating the trail system with the bike network is very important for medium-to-long-distance commuters. Our pedestrian infrastructure is general good in the regional centre, and passable in the older suburbs. The cost of improving pedestrian amenities in newer suburbs certainly is not justified by the benefits, as these improvements would not meaningfully impact the connections between areas. For a true integrated mobility plan we need to plan for multi-modal trips, with a walk or short bike ride to express bus stops, fast, frequent, and reliable transit service all across town. The final mile of the trip can either be done on foot or on a bike share system. Policies to allow car sharing companies to flourish will further enhance this system by providing an alternative for special trips that cannot be reasonably made by these modes. The only thing our city does remotely well is provide high-class transportation to single-occupant vehicles, which is why we lead the country in vehicle miles travelled, vehicle-related deaths, and complications arising from inactivity. We should be moving in a direction to make a ban on single occupant vehicles palatable within 25 years.

Burnside, Bayers Lake, and Dartmouth Crossing should be better connected to Peninsula transit users. The big box store areas have horrible crosswalks and sidewalks, and are almost un-usable to anyone with mobility issues who uses transit. In particular the provincial/municipal relations "Access" Nova Scotia offices are pretty much inaccessible to a person without a vehicle.

All bike lanes across the Peninsula

Larry Item to Kerney Lake, East of 102 for both walking trails and vehicles. Drivers can therefore avoid adding congestion to the four Lane 102 and also this would provide alternative routes during road closures on 102

Recreational areas (trail systems; beaches)

connections to work areas in upper areas in Burnside (ie Dartmouth Crossing, etc).. A one transit ride from Lr Sackville to top of Wright Ave or Akerley without transferring to 2nd bus, or Mumford Rd to same area, or Dartmouth Core to same...one bus ride only

I believe the bus routes as they are actually work well. The issue is that there are no EXPRESS routes within the city. The #1 and the #10 both cover the Dartmouth to Halifax route very well, but take far too long to get from point A to point B. There is a large population that live in Dartmouth and work in the south end of Halifax. Both routes are great for this, but take a long time to get from the bridge to the south end (e.g. Dalhousie University) If the routes could be changed (at least for rush hour) so they only made limited stops, they would be fantastic. These are the routes I know and use, but I'm sure there are others within the city. For example, cities like Ottawa have express routes within the city that only stop at major terminals. Then you take local buses to connect to your neighbourhood. I think this would work fantastically in Halifax/Dartmouth. I like that express routes are being added to connect neighbourhoods outside of the city, but it is kind of pointless if it then takes forever to travel within the city. Express routes WITHIN the city would be fantastic.

Eastern Passage should be better connected to Cole Harbour by transit. A direct route, even just once an hour or at peak times would be nice

Offer better and faster connections to parks, recreational areas and green spaces.

Bedford-Dartmouth connection; Dartmouth-McNabs Island connection; Centre HRM with extreme outer Reaches (Dartmouth-Sherbrooke direction)

Cycling connection from Windsor Street to Bedford Highway Wish there was separate cycling lanes throughout the peninsula with easy connectors to suburbs

----- SURVEY RESPONSES - Q1 CONNECTED -----

I live at Head of Chezzetcook. The number 7 highway is impossible to walk or cycle along it. What is needed is a paved shoulder. The current gravel shoulder is quite uneven and even has paved troughs, installed by road workers, to direct water off the road. Obviously zero thought was given to walking as these are quite deep and wide, and one can easily twist an ankle. I understand I'm speaking for myself here, but I know others in my community who feel the same - if a paved shoulder existed I could hook my trailer to my bike and ride the 4.5km to the Superstore to get groceries, or use my bike to go to the restaurants in Porters Lake, or the bank, or the hardware store, etc. I could ride my bike down to the bus stop in Porters Lake to catch the 370 into town. Currently I have to drive as there's just no way I can get there alive by bicycle.

I wish that the bus system could get a person from my region (Woodlawn) to Downtown Halifax within the hour. Currently it cannot and as such I leave two hours before my shift. The bus ride does not take over an hour it is the transferring (currently I take the Ferry as The Bridge is too congested). Taking the new express route (Route 72) in the morning is great. I wish it could always run like that. I also wish there was an 'early morning' bus because I cannot get to work before 7am and sometimes my shift starts before then and I must either ask others for help or take a taxi.

For safety reasons, I cycle the BLT & COLT trails instead of the Bay Rd. However, when I get to the city, I need to turn onto Joe Howe and then Mumford for a short way before I can cut through the quiet Westmount neighbourhood before I finally reach a bicycle lane on Windsor St. The city doesn't fully connect up the AT trails with bicycle lanes that will take a cyclist to the downtown core to get to the office. So I wish there were more bicycle lanes establishing these connections so I can plan a route that feels safe all of the way in.

Halifax to outlying Dartmouth takes multiple buses often not connecting well. Buses running hourly late night and on weekends makes travelling to herring cove and fairview a pain.

Lower Sackville. Options to get to Lower Sackville are extremely limited which is odd, considering that it is technically NS's 3rd largest city.

I currently live in [REDACTED] but at some point we will sell and move to an apartment in town. My mobility is limited and buses with out seating at the stops are a non starter. Clayton park/Larry Uteck is a likely spot and we would still have to use a car for transit. Times taken to travel from there to downtown or Dartmouth crossing by public transit would have to be 20 MINS for the former and 45 mins for the latter - I doubt we will see that happen as we do not have the population density for effective public transit.

Between and within Dartmouth. More frequency and integrated routes. Not everyone needs to travel to/from Halifax downtown.

Lower sackville with downtown Halifax via train

Halifax and the airport. I work in fall River and the bus is not convenient for me to use to get to work.

Lower Sackville and Downtown Halifax, Commuter Train every half an hour during peak times. The 102 is a nightmare in the morning.

We're all close enough to a bus stop, but many of those buses run infrequently. It's not clear where they run and what other routes they connect to. I think we need two bold moves: increasing frequency across the board, and guaranteeing service over the days. I think we need a basic network throughout the urban service boundary of high frequency, all day service. There should be a network of min 15 min frequency buses running all day, 7 days a week, that covers the urban area in the same way arterial roads cover the area. For some higher needs routes, you could add as much service as you want, but the basic 15 min frequency is your guarantee. This network also needs street level navigation info... maps & signage that will make people understand where they can go on transit, as they walk by a bus stop. Also, these bus stops need to have a high standard of AT connection, and they need to go UP in the hierarchy of snow clearing. Buses should be the go-to choice for people in winter conditions in Halifax.

It is difficult to get to and from work quickly from the Montebello area to Halifax. Coming home there are so many buses that only go to mic Mac and do not connect with anything. The reason we have so many cars on the road is that it is not reasonable to spend 1.5 hours each way making this trip by transit.

----- SURVEY RESPONSES - Q1 CONNECTED -----

Northwest Arm Drive and Bayers Lake. The #22 bus comes out of Walter Havill and Northwest Arm Drive headed for Bayers Lake, but bypasses it and goes over to Exhibition Park. To go from Northwest Arm Drive to Clayton Park or Bayers Lake requires going down to Hfx Shopp Centre, then back up again in a V formation. Connect Hail Pond path to the Rails to Trails path - it's so close, yet so far. Have to cross on road under the St. Margaret's Bay Road overpass. Connect the trail by the Armdale Yacht Club with a little passenger bike ferry to take folks to Quinpool or Jubilee Road. Bypass the rotary and make biking easier.

Halifax/Dartmouth to Bedford

I wish that The Peninsula north and south were connected through Fairview to Bedford by a dedicated BRT transit system to minimize time between stops and prioritize public transit over private auto transit on a time-basis. neighborhoods to hub, and hub to hub connections need to be increased in order to make better frequency and ridership on HRM's transit system

Halifax and its outlying centres, and other towns in NS

Travel into the city on the 102. The lights at Bayers Rd and Romans Ave bottleneck traffic between there and next set of lights by the shopping centre. This causes major backup on the 102 almost to Clayton Park. My solution is to change the timing on the lights for much longer timing for traffic coming into the city off the 102 during peak times 7-9 and the reverse from 4-6. On the bedford highway between kearney lake road up to the Windsor exchange there should be a reversible lane for peak times. This would increase traffic flow into and out of the city. 2 lanes both ways is not necessary and 3 lanes

Fall River and BeaverBank, many new developments are being approved without any upgrades to traffic signals, road infrastructure or traffic control. The traffic is getting worse and our streets are getting busy for children in our rural subdivisions without sidewalks. There are NO bus options that are currently useful in Fall River because the only rapid bus we have takes you only to the Dartmouth Terminal or Scotia Square.

Downtown, Quinpool and North End Halifax with more frequent transit in evenings and weekends.

The Halifax peninsula needs safe bike paths - not lanes; they don't cut it and what has been built is a joke. I risk getting killed daily when I walk or cycle to work from central Halifax to downtown. I can't kill anyone in a car, but they can kill me. Cars run red lights daily, driver etiquette is getting worse, not better. The crosswalk on at Cunard/Chebucto/Windsor St is a nightmare for anyone. Cars going through on the North side are ready to hit a pedestrian daily.

Cole harbour and universities.

Sackville to Halifax Link Bus running one extra run each evening 1030 leaving Halifax v. 10. This would allow Sackville residents to travel downtown for events like Mooseheads games and other events and activities. Limited runs on the weekend would also be a benefit. Pedestrian and Bike access to the planned park and ride in Middle Sackville at Margeson Drive scheduled to open in 2017. There is a large population in Twin Brooks, Millwood, Sunset Ridge and other new developments less than 2 km away from this planned park and ride. There is a bike lane along this section of Sackville drive and the bridge over the highway has an active transportation section. An AT trail along Margeson Drive from Sackville Drive to the park and ride would allow thousands of people to not take their car. It would free up parking spaces at this terminal and the Sackville terminal. There is not currently a safe way to access the Sackville terminal by Bike. We can create a safe way to access the new terminal.

Make rural regions more accessible to the core so we don't have to drive and try to find impossible parking. Create high speed commuter train service and expanded rural bus routes.

The areas outside the downtown. Currently transit is great at moving people in and out during rush hour but you can't get around the city at any time of the day or weekend unless it's downtown. Hrm is more than downtown halifax

----- SURVEY RESPONSES - Q1 CONNECTED -----

The Historic Farmers' Market, the Halifax Seaport Market and the rest of the transit system.

Halifax-Dartmouth (specifically both ferries - Woodside service on weekends, Alderney service later in the night). Sackville-Halifax - wish the metro link bus with direct service operated on the weekend Halifax Grafton St - wish the thoroughfare to the Scotiabank Centre was still there! Looks like it might come back though.

I live in Armdale, 7km from downtown. I bus to work to avoid parking downtown. There is no direct bus from my zone and connections are unreliable. There is a lot of ridership in my zone but the bus planning in the area is done ineffectively. I'd like to see some sort of express bus similar to the Cowie Hill bus hit the corner of Osborne and Northwest Arm area and go direct downtown (some route to Scotia Square area - I am closest to Bedford Row and George stop). I think an express route that serviced Spryfield Denith Road, up to Northwest Arm Drive (stop new long lake lights, Cowie lights, Osbourne Tims new stop to catch all the ineffective route 22 Walter Havill people from the condo down - which is the primary users) in to Kelly Road, down St Margaret's Bay Road (high volume) then direct to downtown every 30 mins (it'd be great if it could go every 15 between 730 and 830). I previously used the lines to Dartmouth. I had 4 transfers to get to BIO - not very effective and was really confusing/stressful.

Old North End and rest of the city

Clayton Park, Clayton Park West, Wedgewood

Downtown, A controlled access highway should link downtown to the rest of the region.

I wish the mainland commons trail was connected to the BLT trail system. I live in Mount Royal and there is no way to run/ walk cycle to BLT trails without going on shoulder of road. Also I wish I could go from Joe Howe into Afriville with a cross walk at Windsor Street exchange. And a sidewalk on the road near container pier. Love Park - impossible to access safely on foot.

1) Bayers Lake needs better transit connection to the rest of town. Here's an example. I live right around Cowie Hill. Lets say I want to go see a movie at the Scotiabank Theatre. If I had a car, I could drive there in under 10 minutes. Feel like hopping on my bike? 30 minutes of a beautiful ride along the Chain of Lakes Trail, and I'm locked up outside the theatre and buying my tickets. Want to take a leisurely stroll along the trail? 1hr 20 mins, I've done it many times. But today, it's raining, and I want to take the bus. 1 hour, 25 minutes later, I'm dashing across the parking lot to catch the show (that's IF I can link up my transfers at Mumford ok). There is no reasonable answer you can give me as to why I can WALK to Bayers Lake faster than I can take the bus. None at all. There needs to be a quick bus route added to link Mumford and Lacewood terminals. Something similar to the 22 in nature - just there and back, no round about tour of the city. Running often. 2) The Armdale Rotary causes a lot of headaches for a lot of people every day. I had a lot of time to think about it one day sitting for 20 minutes on a bus from Cowie Hill & Herring Cove stop, to Mumford (wondering why I hadn't walked instead). Have you ever looked at the rotary when the feeder roads are backed up that far? The problem isn't with traffic jams on the other side - all the exits are clear for a mile. The problem is with the Rotary itself - well, really the behaviour of traffic in it. Look at the flow of cars. There traffic circle itself is almost empty. The cars that are in the circle are speeding along (probably above the actual speed limit), flying around and out. Because they're going so quickly, cars that are waiting to get into the circle, have to wait for wider and wider gaps between cars, so they have enough time to match that speed without getting rear ended. If everyone was going slower, say 30kmph, you would be able to fit a constant stream of cars in, rather than the handful of speeding bullets. Not only that, but it would be a less stressful place to drive in (I know people who will take a longer route just to avoid the rotary at times, myself among them), and people would be able to cross at the cross walks without fear of dying every time. Add some speed lumps before each branch entering the rotary as a traffic calming measure, and see if that doesn't help some of the backup problems. 3) A pleasant journey is one free of stress. Not fearing other cars crashing into you (like in somewhere like Bayer's Lake - it's a death trap); being able to ride a bike and feel safe; able to walk down wide nice looking sidewalks, and cross the street safely. It's one where you're able to notice the beautiful town around us. And get where you're going as quickly as you need to.

----- SURVEY RESPONSES - Q1 CONNECTED -----

As HRM is a wide city. Its not so much which areas at whether connected but how do you streamline services so that their is a fast transition from one public transit system to the next. I used to live out in the Westphal area. I got a car when living out there for this prime reason. It took over an hour and a half to travel to South End Halifax (SMU). A drive that took 25mins by car. In order to bump your ridership and pull back from the amount of cars (we should be reasonable and say 65% will use cars) there is a need for more rapid direct transit with fewer stops and more hubs that rapid buses go to and move on. Quickly. However the other part is bus or HOV lanes. which in the infrastructure we have in Halifax would be nearly impossible.

The outer edges of HRM, such as Tantallon, Fall River, Lake Echo and beyond should be better connected to the Downtown core through rapid transit with dedicated bus lanes to by-pass high traffic density areas or choke points. Make the trips as short as possible with feeder lines coming into and out of the major terminals where these lines would stop. Possibly light rail lines like Calgary. Burnside to Downtown Dartmouth/Halifax. There are currently few buses that service few streets within Burnside. Create a route or two within Burnside that would drop passengers off at the Highfield Terminal and Windmill Road to catch feeder lines to take them to the Downtown. Bedford to Downtown. Currently many buses go along the Bedford Highway, getting caught in the same traffic in the as cars. Put in a light rail systems along the Bedford Highway, create dedicated bus lanes along the Bedford Highway, high-speed ferry service from the Sobeys plaza.

----- SURVEY RESPONSES - Q2 HEALTHY -----

Q2 How can our transportation system better support active living?

Comments are typed as written.

In your preamble you state: "Our goal is to create a plan that will ensure roadway, active transportation and public transit initiatives." The roadway, the private automobile, is your number one priority. It shows. Make active transport, transit, and then the private car your priority, in that order, and perhaps the solutions will be clearer? Lol.

Yes, it can but we need more segregated bike lanes in our city specially through our main thoroughfares like Chebucto rd Connaught ave Quinppol rd and Robie. Once you cover your main arteries and convert them into complete roadways we will see a shift to more active modes of transportation, people will nuke or walk main roads and then hop on a bus to get to a more segregated location, once you cover the main roadways for active transportation options its not a niche anymore. We see this now in cities like Portland Oregon, it just cannot be ignored.

Make it easier to not even own a car in the first place. Make transit more attractive with more shelters at bus stops, reduce crowding at peak times, transit lanes/priority signals, increased frequency. Mark out municipal sports/recreation facilities on transit route maps. More bike lanes. A small break on your municipal tax bill when you purchase a transit pass?

Close more streets to cars. Pedestrians on the sides, bikes in the middle. Change distance prerequisites for bus stops to make them further apart

connecting current bike lanes Cyclists ride free on the ferry When sidewalks on boulevards need replacing, make one side into an AT trail (paving)

With protected bicycle lanes, individuals will feel safe to use transportation which supports active living. To adequately support active living, please install protected bicycle lanes throughout the peninsula. By cycling, as a primary means of transport individuals are able to save approximately \$9000 per annum. With this added income they can spend it on the local economy. With more assets at their disposal and more in touch with their physical bodies individuals may be less likely to make poor food choices.

I would be happy to take the ferry and enjoy some fresh air more often if I could get to the Halifax terminal faster from the South end! Have no problem with walking a few blocks, but by the time I leave Dal and sit on the bus in traffic all the way to Barrington, I might as well just stay on the bus instead of getting off to take the ferry.

More bike routes, protected bike routes, more bike parking are all good starts. Discounted ferry fares for those bringing bikes onboard. Promote "invisible density" (secondary suites) across HRM, but particularly in the Centre Plan area, to reduce car dependency. Prioritize walking and cycling over driving; prioritize crossings for pedestrians so they cross first without worrying about right-turning cars, bike "boxes" at intersections to allow them to left turn ahead of cars, protected cycling lanes and signals (Vancouver is doing a great job of this), organize municipal events with bike parking on-site, cycling and pedestrian safety videos for drivers

designated bike lanes, pedestrian overpasses or underpasses for busy roads. I'm not sure that crosswalks through roundabouts in high pedestrian areas is a good idea. For example the roundabout at Cunard and North park. Lots of pedestrian traffic, lots going on for the motorist, short walks across traffic causing stop and go traffic in something that is supposed to help with the continuity of the flow of traffic.

Less people bringing cars because it's cheap and easy to get around without cars

(1) The default at most traffic lights now is the car. The pedestrian crossing is an option. This change communicates the value and importance of the vehicle, and treats pedestrians as second-class. This should be reversed. (2) Marked bicycle areas on many streets has much improved bicycling. The elimination of parking on University (Robie to LeMarchant) is way overboard, however.

----- SURVEY RESPONSES - Q2 HEALTHY -----

Lake Echo recently got an extra wide shoulder/bike lane during the last paving job of the #7. However, residents still do not feel totally comfortable with it. There are a lot of trees in the ditches spreading out into the bike lanes. TIR should be trimming more often. There are no sidewalks in our communities. There are no crosswalks in Lake Echo, Porters Lake or East Preston. Crosswalks should be put in the busiest intersections of the #7 such as: East Preston Day Care, Riley's Corner in East Preston by the Rec Centre, in Lake Echo by Bell St., the Lake Echo Rec Center/Beach, and by Wonderland Trailer Park/Mountainview Estates, in Porters Lake intersections at O'Connell Drive, West Porters Lake Rd, This St., and by École des Beaux-Marais by the Superstore. By adding these crosswalks residents will be able to cross the #7 at ease. More street lighting in these communities as well would help.

Sidewalks outside greater HRM are almost non-existent and trying to walk on the side of the road even on the street I live on is difficult the shoulder of the road is really non-existent and drivers do not give us a wide enough if any berth. There should be more maintained walking trails throughout HRM that are not hiking trails. As someone who is entering my senior years and admittedly just recently trying to improve my health and activity level hiking trails are still not attractive as some trails are difficult to navigate as they're extremely rough under foot and hills are too steep. I believe that seniors would welcome additional walking trails especially outside greater HRM in areas such as the Eastern Shore.

By providing the quickest and safest route between point A and B

Accessible routes and good infrastructure will encourage public transport which will increase active living by more individuals walking from transit to work compared from a parking garage

By being a viable alternative to a car. Currently, the transportation system is badly lacking

It will reduce the amount of cars and traffic on the road

By allowing people easier access to trails and bikepaths.

Let people bring their bikes on trains and rail cars.

I don't feel safe riding a bike in the city, so I either walk or drive.

I'm not a biker but know that we are not a biker friendly city. It's dangerous when a person on a bike is on the road and cars are driving past them with little space in between.

Allowing for improved bike access on buses / boats / trains. Divided bike lanes on quinpool / chebucto / bayers road. Or choose one of the corridors and make it primarily bikes.

I feel like if we have more bike lanes, I would feel less nervous biking around. Halifax is doing a really good job at that! I live far out of the city center, though, so there aren't any out my way. So far, you've been making good progress though!

Less pollution. And less stress. If I could rely on bus service to get to Burnside we would need only one family vehicle.

It will allow those that can't drive access and Connectivity to the city core.

Implement a complete, protected bike lane network on the Peninsula that connects all regions without significant gaps in the network. Ensure complete communities where there is easy walking access to amenities including groceries, recreation, education.

Safe, segregated bikeways. This should include incentives to bike, by making routes as easy and direct as possible. Consideration should be given to contraflow lanes on one-way streets, priority and signalized cycling crossings. No matter where you are on the peninsula for example, a safe route for cycling lasts only a few blocks before it is interrupted by an improper junction. This is a huge obstacle to get people to cycle in this city. You cannot currently avoid busy, anti-bike intersections

----- SURVEY RESPONSES - Q2 HEALTHY -----

Linking communities instead of having only car access between them

Fully interconnected cycling infrastructure (connect all the gaps). Don't be afraid to cause some inconvenience in the auto commuter landscape, you can't "prioritize" active transportation without taking some of the emphasis off of the in-active form

Not a cyclist, but like to skate. No longer able to park at Oval due to bike lanes on Windsor Street – that took away a lot of available parking. Many people takes family to recreation areas like Commons. Bike lanes should be reverted to parking during winter months.

Change outer lanes on Quinpool to Parking + Bike lane, since they are always obstructed by parked cars. Or possibly parking + 3 lanes

the trail between the two ferry terminals is a great corridor, much quieter and a lovely walk as well

During the summer months the sidewalks and roads are clear making accessibility via walking and biking a little more safe. However, I will not participate in the "active living" portion of biking/walking to work, as I have seen so many people unable to share the road (both in terms of bicyclists taking up too much space; drivers coming dangerously close to bikers).

Make bike lanes actually run from one destination to another. On Main Street, in Dartmouth, one begins beside shearwater but ends after only 1 kilometer.

It CAN'T!! This city is too old to have bike lanes on the roads, it's dangerous to all. Unless you can add trails to different parts of the city, like Calgary does, you can't take away roads/sidewalks/houses and put in bike lanes. The tax payers cover that cost for only a few to use. Implement a registration \$\$ for bikes, a license plate, mandatory insurance for bikes. Then use that to fund any bike related infrastructure. I have to pay a fee to license my ATV and there are no trails to use. Can I use my ATV on the city streets? Its licensed and insured!

Advertisements being shown on buses can really influence people as they often times are reading them as they sit and wait for their stop. Sidewalks being available make a large difference and places that don't have access to them, often times aren't safe for the public to be active.

The #1 improvement would be to build PROTECTED and connected bike lanes along major routes. Cyclists, just like drivers, like to get from A to B as efficiently as possible and shouldn't be relegated to side streets just for the convenience of cars. As a pedestrian: well-cleared sidewalks in winter As a transit user: frequent, efficient and clean buses

-Build network of protected bike lanes. -Congestion pricing on roads, which will reduce congestion and I also encourage people to live closer to work and use alternative forms of transportation (including active)

Well, better Metro transit planning -- the current changes fail to account for Main Street and Burnside issues, while ignoring the input from those constituencies. Separately, we need to get serious about a metro rail line, stretching from Downtown, through Bedford and Sackville, and towards Windsor.

By providing service to populated communities where MANY people live.

Longer ferry schedule and more crossing times will convince people to walk to the ferry and use it vs. driving.

Trails. Larger sidewalks so that 2 people can walk together and have a conversation. Better snow removal and winter maintenance for the sidewalks and trails. Avoid pushing snow from the road on the sidewalks.

make fun and beautiful trails instead of putting a lane on the side of the road next to the cars – trails along the rivers or separate paths from the main road would be great for biking and walking

----- SURVEY RESPONSES - Q2 HEALTHY -----

Make it more comfortable and predictable to take the bus. Comfortable - convenient, warm and safe bus terminals, not windy frigid bus terminals out in the middle of nowhere. They should be connected closely to places people want to be. Predictable - better bus scheduling, more rational bus schedules, fewer early buses! Buses should NEVER run five minutes early!

maintenance of the road shoulder could be improved along the Cow Bay Road in Cow Bay , several sections are very narrow making walking and biking difficult when traffic is present.

I cycle about 3 times a week. On most every trip, I have a close call with a car. So, more bike lanes would be great.

dedicated bike paths, faster transit, pedestrian priority streets (where people walk on the street, cars can access but very slowly to deliver goods or disabled people)

Simply by being able to move people to places that encourage a healthy, active lifestyle. For me personally, a walking trail where my kids and I can explore nature is less than desirable when it takes an hour and a half and multiple buses to get to each way. In addition, I think a commuter train through at least a portion of HRM would be a benefit to those who cycle as it would take some of the abundance of single occupant vehicles off the road. And those who travel in by train would have the benefit of a less stressful commute.

More pathways so more walking. And move the care of sidewalks back to the home owners, as they were much more ice-free than the more recent situation with the city looking after this.

Instead of the occasional stop and start bike lane, implement dedicated bike routes. Make it possible and pleasant to commute by bike by directing bikes along less busy but still direct routes. Secondly, ticket cyclists who disobey traffic laws. A vehicle is a vehicle.

It can provide a reliable alternative to driving. It's not reliable nor a viable alternative at this time. Integrate better with Google Maps to provide walking routes - help people map their journey.

As much as there should be opportunity for safe and efficient active transportation, there needs to be accessible recreational activities that are convenient and enjoyable to use.

install more, continuous, bike and walking lanes

Creations of transportation nodes where folks can transition from one mode of transportation to another. Enabling that has the potential to reduce motorized vehicle traffic that will provide a safer and more enjoyable experience for all users.

Walkable urban design. Greater density or mixed income housing. Accessible streets and sidewalks for people who have a disability.

Not sure of the direct connection here in the question. However, any walking, biking or wheeling routes that are directly connected to bus transportation need to be well lit, well manicured away from path and clearly identified for the public.

With more frequent times and shorter commutes on transit people do not mind walking or bringing their bicycles into town. Once in town navigating the city on foot or bike is a simple matter but being late always looms over you. It is simply easy and more reliable to bring your own vehicle which negates the activity of walking and pollutes the air further.

Clear bike lanes where possible, improved linkages between and across major highways and other roads, options for cycling off of main roads.

Honestly, by creating a system with more vehicles, frequent stops, and better shelters. If people weren't deterred from taking public transit by the prospect of long waits outdoors, long walks between stops or terminals, and/or poor weather, they would be more likely to take transit on a daily basis and end up walking more each week; as they're less likely to resort to individual car commuting.

----- SURVEY RESPONSES - Q2 HEALTHY -----

better bike lanes, or any bicycle lanes at all

Bike lanes really only service those who are already healthy. IMO they do not matter to the vast majority of commuters.

By maintaining bike and walking paths. The summer use of the Oval was fantastic; I met a woman who said she had biked there this summer and in one month had lost 8lbs.

More protected bike lanes. Consider all users of the street, including very small children, people with mobility and vision challenges, and the elderly. Fewer dedicated right turn lanes to make cycling safer. Discourage driving by charging market rates for parking and by making cycling, walking, and riding the bus easy, safe, and joyful.

Encourage bikes and walking encourage use of woodside ferry ie operate on weekends and later even if only when event in downtown halifax ie mooseheads game

I do not feel safe biking in the city - especially where there are no bike lanes. Drivers need to be disciplined for not keeping a safe distance from pedestrians and cyclists.

Allowing individuals to access more areas to be active in would therefore increase the level of activity of everyone.

connected trails; bike lanes where feasible (I think of where I live in rural Halifax - rather than spend the money twinning the highway, or that link road, too late), create roads that are easier for cyclists and cars to share, with pull in areas or support businesses that support active living.

Education - for everyone! I have seen bike riders disobey the law, I have seen pedestrians disobey the law! Drivers need t learn how to communicate better - and yes, obey the law. Everyone is at fault. I see it all day long how nobody wants to "give in" to the other person!

If people are able to make their connections for their buses, then that will be a big difference. People don't mind walking 10 minutes to their bus stop from home, but hate waiting 10-30 mins for their transfer bus. People will continue to drive cars if the bus system isnt improved.

Separated paths are required for bicycles wherever possible. Other efforts should be undertaken to make use of bicycles safer.

Keep rates low so that more people will want to use the transportation system, which will reduce the number of cars on the road and reduce traffic at peak times.

A designated active route onto the peninsula would greatly promote active commuting. The current situation of Armdale roundabout, Bayers Rd, Windsor street exchange or Mumford rd are all intimidating or not at all bike-friendly options. for getting from existing trails (COLTA) and bike lanes to the downtown. There is no welcoming route to cross the Joseph Howe Drive barrier. In my area of residence, Prospect Road, it would be wonderful to have a designated crossing (bridge/tunnel) of the Prospect Rd (at Brookside Rd.) and a segregated bike/walking lane or trail from Brookside Rd., past both schools to PRCC. This could promote active transportation of residence and students to and from school and rec centre for events and activities. (Actually the last portion of trail from Elementary school to PRCC already exists). In my previous response I also mentioned a bike trail, lane or extended paved shoulder on the prospect rd. to promote active commuting.

This is of little consequence in my mind. Sure, if, and this is a big if, if you can bike to work (assuming you have shower facilities at your place of work and excellent, secure bike lockups) then health matters. For me, eliminating the frustration of endless and needless traffic congestion is more important than if I can bike to work. More power to those that can and will and do bike-but for 85% or more of us it's simply never going to be an option. Especially if your city continues to spread out farther and farther from places of work.

----- SURVEY RESPONSES - Q2 HEALTHY -----

I am more comfortable biking on the Peninsula than in Dartmouth, and as such, will not bike to work (live in north end Halifax and work in north end Dartmouth). Very poor for biking in Dartmouth, and should be improved.

Easier access to bus schedules i.e - just in time information .

Bus service needs to be simplified and concentrated with more frequency and fewer routes. Bus costs me \$20 bucks a week, with lost time, gas about 8 bucks with flexibility. Rural areas get better service than some in the city. The city is reducing parking drastically on street everywhere, far away from downtown core but driving and walking is a good option. Bus service is crappy so driving only option but almost no where to park 1-3 miles from downtown with predatory ticketing and exclusion zones (2 hour everywhere). This rules out an active hybrid commute drive and walk and makes things generally difficult for no good reason. People have to park on street if the bus service is inadequate.

Perhaps Transit could provide trailers or bike assisted busses to help riders get to outlying trailheads (rails to trails, Shubie)

Laid out bike routes for getting from suburbs to downtown and burnside. Project to make these bike routes safer through the years by policing bike lanes (for illegal parking), adding protected bike lanes (like on University Ave) and having the city make comments about it and support it. Be sure to include bike lock locations at all park & ride bus stations including new one for the Innovation Drive (bedford) terminal.

Walking only !!! Having bicycles, or any other type of mobility on the streets only increases congestion and greatly increases the probability of accidents and injuries or death.

Reduce the number of bus stops on busy streets (especially near intersections) to promote further walking

I prefer the trails that are built for biking. However I do not mind being on busy streets. From a safety point of view I think many cyclist could use more education on rules of the road and the safest way to share the road with motorized vehicles.

Greater density and breadth of bike/pedestrian trails.

Walking to & from transit stops. Bike lanes that really provide a segregated path.

Some cities around the world have bicycle borrowing programs where you pick them up at one location and leave them at another station close to your destination. This way you can use a combination of bus and bike service to get around without lugging a bike with you.

Transit, being on time every day and specifically during peak hours.

By providing consistent, on-time, accessible bus service to all municipal parks, walking trails and similar natural areas. Reliable bus service to sports centres and workplaces are also vital to support active living in the greater community. Most vital is ensuring that public transportation supports the needs of disabled people.

I live in the rural part of HRM and biking on the busy highway is not an option that I would ever consider. I walk to some close facilities (village store, community mail box, etc.) but most of my "active living" requires me driving to a hiking trail, or to a nearby beach.

Closer to walking trails, swimming holes, cost effective ways to get active.

Have recreation trails and paths for walkers and recreational cyclists. Currently there is a lot of money being spent on cycling lanes that are hardly ever used.i.e Windsor St.....I would rather walk and cycle recreationally in areas that have little or no vehicle traffic.

Allowing bikes, and strollers on them

----- SURVEY RESPONSES - Q2 HEALTHY -----

More bike trails

Help the environment by encouraging electric vehicles

If there were was a more direct route between connections, such as a general pick up location at the Royal NS Yacht Squadron that dropped off in general locations around the city, such as Downtown Halifax, Dartmouth, Bedford, etc. than I believe people in our community (Purcell's Cove) would chose more active options of getting to that general pick up location (bike, walk, etc)

I am not sure how this can be accomplished.

Ask the province for greater taxation powers. Implement a vehicle purchase tax like Miller did in Toronto. Use the funds to built protected bike lanes. Also just increase the frequency of busses and ferries. Even with excellent transient, people are expected to walk a tiny bit. This will better support active living. Have a couple days a year where non-commercial, non-emergency vehicles are banned from entering the city core. I think Paris has done this.

bike lanes to encourage that as a principal mode of transport

I want to have a realistic approach to bicycles. They don't really make sense on the road, and the holierthan-thou attitude bicyclists have is a big problem. I also see a lot of them riding through crosswalks, and I would like to see that changed.

I do not bike so can't comment on biking. I live in Bedford and can say that the added bike lanes on the Bedford Highway and Hammond Plains Rd are great. We need figure out a way to get more people using them.

The safest are trails and paths that move people in areas where vehicles cannot. No streets, no intersections, no highways, instead of along side those same areas. At every opportunity, I would take the path that offers the quietest and more pleasant journey if possible. Too much effort is being made to cut costs by putting active living pathways along the same routes as vehicular traffic.

More bike trails and bike lanes in the city and going into the city.

Create an efficient and economical way for people to use transportation other than cars...safe roads for biking and a really good bus system. Using a bus still involves walking.

Be more bicycle and pedestrian friendly. Promote mass transit.

We need public transportation to our parks and, particularly our beaches. Rainbow Haven beach is the closest beach to the downtown core and should be accessible by public transit. There are also a variety of walking trails in the same area. The Salt Marsh Trail, the Shearwater Flyer, and one whose name escapes me. Having public transit to this area would allow more people to take advantage of these recreational opportunities.

I think we need to take a breath and see if the current bike lanes and bus strategies are currently working or not

Better shelters, access to bottle refill stations at all bus terminals, and cooled/heated spaces for hot/inclement weather.

Making it easier to use active transportation (walk/bike/run etc), making it more difficult to park gives commuters alternative and easy options - but they need to be easier and BONUS these options are good for your health! "Why wouldn't I walk? Parking is such a hassle and expensive." BIG reasons I use my car: to escape the city, to pick up friends/drive myself to the airport, being designated driver, and to grocery shop. But I walk or take the bus for my daily commute because I live on in the North end of Halifax and work downtown.

----- SURVEY RESPONSES - Q2 HEALTHY -----

We absolutely need a minimum grid of protected bicycle lanes in the regional centre, connected to trails that reach into the suburbs. There is no reason this can't be achieved by 2020, as the most expensive portions (trails) are nearly complete. The remainder would cost between \$5 and \$20 million, depending on the calibre of bike lane constructed. A cost/benefit analysis would show that this is the best possible investment for the city to make, ahead of expanding the bus fleet or building new sidewalks. The bus fleet should be reconfigured to provide a grid-oriented, transfer-based network of fast, frequent, and reliable buses, which will result in higher ridership, which then encourages riders to walk or bike for part of their journey, improving population health. The reduced vehicle miles travelled means cleaner air for all. Finally, we need to make a serious investment in an electric fleet for the municipality. Buses should be electric trolleys on all major routes, especially with hybrid technologies emerging that allow buses to leave the trolley grid for long routes (like the 80) or to avoid collisions. An electric fleet shouldn't stop at buses. All municipal vehicles, especially garbage trucks, are prime candidates for conversion to electric. This will reduce noise and air pollution, and if evidence from Chicago is to be believed, it will reduce the cost of the garbage truck fleet when looked on a life-cycle basis. We should be looking to get trucks destined for the port off of our streets, either using a transshipment hub or a drive-on, drive-off flat train to bring trucks downtown. This will dramatically improve quality of life in the downtown. Healthy air is key to a healthy population, and significant investment in electric vehicles and significant investment in biking and transit will mean fewer private vehicles on our roads, making our air healthier. Noise pollution is a major cause of stress and stress-related illness in our cities, especially among vulnerable populations. Electric vehicles reduce the impact of noise in our cities compared with internal combustion engines.

There are many points of transition between sidewalks and less safe roadway along Herring Cove Road / Chocolate Lake area. Many areas in the city in general do not support safe walking because of a lack of crosswalks in transition points where sidewalks end. Planners don't appear to respect or design for pedestrians, and favour traffic flow over safety, choosing to create barriers than points of access. This mindset needs to change.

Creating safe separate bike lanes that will attract a lot more users than our contemporary method of creating bike lanes here. Even the easier 4 block stretch along University Avenue is a step in the right direction. However bikers on bicycles should not be the barrier between traffic and parked cars. Parked cars should keep cyclists safe.

More trail development on Old Coach Trail. Connect Cabin Lake Trail to lose Ravine Park

Better transit gets people out of cars and encourages more walking. Get people closer to home more efficiently and they might walk the five or ten minutes vs driving because it's too far to walk and connections don't work to get closer.

Pick and choose streets carefully for bike lanes. Bike lanes can work on a wide street/road, but anything narrow only causes dangerous situations.

Under the current City design and plans, it can't. Active living (walking, cycling) can only be achieved by a City designed for that. List of Car Free - [https://en.wikipedia.org/wiki/List_of_car-free_places] Best design is Zermatt Switzerland; an alpine town, with parking outside the town; people take the train into town from the remote parking lot. <https://en.wikipedia.org/wiki/Zermatt> To prevent air pollution, which could obscure the town's view of the Matterhorn, the entire town is a combustion-engine car-free zone. Almost all vehicles in Zermatt are battery driven and almost completely silent. Electric vehicles are allowed for local commerce. The Cantonal police can issue a permit which allows residents to drive and park at the northern outskirts. Some emergency (fire trucks, ambulances, etc.) and municipal (garbage trucks, etc.) vehicles are also allowed to use combustion engines. Passenger vehicles operating within Zermatt include tiny electric shuttles provided by hotels to carry visitors from the main train station (or the taxi transfer point just outside town) to the hotel properties, "electro" taxis operated by four major Zermatt families, and "electro" buses, which serve two routes: one between the major hotel areas and the stations of the various ski-lifts, and the other following a similar route but also serving the more rural "suburb" of Winkelmatten. Horse-drawn carriages can also be found; some are operated by hotels and others are available for hire. Most visitors reach Zermatt by cog railway train from the nearby town of Täsch (Zermatt shuttle). Trains also depart for Zermatt from farther down the valley at Visp and Brig, which are on the main Swiss rail network. The town also has a heliport (ICAO: LSEZ) and a local helicopter operator, Air

----- SURVEY RESPONSES - Q2 HEALTHY -----

Zermatt, which also provides alpine rescue services. In 2007, a project group was formed to evaluate options for development of the local transportation network (as the "electro" buses do not have enough capacity). The results of this study are published in the December 2007 edition of Zermatt Inside. The six options explored are a coaster, a funicular, a metro, moving sidewalks, a gondola and more "electro" buses.[13]

Make Halifax peninsula bicycle friendly; that means prioritizing separate cycling lanes. I cycle but so many people my age say "How can you cycle in Halifax; it's so dangerous?" I have been hearing this from people for siux years and nothing much has been done to make it safe for the average 50+ year old who really needs the exercise as there are so many overweight people costing the health system.. A comprehensive cycling lane system would increase this demographic as cyclists thus saving the health care system thousands and perhaps millions of dollars. The government has to incentives cycling over cars, as has been done in so many cities. The peninsula is tailor made for cycling--it's small, not that hilly and has many shopping districts, parks, facilities within a perimeter that cycling lanes could easily connect. Also, the "It's More than Buses" had a really good plan for rapid transfer which would include people having to elk a little more to get to the connectors on the main coordinates. Haligonians should be walking more but they're too lazy to demand that this system be put in place. We need government leadership to say this is happening because health care costs are bankrupting Nova Scotia. WE have to get people losing weight but exercising in their commutes. It would help if the mayor would be a role model for this by cycling once or twice a week to work.

I travel to Europe often, just recently in September 2016 I was in Norway. The rural areas in Norway have paved shoulders and many cyclists. Ive been in their small fishing communities, ive seen the fisherman unload his catch off his boat, then instead of getting in his Ford F-250, he climbs aboard his bicycle and rides the 2km to his house. What I've noticed during my visits to France, Belgium, Sweden, Denmark and Norway is that they are quite skinny there, they seem more laid back and less stressed, I believe it is due to less car use and more walking and cycling. A bicycle to them is a normal part of life. There's no reason why we can't normalize bicycling here. Unfortunately it is treated with contempt - "why would I ride a bike when I can drive". I ask why I would spend \$30,000 and thousands yearly to drive 5km when I can walk it in 40 minutes, or cycle there in 10 minutes? For this to work, for people to get fit, to reduce strain on the health care system, for people to be happier, we need to normalize active living and incorporating active transportation as a normal part of the day. The road system we have can easily support cycling, but normalize cycling and changing attitudes about our network of roads and how they are NOT only for transporting motor vehicles - they are for transporting PEOPLE and their goods. Normalize bicycle use (using PSAs), educate cyclists and non-cyclists, increase fines and crimilize motorists who threaten other road users with their vehicle. This will get us better bang for the buck than installing bike lanes piecemeal throughout the city. If transit was more stream lined people would have more time in their day to be active.

I feel safest cycling on the AT trails (BLT, COLT,) and in quiet neighbourhoods with controlled access like Westmount. The cycling lanes come second after this because I still need to be very alert to obstructions in the lanes (delivery vehicles in the morning, etc.) and drivers turning across those lanes. I'm not sure, given the constraints of space in peninsular Halifax what can be accomplished to improve on this, but I think if you reduce the parking spaces along major streets and put in more bike lanes instead, you might cut down on the number of cars congesting the city and encourage more people to cycle to work.

I fell safest on streets that are well lot at night with a proper sidewalk, that is safely de-iced in the winter. Our system could do with universal bike lanes and bus lanes to promote active transportation and make the bus system more reliable to reduce car usage.

Unsure.

I ride a bike on the trail systems, the roads are generally not safe. Cyclists need to be licensed, insured and riders must start following traffic riles and carry ID.

more bike lanes and walking paths, especially over highways....I.e. You could get to dartmouth crossing from woodland via Shubie Park but there are no sidewalks leading out towards Shubie..you have to walk on the highway shoulder to get to Shubie.

More Sidewalks outside the core. We live in stone mount subdivision so have to walk along cobequid or first lake drive to go anywhere. Lack of sidewalk makes me feel unsafe, I'd love to see a train stop near cobequid and Windsor junction which would be less than two Kms from my house but would want sidewalks along the major streets to make it viable especially in the winter.

SURVEY RESPONSES - Q2 HEALTHY

Better connect all communities. I hope you and via do partner and implement a LRT line

The transportation system as is does not have bike lanes, nor does it have reliable times for buses that encourage group travel. The roadways are often extremely congested with folks running late due to traffic, meaning crosswalks are a death trap for pedestrians. I myself have been hit while using a crosswalk. The problem lies in the fact that everyone is driving. If you had better transit (possibly dedicated bus only lanes?) or LRT (Cars can't drive on railways), and protected bike lanes, people would be less inclined to use cars, meaning more people on foot and less air pollution.

We need to formally declare that pedestrians will take priority in how we plan. We need to adopt a hierarchy of modes, and ask ALL city departments to respect this, from Traffic to Planning and Development. Every intersection redesign needs to incorporate this hierarchy, and every development agreement. Developers and traffic engineers should be making walking safer and more convenient with every thing they do, all the time, and no exceptions. We have a lot of bad planning to make up for.

We have a lack of shelters and benches for people to use if they are walking or waiting for a bus. Between mic mac mall and dumbartan there are 3 or 4 shelters depending on your direction. Difficult for people travelling with shopping, who are disabled or in bad weather. The Dartmouth bus terminal is not a place i feel safe waiting for a bus past 1730.

Ensure that each bus has a bike rack. Show us how to use them! Let bus drivers help us get them on the front rack.
I don't feel safe anywhere after dark. During the day I feel safest on public streets and paved walkways that are highly visible.

Of the 157 pedestrians hit by cars in 2015, two died as a result of the collision, three experienced severe injuries, 24 were moderately injured, 76 sustained minor injuries and 44 reported no injuries. We must take pedestrian and bike safety seriously by reducing speeds within the city and actually enforcing legal penalties on drivers who neglect them. Lane change, improper turning, or otherwise.

Consider mass transit as a beautiful walk interrupted: instigating high-frequency stops so people don't have to wait around, and enjoyable complete streets that give people an opportunity to enjoy the walk to and from bus stops
Wider sidewalks, more protected bike lanes, congestion pricing

Provide proper bus shelters in rural areas, better access to parking in busy rural areas so that it is safe to get to bus (Sackville - you need to park on the road and there are no sidewalks. Beaver bank does not have crosswalks to get to the bus stops and there are no shelters on the side of the busy roads. Fall River and Windsor Junction do not even have bus service yet we pay high taxes for it!) I would happily take a bus from Wingate Drive if I could safely walk to it and be protected from the elements and road traffic while I waited.

Greenway pathways.

I feel safe cycling on the commons, there are wide paved paths and no cars. Similarly I feel safe on the cut through between the old St. Pat's high property & St Vincents because it is for bikes and pedestrians only. I don't mind cycling on Vernon St. But all those streets where marked bike lanes end suddenly, like on North Park; it eliminates my safety as a cyclist. Similarly as a pedestrian - why do lights run longer for cars and shorter for pedestrians. Why is it always about the cars and pedestrians have to push the button. Why don't you assume their is always a pedestrian crossing - promote walking, why should I have to push a button at an intersection with lights (Cunard & Robie)? Cars have a killer attitude towards pedestrians. Make the pedestrian sign be present and on no matter what. Promote inner city walking. Spring Garden Road between Queen & South Park should be pedestrian and buses only. I never take a car there, it's a nightmare. I think there could be a tax on 2 car families in the urban core. I also think that all car sales and car lots need to be moved off of the Halifax Peninsula. Car rentals are OK, but get Honda and the others out of central Halifax it is a poor use of space planning, it could be affordable housing for people to live centrally to walk or use public transit.

Busses from major terminals to beaches and trails.

----- SURVEY RESPONSES - Q2 HEALTHY -----

Better trail connections to communities. There has been great strides for AT and trail development in Lower Sackville. Middle Sackville currently has okm of trails. For the size of the community this is not acceptable. Most residents don't feel safe biking on the busy streets. Currently residence of Middle Sackville need to drive to use trails. The opening and trail development in Feely Lake (a proposed Halifax Park) needs to be a priorities for the Middle Sackville district.

People will walk to bus stops and commuter train stops if they are within a realistic range. Allow for bicycles to be brought on board so commuters can finish their travels by bike.

Transit needs to concentrate on moving people around the city to work Here they want to go. Let go of tired old routes and start fresh Better sidewalk services in Fairview, particularly Dutch Village Road. Sidewalks in Bayers Lake BP to move safely from transit routes to businesses.

Offer education. I want to bike more, but I am nervous to get started. Educate drivers to look for cyclists, running, etc. Keep sidewalks barrier free and well-maintained. I have struggled to cross an intersection or walk a sidewalk many times over the past few months due to the large amounts of construction happening across the city (specifically in the downtown) - I can't imagine how challenging it has been for anyone with mobility issues. Think pedestrians first - make sure their needs are met as a forethought, not an afterthought. I feel safest on streets where there are wide sidewalks, or side streets with minimal traffic. I think there should be a free parking lot not directly in the downtown, and a free shuttle/bus to take people back and forth to their vehicle. Make a few streets downtown delivery and bus only. All this should minimize parking issues, decrease car traffic, increase foot traffic, and overall better the downtown area. Basically get rid of cars. Offer more incentives for people to leave their vehicle at home.

Need more bike lanes. Biking in Halifax is horrible-you are taking your life in your hands.

A lot better bus and rail service. Get rid of bike lanes and have better parking downtown

More and better (paved) connected ATR's.

The system is fine, the people choosing to live where cars are your only option want it that way and will not change.

Removing the minimum standard of traffic required for a cross walk. Specific to access parks and playgrounds. Mount Royal playground on other side of four lanes of traffic. Think of children instead of arbitrary rules.

There's plenty of streets where i don't feel safe or comfortable walking along, where the sidewalks are narrower than they should be, crosswalk buttons are placed way too far away from the actual crosswalk (Bayer's Lake), where it's hard to get around on a bike and feel like I'll live to see dinner. But, there are plenty of places where we're getting it right. The whole Chain of Lakes trail is amazing - I love it and use it often for biking and walking to go run errands. It is great to have a commuter trail that is away from the roads. I actually really like biking downtown - there are lots of less busy side streets to take, and the cars are generally going much slower (because of all the traffic lights), so I find it feels safer to bike there, even when there isn't a designated biking lane. I love when neighbourhoods have the little cut through trails to get to the next street over - it allows me to walk and bike along less congested routes, and enjoy all the trees and nice scenery that goes with it. The more of all those things we add in, the more likely people are to make use of them. People love new trails, it's evident every time we add more in the city. They could be a little better supported with a few outdoor drinking water fountains - that might sound strange, but I've heard of people who don't like to go out walking tons because they are worried they'll get thirsty, and either don't want to or can't take a water bottle (or enough water) with them. A drinking fountain in public spaces is awesome (like the one at the Commons) - especially along active transportation routes, and helps over come some of those barriers. Safer bike routes, encouragement for businesses to have bike racks near their shops, wider sidewalks so people aren't crammed in together, better transit routes and connections, slower traffic speeds on roads (do we really need to have city cores at 50kmh? Cars race up to that speed for, what, 10 seconds(?) before having to slow down for another light? Why not save the gas and stress and just make it 30 ish?) ... all these things make it more attractive to get out of our cars and try something new. And once people try not relying on the car all the time, they might just find they like it, a lot (I did).

----- SURVEY RESPONSES - Q2 HEALTHY -----

So I wrote this as both a runner/walker and a driver in this city. Ill start from The driver point; I feel like more bike lanes and better areas to park my car so I can walk to the street or store I am going to without having to circle 10 times which gets me out of the car and walking. As a runner I like having more bike lanes. There are a few reasons. Two that stick out the most to me are this. I have been hit five times in my first four years of running of cars not paying attention and hitting me as they try to push the nose of the car out into the stream. Having a bike lane gives me a little bit of a buffer between me and the cars. The second one is that by having dedicated bike lanes. As Halifax continues to have warmer winters. People can have their bikes out longer, and not have to worry about cars squeezing them. As a driver as well I like this as some bike folk do not follow the rules of the road and I find myself between an oncoming car and a bike sometimes which gets a little white knuckle haha

I do not have much to offer as an opinion on this topic.

--- SURVEY RESPONSES - Q3 AFFORDABLE ---

Q3 What would make it easier for people to manage without a personal vehicle?

Comments are typed as written.

A competent well run transit service that doesn't go on strike for weeks at a time during the winter would be a good start.

Better Buses and routes that are not affected by the traffic clogs in the city (being in a bus that is stuck in traffic is no better than driving it may actually be worse) so bus lanes and hopefully experimenting with commuter rail. These 2 and a revamped bike lane system in the main roads and people could probably do with just having 1 vehicle or no vehicle.

The usual transit wish list: more shelters, increased coverage, increased frequency, decreased crowding, priority signals, bus lanes. Also, making it easier to bring bulky, cumbersome things like groceries, sporting equipment, strollers without inconveniencing fellow transit riders or having to keep the heavy awkward stuff on your lap (luggage racks?).

Using myself as an example it's cheaper for my husband to drive me to and from work in Halifax (we live in Dartmouth) instead of taking the bus. It's a 7 Min drive but at least 45 min or more by bus. My time is valuable and the bus doesn't run where/when I need it. 4x across the bridge+wear/tear is cheaper than 2x bus+my wasted time.

A transit system that runs more frequently outside of the rush hours. Work with business parks to have a shuttle system to work along side the Halifax transit system. Installing luggage racks on the airport express buss

Protected bicycle lanes would make it easier to manage without a personal vehicle. I live in the peninsula and commute with a bicycle everyday, all year round. However, I do not feel safe and often have "close calls" with motor vehicles. If there were protected bicycle lanes throughout Halifax I would be able to commute to work, school, and my leisure activities without fear of death/bodily harm. This fear is enough to keep most people off the road.

Shuttles and express routes so that if they do have to work extra time into their schedule for getting to a terminal, they can at least count on the terminal-terminal route being more efficient. It would also encourage people to live outside the downtown Dartmouth/Halifax core where so so so many of us cannot afford housing anyway

More affordable housing on the peninsula would cut down on the need to commute. Overhauling the bus system so people don't loathe it.

More bike-lanes. Incentives for stores to open downtown so people have access to shopping and services that are only at malls.

Better transit service

Municipal bike sharing, particularly in areas with low car ownership (e.g. areas where renting or cooperatives are the main tenures). Priority parking for car sharing organizations. Decreased speed limits on residential streets. Locating shops and services in each neighbourhood to decrease daily travel (easier said than done, but transit corridors and increased densities on major streets are working in other places). Higher fines for drivers to endanger/injure pedestrians and cyclists. Increased surveillance of drivers within HRM to decrease infractions such as speeding, cutting off cyclists, and hitting pedestrians at protected crosswalks--you could use the increased funds to fund safety improvements at the intersections with the highest collisions. Better transit frequency and reliability on major roads.

shopping areas close by, better sidewalks, better snow clearing, better connections on buses. Designated bus lanes. We have to make getting on a bus a better option then taking your car. I have no option to do anything but take my car in my area.

A monorail/train/subway

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

(1) It is very feasible now to do without a personal vehicle on the Peninsula. Many of the areas off the Peninsula are designed for vehicular use, not for walking. It requires a much different approach to development than present. It is hard to see any major change happening without it being much more expensive to drive cars.

More frequent bus service within the communities including weekends (the 401) and all day bus service into the city (metro X) And adding a Lake Echo & East Preston park& ride stop for the Metro X.

Better transit access throughout all of HRM those of us who live outside the HRM greater area should have the same access as those within the city. More trails for walking and more sidewalks in areas such as Burnside so people can safely walk on their lunch/breaks.

A better transit system that provide transportation from all area's that feed the downtown core Hammonds Plains, Prospect, Herring Cove, etc

More reliable and comprehensive infrastructure to all areas of hrm not just downtown

I've always had a car and try to use it as infrequently as possible, but it would be a huge financial advantage for me to be able to make the shift to public and active transportation alone. In order to do so, I would need to trust that the city takes its investment in alternative means of transportation seriously. I've heard talk but have seen no indication of this.

Better transit that serves more areas.

A transit system that does not rely on the same roads as personal cars. It makes no sense to not have bus lanes, it takes the buses the same or often times longer to get to the same place as it does to drive. Also, more access to areas that are currently not serviced.

Tax benefit for monthly passes on transit. Use the presto system like toronto has.

Reliable, consistent bus/train service and safe bike lanes. Bike lanes need to be BETWEEN parked cars and the side walk and have protection to keep people from parking in this.

Reduce taxes in-the core - raise them in the suburbs - reflecting the true cost of sprawl

More reliable bus service. I currently manage without a car, and normally I'm fine, but sometimes the bus just doesn't come, and I have to get a taxi, which is a little inconvenient.

Timely connections. Fall River - many people work in Burnside but the bus doesn't go near Burnside. People are not willing to take an express service that costs them an extra half hour to get to work especially if it is going right past their destination.

Access to public transportation

A public transportation system where the penalty for missing the bus (etc) you were trying to catch is, at maximum, 15 minutes from any point on the Peninsula to any other point on the Peninsula (and preferably throughout the urban core). The system must be frequent, fast, and reliable enough so that it is not a huge risk to rely on public transportation.

Priority should be given to free, human powered transit options in road design, at least within Regional Centre. The integrated mobility plan must also consider that independent mobility for children and youth means by foot or by bike only. This is a large group of people that not only cannot afford a private car, but aren't old enough to operate. We should also not assume they can pay for a bus. Low-income bus pass program should be further funded to further reduce fees and expanded. Buses and ferries should be free for all school age children and youth. Not only will it make it more accessible, but they will be more likely to see the bus as a real transportation option as they enter university or a working stage of life.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

Bridges and other links across key mobility barriers (northwest arm, 100 series highways and the rail cut)

Force all urban planning staff to go without a car for a month. You can ask the survey questions you want, but you won't know what it "feels" like to cycle next to a tractor-trailer until you experience it. Signal lights are another area you have to experience. Bell Rd at Summer is a good example, the lights don't make sense from a pedestrian standpoint, clearly no one from the traffic division walks through this intersection (though 10's of thousands of others do every day)

Reliable metro transit - negotiate a contract as to avoid strikes. The last strike caused many people to rely on cars to get to work. Needs to be a way for people to get home if they must leave work early for some reason.

First it must not make a major difference in commute times to travel via bus (I'm an extreme case 2-3H via bus vs 40 min - 1H via car). This will mean making travel by car in some areas more difficult. Express Hub to Hub service. IE: Mumford to Dartmouth Sportsplex faster by bus than car via bus only roads. More parking at hubs located at suburban to urban boundaries. Keep cars out of the urban core. If bussing was convenient enough you could find people using driving from Musquodoboit/Truro/Windsor to Cole Harbour/Burnside/Sackville, then bus to Halifax. Monthly cost would need to be less than the full drive + parking, without a significant impact on travel time. Build the commuter habit by making the bus especially convenient for University students, get them used to bussing before they can afford a car. Same trick played by Mathworks/AutoCad to get them hooked on expensive software.

make the bus routes connect better, my bus often misses other routes by 1-2 minutes which requires me to leave up to an extra hour. On Sunday mornings I have to leave at 8:10 to get to my job at Chapters for a 10 am start as there is no bus between 8:20 and 9:20 am and the connection at 9:20 makes me late. I often miss family gatherings as it would take up to 2 hours to travel on the bus and then would still have a considerable distance to walk.

While it is understood that the city is attempting to improve other sectors of transportation (non-car related), the reality is "the masses drive cars". Car-related infrastructure is the areas, services and people that "require it the most". Infrastructure in this city has been poorly planned and maintained. Snow clearing in the winter is untimely and inadequately complete for anyone to plan on utilizing other methods of transportation. One cannot get to the bus, if the sidewalks are not clear and buses cannot move effectively throughout the city without clear roads.

Buses that run on schedule, so they are more reliable. Buses that run more frequently (say every 15minutes outside of the downtown core). Make express buses run on the weekends. Set up a system where if riders can prove they have had a bus pass for 6 months of the year they can get a discount in the remaining 6 months of the year.

Not me! I need my vehicle for shopping, to work, other travel, etc. No matter how many bike lanes or busses you have in place I can't and won't do without my car and truck.

Having access to sidewalks, bike lanes. More car share stops or car pool area. Frequent buses to locations earlier because public transit is not offered to those who work early, (6am for example). If you don't have a car, making it to early shifts is extremely difficult as a taxi is not always reliable for on time service and walking isn't safe while it is dark.

1. CarShare Atlantic (or other car sharing service) 2. Frequent, efficient, accessible transit 3. An extensive network of protected, connected bike lanes

Make people pay for creating congestion by driving to work in cars, via congestion pricing, and the price of using alternatives like buses and bicycles will appear much more attractive. It will also help build a critical mass of transit users to support expanding coverage.

Allow a tax deduction for those who purchase bus tickets as a means of commuting to and from work.

Metrorail, and a better, streamlined bus route system in Dartmouth (connecting Main Street to other areas) and also incorporating Burnside Business Park.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

A rather silly question!! BUS SERVICE to that area.

Transit is not affordable for families with children, kids 12 & under should ride for free like in Toronto and more families would use it.

More CarShare vehicles. A culture that allows people who don't own a car to take part to events, classes, etc. without having to move heaven and earth (i.e. no requirement to bring large items to class, a place to hang a wet coat if it's raining, etc.)

busing or biking to a central place that has your personal vehicle - but ensure it is safe and reliable. Lots of parents have to be on time to get their kids, and others want the freedom to get something on the way home

To make it easier to manage without you have to make it harder to manage with. Less and more expensive parking, more traffic snarls, and more attractive bus/train/tram schedules. The minor tweaking proposed for Halifax transit is not going to work. Hard decisions need to be made to make major, reliable bus corridors. More buses need to look like the number 7 (reliable, frequent, convenient, mostly straightforward route). Fewer buses need to look like the winding, extra-long, unpredictable routes like the 14, 80 and the 1. One reason trains are so attractive is that they are seen as reliable and predictable.

improved public transportation

It's coming. A "Real Time" system to find the next bus to our destination. We are fortunate to live 1 stop away from a major terminal, and we usually have a choice of 5 busses

I don't think there is any alternative to a vehicle in areas outside the city. A car will always be needed. In the city however, bike lanes and buses should be able to alleviate the need for a car.

better transit, dedicated bike paths

Commuter trains. Better services and more routes to areas not in Halifax.

More bus routes that travel without stopping from outside the city (e.g. Bayers Lake) to central locations in the city. Light rail from Bedford to the centre of the city.

If you want buses to be a middle class option, they have to meet middle class standards. That means you can't treat bus customers like second class citizens. You're not doing us a favour, you're selling us a service. And right now, it kind of sucks. A decent bus system doesn't have to have wifi and leather seats. It just needs to arrive on time and provide reasonably quick connections so that not owning a car isn't onerous. Running enough buses so that we're not packed in like sardines would be nice too. There's nothing quite like being groped on the bus and not being able to tell who did it.

Give buses dedicated lanes on artery roads - like oxford, spring garden, barrington, etc. They have to bypass car traffic. Otherwise - people see buses stuck in traffic and are not compelled to take it. Transit must be compelling. I'm not going to spend \$100+ a month on parking downtown plus buy a bus pass.

People can only manage without a vehicle in the core areas. For example the cost to link communities like Hubbards and Ecum Secum with public transit would be costly and take resources from communities that would likely generate higher transit ridership. By focusing transit on the more densely developed communities people would have the option to live in those part of region without a vehicle and those who were willing to travel more could live in the less developed area. There should be neighbourhood service like stores, recreation facilities, etc. to allow people to do business within their neighbourhoods.

better bus routes

--- SURVEY RESPONSES - Q3 AFFORDABLE ---

Multi functional planning. Don't build vast commercial areas like Dartmouth Crossing without having mixed use residential integrated into the design. If people can't live near where they work and/or shop you can't realistically reduce the use of personal vehicles, as I don't believe adding more buses is a realistic solution to sprawl. There is a huge opportunity with the Cogswell interchange project to bring people back to living in downtown, and similar attempts should be located at other potential cluster locations that could be linked to an integrated transit model.

Frequent accessible and affordable public transit

A more effective time sensitive bus system that was better coordinated so that the amount of time spent on riding the bus from point to point is reduced. There is no incentive under the current scheduling of busses for people to switch from car to bus. While people will take a bus they will not take the time out of their schedule to spend it on lengthy road trips, away from family and other responsibilities.

If the times were far more frequent so that you were not stuck waiting a half hour for the next bus people would be more inclined to take transit. The transit in the city is pretty efficient but there needs to be a quicker, more efficient way to get INTO the city. If I'm going to sit in traffic for 45 minutes I'd rather do it in my own vehicle and drive straight home than do it on a crowded bus and still need to walk for 20 minutes to make my way home. I am also unable to bus home from work because the buses have stopped running in my area so I need to take a vehicle to ensure that I can get home after midnight.

Quick transport options - any chance for using the railway? Would be willing to lessen use of car if had reliable options that don't entail successive transfers. If in town, sidewalk cuts etc. are very helpful.

Affordable, but more importantly, reliable public transit. As it stands, taking a bus to work or school is a big gamble as to whether or not you will make it on time. Buses are often full and drive past many stops (abandoning would be commuters) and get stuck in thick single occupant vehicle traffic anyway. Honestly, a train would be the best way to fix some of these problems.

I think more efficient and effective bus routes would be one solution - evening, mid-day and weekend coverage can be infrequent, which makes it challenging to accomplish daily tasks (aside from a 9-5 job) without a vehicle. Also, more support for carpooling. I carpool from Dartmouth to Halifax each day, however there is NO WHERE safe to drop someone off downtown (Hollis Street).

Better public transit service (increase number of buses or frequency of service to outlying communities, express bus service within the city proper to eliminate delays caused by frequent stops) and/or more cost-effective alternatives to taxi service/car rental?

Improved transit service. Sunday service is too infrequent. Priority lanes for buses and car pools.
bicycle lanes, and free public transport (buses)

Not possible.

Busses that take bikes, more bike racks, more bike paths, public transport that connects outlying areas with the peninsular. A ferry between Bedford and Halifax. Move the South End container terminal to Dartmouth, create active parkland. PPP has some outdoor gym equipment - good idea, need more dotted around the city.

Longer hours at school and day care. Better road and sidewalk clearing after snowfall. More frequent buses with routes where people want to go. City and other public services (e.g., hazardous waste depot, Access Nova Scotia) located where they are quick and easy to get to by bike, on foot, or by bus. More spaces to rest and be sheltered from the weather.

A better more efficient transit system

I cannot get over how expensive transit passes are. You literally need to use it at least twice a day to even get your money's worth - this doesn't encourage people to buy passes for casual use and only drive in inclement weather, etc. It is also way too expensive for impoverished residents and low-income programs must be prioritized, as we recognize that transportation encourages better mental and physical health.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

It would be very difficult to get people to give up their personal vehicle as it gives them their sense of independence. Any attempt to replace that independence would be extremely difficult.

I live in rural HRM where we have been told that there is no plan to have a bus service, so that would be a start. I have previously enquired about the metroX bus being extended to actually bring passengers back out to Tantallon on its empty journeys. That bus could be extended to have a couple of evening services/regular return journeys, outside of rush hour (say I want to go in for a hospital appointment, for dinner, etc - being able to get in and back out).

Have the buses run longer during the day 5:30-11:00pm; have them run more frequently, try getting home from Halifax and just missing your bus or ferry by 2 minutes and have to wait anywhere from 30 minutes to an hour. Especially in the dark.....

If transit was more efficient. I wouldn't mind paying more if transit ran more often, faster routes and major buses were 24/7 every hour after midnight

Better transfer system for buses, dedicated bus lanes so they are not stuck in traffic, get the train with via rail running. Park and ride locations

More frequent, on time public transit. Creation of bus lanes to reduce travel time.

More reliable transit times.

Having affordable living close enough to work, school and amenities that they don't need to drive regularly. Alternatively, having transit available to them near their residences that is convenient (at times when they need it), affordable (and transferrable between modes and areas), and efficient (direct and speedy/segregated routes (i.e. bus roads, rail etc)). Providing shuttles to outlying areas for regular events (i.e. sporting events (local/minor league), high school events, even grocery runs, local parks/hiking areas) and special events (city, scotiabank centre, pier 21 events, etc.). Fundamentally getting people where they need to go, when they need to get there. I think in more rural areas this is something that is being ignored.

More buses with better seating, internet connectivity while on the bus, more room on the bus to sit. Trains for faster movement into the core. Give buses dedicated lanes during rush hours. Express bus system from outer areas with secure, well lit parking lots for commuters

More areas with better/more frequent public transportation. Less urban sprawl. More 'complete' neighbourhoods where families can access everything they need within a reasonable distance.

An enhanced bus pass for seniors

Small buses sized to load operating on peak period loops.

Continue to improve the frequency, connectedness and reliability of busses. Invest in a robust and reliable scheduling app. Provide shuttles/vans during evening hours which connect social events downtown with transportation hubs on the outskirts, so people would leave cars at home

Make yearly bus passes less expensive, and include family pass options. \$1000 is very steep but \$500- 600 would be great and worthwhile for many commuters. Ensure parking & paying at park & ride bus terminals is affordable (monthly/yearly parking rates) and simple. Currently it's too expensive to transition fully.

A much better transit system. We need one that can get you from point A to point B anywhere in the City in a timely and affordable manner. Maybe we need to look at other ways of moving people around. Having the transportation system sharing the same space that the thousands of cars are also using just doesn't work.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

dedicated bus lanes and reduced fares; right now it is faster and cheaper for me to take my car to work than it is to take the bus
More dedicated bike routes with a combination of rapid transit connections.

If transit service consisted of more smaller, linked routes.

Seems pretty difficult in NS given how far away many homes are from services and stores. You would need an extensive public transit system that extends to rural communities which may not be feasible.

Transit that is consistently on time. Separating buses that run on same major roads to allows pick up over the complete hour not bunched together

Lower cost for bus tickets paid for via taxation of citizens like me, who ARE able to afford a personal vehicle. I would be more than willing to pay additional taxes to ensure that our transportation system is actually accessible to those who cannot do without it. In addition to affordability, our transportation system needs to better serve disabled people who need it. They are still terribly underserved by our current transportation system.

For those closer to the core area of HRM better connections for transit buses, more reliable transit service would help. The addition of the 2nd Woodside Ferry is a good example - having more frequent runs in the rush hour peak times means ridership has increased. Streamline the Link Buses so that they do not travel to downtown Halifax unnecessarily - the Porter's Lake bus for instance. They could then make more trips or you could possibly extend their route further east to Musquodoboit Harbour for example.

More reliable transportation. Knowing buses will show up on time, and if they ran more frequently so you could reliably get where you need to be when you need to be there.

People that don't have a personal vehicle should live near areas where they work and have the services they require. Unfortunately the city is not affordable for many that would like to live and work in the core. Go price a move in ready home suitable for a family of 4 and you will see that city living is out of reach for all but the affluent.

More green belt bike paths between communities. In Calgary, one can cycle from the suburbs to DT from almost any community in the city. Frequent service. Flexible routes. Day pass. Cheaper fare..

Have bus transit free. Pay more in budget - less people would drive. Save on road maintenance, less accidents.

More frequent busses on weekends and evenings.

More direct communication links. For me to work in Bedford, it takes a very long time to take the 15 bus to connect with another to Bedford. The biggest reason I'm discouraged from using public transportation is time. Instead of the half hour drive I make each way, it increases it to over an hour each way. It's hard for me to justify spending an extra hour commuting each day to take advantage of public transportation.

A good transportation system encompasses Good Customer Service by Bus Drivers, Convenience, ease of use. SMART Card Technology. Just think if we city adopted Smart Card technology for the buses and then they could also incorporate this in other parts of or Daily Needs such as eventually changing Parking meters to SMART Card readers like was done in Victoria BC.

Maybe a ride sharing system like Uber, except it is non-profit and run by the city. Create an app where commuters can volunteer to ride share. There should be a criminal records check. I don't know how insurance would work but maybe it could be managed by the city.

Faster transit service, be it for bus, ferry; commuter rail to connect some of the more distant areas of hrm, bike lanes, affordable transit costs for people of lower incomes, people with disabilities, seniors, and young people

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

Support for Uber and other cheap transport solutions outside of public transit. Increased funding of public transit. A high-speed light-rail system would be great, too.

Superior transit with short waits between buses and transfers.

They need to have all amenities closer to where they live, not have to travel to retail/business parks that take hours by transit or biking, in order to manage. As someone who recently switched from decades of transit use to a vehicle for just that reason, the current transportation methods (walking, biking, busing) just add up to too much wasted time for what are otherwise short trips by vehicle. By owning a vehicle, I've cut trips from 3 hours round-trip by bus to 20 minutes by car. Too, there is a lot of focus on commuting without regard to the need for reliable and frequent transportation off peak hours for those without a personal vehicle. Until there is a shift to increased service at other times, a personal vehicle is more than just a convenience. You have to determine who does require that transportation funding most before you try to ensure that the funding goes to the right areas, services, and people. I'm not convinced that the city understands who or what 'requires' the funding.

More bike lanes.

Safe roads for biking and walking. A bus system that is very efficient and economical. The use of bus lanes, more buses, free buses. A rail system from Bedford.

Reliable, frequent bus service.

Public transit needs to be cheaper and more convenient than using a personal vehicle -- that's a tall order. Transit needs to be improved during off-peak hours. For example, buses and the ferry should continue to run at least an hour after the bars close in Halifax. People often take their cars downtown because they fear there will be no public transit at the end of their night out. Adding overhead shelves on buses would allow people to carry more on the bus and encourage them to shop by bus rather than personal vehicle.

For me, the time when transportation is most important is while commuting to work. So it would be good for me if there are non-stop buses (or less stops) to downtown in peak hours. I think the routes right now for Mumford is pretty good where I would go for shopping. Public transportation is not just about a bus fare... It's also a huge tax cost which we all forget.

Cheaper fares/tickets/passes, more frequent and fast routes, and potentially free weekend rides in the summer on blazing hot days and winter on stormy days..

When I visit another city I usually don't rent a vehicle. I use a subway, train or Uber/cabs. Free and easy apps to download for visitors, instead of a PDF for each route. An app that helped you navigate: for example - if you typed in main hotspots or destinations in Halifax, and it would guide you based on your location what bus to take and connections and approx time it will take. The app can also track the routes so you know how close your bus is - helping you catch your bus, and keep routes accountable to posted schedules. Students/youth will use transit if it is easy - technology makes it easy. Free Wifi on the bus needs to be implemented, especially for the express routes to the outside areas of the city.

Fast, frequent, and reliable transit that connects all corners of the urban area of HRM would mean more people can live without daily car use. Drop restrictive policies on transit vehicles (no pets, no food/drink, etc.) These are laughed at by visitors from real cities. Policies that support car sharing and efficient taxi service provide alternatives for situations where buses aren't able to do the job (Costco runs, e.g.) As evidenced by the Halifax Peninsula, walkable neighbourhoods lead to walking. Our suburban areas cannot support walking and significant sidewalk investment would be a waste of money, except as part of a main streets revitalization and traffic calming scheme. We urgently need a minimum grid of protected bicycle lanes. While we can't get everyone in Halifax biking, the driving rates in the regional centre are still quite high, yet all regional centre destinations, and Burnside, the #2 employment hub, are within 8km (ideal cycling distance) of every edge of the regional centre. It is realistic to see driving to work rates in the regional centre drop below 15% and cycling rates push north of 25% within 5 years if we invest now in that minimum grid, at which point we can begin working on better routes through the suburbs.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

Finally, we need to stop allowing sprawl development. Every sprawl development means more driving and geometry is nearly impossible to fix. Force all new development to occur along major arteries in the urban core - we have a 25-year approval list of sprawl that isn't being built today. Why add more to that backlog? [A transfer of development rights system could be used to mitigate the impact of such a decision]

Make transit more affordable with yearly or quarterly discounted passes that awards people who pay for longer periods at time, and higher cash fares for individual rides. As a trade-off, create full day tickets for cash users instead of the current transfer system. This would also benefit tourists. Many countries offer a day ticket price.

Low income transit pass will hopefully become more than a trail for 500 residents. This type of affordable initiative is crucial to a good transit system. Bike sharing like Montreal and Seattle has would help, and more affordable car sharing. Should not be cheaper to rent a car for the day then participate in a car share program for 3h

The current system would have to be reconfigured with smaller buses on more routes, feeding into more central points to continue to final destination. People want to use the transit system but feel that they are paying enough for. Unless it is more seamless, usage will not grow.

Better transit service. Dedicated biking/walking paths.

Proper transit in the rural areas on a consistent basis to meet up at terminals, not a set up to loose. By this I mean, added bus routes in rural areas, such as Lucasville Rd., Upper Sackville, etc.. to meet up with bus connections during working and regular hours.

Express routes within the city. If people knew they could get from point A to point B without having to switch a bunch of times or spend an hour on a bus when it would only take 20 minutes in a car, they might put off buying a car or not have to buy one at all.

Lower transit fare

I come from a country where public transportation is well developed and people enjoy using it. It doesn't only attract lower income groups. We have to offer transport that is on-time, but not leaving bus stops earlier than scheduled. Another improvement would be to reduce the number of bus stops and offer faster and direct connection. What takes me 16 minutes by car, takes 1:20h by bus. That is absurd.

Closer proximity to sources of goods; and better and cheaper methods of Delivery of goods. Online shopping just doesn't cut it in many cases; but in other cases it can. Online sites that compared cost of same or similar goods in local area stores facilitates the "searching" and thereby reduces the driving from store to store to compare. If the stores were closer, not big box, and not Industrial Park design, one could walk to shop. then with cheap delivery, one could walk home, and have the goods delivered.

Separate cycling lanes!!!!!! How much longer do we have to wait for this? The jurisdiction is perfect with many neighbourhoods within a ten kilometre commute to peoples' work places. Implement the "It's More Than Buses" plan for a rapid transfer bus system and separate bus lanes. Why hasn't this been done? Metro Transit needs new managers who will implement this. Get different people in there who can make this happen. GO back to the property owners cleaning their own section of the sidewalk so people could walk in the winter. Councillor Linda Mosher's stupid idea to hire companies who ride those sidewalk plows that leave ice and create dangerous conditions presents people from walking and they gain weight and get unhealthy!!! DO away with it and go back to fining people for not clearing their sidewalks and remove the tax increase for a plan that has failed and endangered the health and safety of citizens,

Easier access to a transit system, feeling safer on a bicycle. As stated, I recently spent 3 weeks in Norway. Friends of ours who live about 30km outside of Oslo said to me that they hardly use their car. The husband cycles with the kids to school, he drops them off and then cycles 30kms into Oslo...everyday. The wife, takes a bus to a differant part of Oslo. They use their car when travelling far outside of Oslo, or getting large items or perhaps a lot of groceries. They do this because they have an excellent transit system, good infrastructure for cycling and, more importantly, cycling is normal, no one is threatening them when cycling. Again, make active living normal, make cycling normal, make taking a bus normal, people here don't do it because it is forgein to them because we are so car centric here, that attitude

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

needs to change. Just because one isn't driving does not make that person less important. You can add all the infrastructure you want, if it feels strange to people, they won't do it. I understand this is coming across as a rant, really though that is the crux of the issue, it's not normal, and people treat things that are different with disdain. What would make it easier for people to manage? Better and frequent transit, easier access to transit, flexible work hours, better cycling infrastructure, people feeling safer when cycling.

Timing being better. People need to be able to get to work on time, even if that shift is not during "peak hours". Transit should run later. I firmly believe that one bus that runs either across The Bridge or stops at The Bridge Terminal should run along Portland St. until at least 10am. People will not need their cars if they have a way to get home.

I think if you more boldly prioritized spaces for walking and cycling downtown, not just through more bike lanes, but maybe even converting every other street downtown to walking spaces as some other cities have done, you'll make it a lot more attractive for people to leave their personal vehicles at home or even live without them entirely, as our family does. But I see more parking spaces going in, which encourages more cars downtown, which makes it less and less attractive for active transport. So I'm discouraged by these signs and hope the city will start moving things in the other direction.

A system that taxes people for the transportation system and allows free passage to transit due to said taxes by say showing your NS ID.

being able to get places on time in an efficient manner. Currently, taking a car is always faster and more convenient.

frequent public transit, on time and with covered seating at all stops.

A pass with unlimited trips...frequency of integrated transit routes...running 24 hours

I think convenience is a higher priority than price when trying to convince people not to drive. When connections don't meet up, it is no longer convenient especially if you need to make multiple connections. No one wants to spend more than an hour commuting to work. My sister lives on the ██████████ close to ██████████. She works in Dartmouth crossing because the company she has been working for ██████████ moved there ██████████. She does not have a driver's license. It takes her three buses and 1.5 to 2 hours to commute each way. And now has been told the route 15 bus will no longer go out that far soon. It would be too long a walk to the Williams lake road to get on the 15. What will she do then? Nothing convenient about that!

Cheaper fares, better service out of the downtown area

Dedicated LRT. Plain and simple. Connect shopping districts to residential areas via transit that is reliable and ON TIME.

Not sure I see how this question relates to affordability... If you don't want to own a car, you will need to live somewhere with safe pedestrian access to the basic necessities, and then access to transit, taxis, and car shares on top of that. If you want a system that is affordable, you will take a look at the current real estate we have available on our streets and choose to carve it up differently. That means dedicated bus lanes and AT corridors. You will also take advantage of things like underused railway corridors and a navigable harbour to build things of a higher order. You will rewrite the rules we use to build our streets to allow for safe & efficient transportation options. You will require private builders to contribute to the transportation system, by including transit terminals, bus stops, AT paths, etc in their construction. You will also require those who own tracts of land larger than a certain amount to retrofit their developments with transit terminals, bus stops, or AT paths, within a decade or two.

Frequent bus service. A shelter and a bench to wait for a bus. A bus only lane so buses move quicker. Enough buses so people are not standing on the bus. People standing on a bus violate your personal space and make everyone uncomfortable. Bags body parts etc all bump together when you have a mix of standing and sitting passengers and then nobody is comfortable.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

Don't just have bus routes like spokes on a wheel. Make it more like a spider web. Then it wouldn't take twice as long to get anywhere on a bus. Put the bike lanes on the sidewalks! Make sidewalks a bit larger. It's been done in UK and other places. It works. We have the space! Then so many of us who are scared to ride on the roads can bike again! Including children. Helps when we drive too - we don't want hit cyclists but they slow us down and end up blocking car lanes.

Reliable, efficient, less crowded transport.

A dedicated BRT and public transit options which decrease time between stops and increase frequency of service to make them competitive with personal vehicle transportation. Making the soon to be available real-time GTFS data public would also allow third-party app providers to improve transit's reliability by giving commuters the ability to actually know when their bus will be coming, meaning fewer early bus missed departures and accountability for preventable service disruptions.

reliable frequent service, that is accessible for all mobility issues and delivers residents to services and job centres

Denser and more mixed development across the regional centre

Make the transit system worth taking. The price is fine but way too many routes and takes way too long to get anywhere. Should have set hubs and buses run between them and to other areas to the hubs

I cannot comment on this because I chose to live in an area where I could not survive without a vehicle.

More frequent and reliable transit service. More frequent service in evenings (15-20 mins).

Clusters of communities that promote living and working within proximity. Having good transit options that flow well and promote good client service (bus drivers need constant reminding). Plus affordable central housing. It is outrageous that the city would ever allow the expansion of car lots (Look at Robie St & North). Get all car dealers off the peninsula they are taking up valuable space for housing with cars which sends a complete opposite message to what you are trying to achieve. Get car dealers off the peninsula. They located them together in Dartmouth, Hfx needs to put them out in Bayers Lake. Cars don't pay taxes, buy groceries or contribute to the community - they just sit on a lot until they are sold, yet the city allow dealers to occupy valuable land. It is outdated and they need to be moved. Otherwise, I am a 1 car family, because I live near those car lots. If you removed them and built mixed housing... lots more people could go down to one car and walk or cycle to work daily which is what I do.

10-15 minute bus frequency between major hubs and downtown.

Safe walkable and bikeable access to public transportation. More amenities closer to residential communities.

See last two answers.

Transit that get you around the city quickly and reliably. I have to get to my daughter at school and cannot afford to be on a bus stuck in traffic

Improve transit. Make bus lanes so that they can move more quickly than cars. Have transit always keep the disabled and elderly in mind.

More reliable bus service. Cheaper bus and transit service. Quicker/more direct routes. Fares based on distance, not one set fare. Tap-on, tap-off cards that add convenience. Personally I like for my household to still have a vehicle for longer road trips, going to visit family out of the city, etc. But I would prefer to never have to use my car in town. However, sometimes I can't rely on the bus services to get me there in time, or I don't feel I'm getting value for my bus fare.

----- SURVEY RESPONSES - Q3 AFFORDABLE -----

It's what you have looked at. Improvements to biking routes, buses, light rail options...I would so love a few subway lines that cover the main commutes, which I think would be a much smarter investment than the bayers Rd expansion, plus much more aesthetically pleasing than having a city of concrete jungle and cars.

Better bus and rail service

Improved inefficient public transportation network with dedicated bus lanes. Smaller buses serving communities while connecting routes to terminals.

Nothing! Carshare is available, you can live downtown Dartmouth or Halifax and walk almost everywhere if you choose.

Public transit - I moved from Toronto where I took public transit daily. During eight year of living in Halifax - I have never taken public transit. If you are new to city the riders guide is useless. I have tried several times to unravel routes without success. Having been an experienced transit user this seems unreasonable.

1) Better transit is key. Our routes are clunky, inefficient, and take too long to get places. That said, it is pretty good, and I do use the bus to get around often, and it's one of my main routes of transportation in the winter. No one is going to take a bus if it's too hard or takes too long to get where they're going. Bayer's Lake takes way too long to get there. Buses are over crowded at times. Saturday and Sunday service on some routes is far too limited. There needs to be talks with people - and not just the ones who already take the bus, but people who would start if transit began working for them - about where they need to go and when they need to get there. Not everyone works M-F 9-5. There are a ton of shift workers, evening workers, weekend workers, who transit does not work for right now. Some probably have a route that would get them to work, but it doesn't run at the right times. Take the nursing home I work at. The 15 stops right outside, and there are plenty of people coming from Mumford area who take the bus. But they all car pool to work, or get drives to/from Mumford. Why? The bus goes by to take people home 15 minutes before their shift ends, and would drop them off at work 15 minutes after their shift starts. Since it runs only once an hour, they'd have to get to work 45 minutes early, and leave 45 minutes after work. So they skip the bus and either get a drive, or walk up the hill to take the 20 rather than add 90 minutes to their already 12 hour work day. I'm sure there are plenty of places that would get higher ridership if the timing was better. Perhaps a survey could be done to find out where people WANT go, when they want to do it could be done, and data mined for some new insights into what our transit could look like. Not just making do with the routes we have and the traveling habits people are forced into by that, but making a new plan based on what it would look like if people actually could take the bus to work and get there on time, or go to the movies, or shopping, without trips that take 10 times longer than driving. If people have a reasonable option in transit, they'll take it. 2) I've seen car share vehicles here and there, and think it's amazing. I would love to have one near me. I'd defiantly use it for a few trips a month at least (we sold both our cars a couple years ago). I think it would be great to have that expand further and further into the city. It might help people give up one or all of their cars by filling that gap that transit/taxis/active transport can't always fill. 3) More pedestrian friendly areas would be nice. Wider sidewalks, benches for resting, trees and gardens, public art. If there's something to see (like along the waterfront boardwalk, that's awesome by the way), it makes it fun to get out and walk, or linger and socialize and actually check out the shops along the way.

I am not too sure. As I have had a car since my third year of university, I would say a more reliable and timely transit system that had an updated tracking system. Such as GPS tracking on your phone, or buses every 15 mins. Halifax should look at the Victoria transit system in BC. Victoria is the same size as Halifax, and when I worked out there the transit system was 10x better. Please take a look at that and see if it feasible to run the same system here.

Offer day passes! Ensure major amenities are passed with regularity so people can do grocery shopping and other important errands. In some places, buses run once an hour. Getting grocery shopping completed in an hour is unlikely. So they are forced to wait for some time before they can get a bus home. Making better connections to areas outside the city core. People who live in the edges of HRM have to take a car because bus service stops so soon in the evening. If they want to do something in town, they cannot take transit in unless it's during rush hour and then they cannot get home because the bus has stopped running before 8:00PM.

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

Q4 How can we make transportation more environmentally and socially responsible?

Comments are typed as written.

A competent well run transit service that doesn't go on strike for weeks at a time during the winter would be a good start.

In your preamble you state: "Our goal is to create a plan that will ensure roadway, active transportation and public transit initiatives." The roadway, the private automobile, is your number one priority. It shows. Make active transport, transit, and then the private car your priority, in that order, and perhaps the solutions will be clearer? Lol.

Slowly phase out the cities diesel buses which are extremely noisy (more than godB) and replace them with electrical buses, it will cost more money but the quality of life of our city will improve substantially, it is the responsible thing to do and it will save our environment.

Smaller buses during off peak times.

Make public transit convenient for everyone all the time and not those during rush hours. The rush hour folks need to be sold that they can also use the transit system even after they are done their work day. Also improving Sunday service will entice people to take the buses on days that they would normally take a car. Keep the low income bus pass project going. Also consider a "Thank-you" program where bus pass users can gain a discount businesses or free entry into events if they have monthly/ yearly bus pass. STM has the Merci program for transit users. Provide special shuttle services for major events. How about a \$2 shuttle from the Scotiabank centre to lacewood terminal or dartmouth terminal for Moosehead games?

If you build adequate infrastructure to support active transit you will ensure the city promotes environmentally and socially responsible transportation. Installing protected bicycle lanes throughout peninsular halifax will accomplish this.

Fewer buses if the ones that are out there are running express routes and are actually being used more; fill up ones that people know can get them from Point A to Point B without stopping at every single bus stop along the way. How often do you see 2 or 3 buses of the same route number going past you at rush hour. First one is full, next two empty!

Less expensive monthly transit passes overall. Block ride sharing apps like Uber to protect our taxi (dispatched based) infrastructure.

More bike lanes would help. In terms of active transportation, please support connecting the Trans Canada Trail with the Waterfront Trail in Dartmouth, and use Canal Street as the connector, not a reengineered (more expensive and car dependent) solution at the Alderney Drive / Portland Street / Prince Albert Rd. intersection. This will help stimulate the re-development of Dartmouth Cove.

Electrify railways where possible for goods movement. Encourage experimentation with electric vehicles in public agencies (e.g. buses, municipal car-share fleets). Partner with industry to test new energy technologies. Partner with community groups to more effectively deliver public transit to low-income individuals and communities.

What if companies offered discounts if one truck was delivering stationary to an office building for multiple businesses. Maybe also trucks should not be allowed on the city core roads between certain hours.

better transportation services = less cars on the road

Carbon tax.

Free Park & rides in Lake Echo & East Preston = more people using the bus system. More local taxi/shuttle services ie. Mus go rider. A car pool in East Preston

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

Perhaps it is the time to seriously look at commuter rail/subway as a means of moving people around. If it were done that it could insure the movement of larger numbers of people conveniently it would ease the heavy traffic in the downtown core and ease the parking problems. It would allow those who commute by bike safer access on the roads and ease pollution from exhaust.

77% of people use their vehicles to get to work, 23% uses other means (bike, transit, walk) – installing more bike lanes does not help the 77% in cars, it reduces the effectiveness of the transportation. I know that the infrastructure in the down town core can not be expanded to accept for vehicles, (not enough room to put in more lanes, let alone bike lanes). May be a better flow system, (ie make Quinpool 3 lanes wide in the AM and 3 lanes wide on the PM).

If well planned transit is in place, less single car drivers will be on our roads which will decrease our overall environmental impact
By making a serious long term investment in quality infrastructure.

Fund alternate forms of fuel, make bike lanes more accessible, increase instances of sidewalks.

Rail.. not buses Rail.

Have programs to help low income people afford taking public transit. Make sure low income areas have good service so they can take advantage of public transit.

Parking is always a challenge when going downtown and is probably a reason why people do go.

Commuter rail !

I'm sure it would be super expensive, but if you invested in full electric busses, not just diesel/electric busses. It would probably save you tons of money in fuel as it goes up. Or, you could put electric chargers in the public parkades and charge a premium for them?

Not sure

Run a bus for the area for a whole year to gauge interest.

Be prepared for the likelihood of autonomous vehicles and vehicles that run on alternative fuel types (e.g., electric). We need to transition to a more sustainable network as soon as a dominant new technology emerges. Overall, decreasing reliance on personal private vehicles is the key.

For starters - stop using Gottingen as a transit sewer, running a high number of buses that do not serve the community. Gottingen is a central mainstreet of a established community, it is not a thoroughfare. This added much unnecessary noise and air pollution to the street, affects viability of commercial frontages, reduces livability of housing located above shops and continues a long-standing prejudice and spatial injustices against the Gottingen Street community.

Connecting communities without car reliance. It is a 5k trip by car from South end to spryfield, but a ped way over the arm would reduce that to about 1k or less

No road widening. Make developers pay for roadway expenditures required both in and to support new subdivisions. Stop socializing the costs of the automobile (There is no such thing as free parking). Charge for stormwater handling of massive walmart parking lots.

Biking is OK during spring to fall, but we do not have the climate here during the winter. Better transit, less cars idling in stalled traffic.

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Reduce: Business incentives for work at home employees, insurance laws may need to be adjusted. Support local production (why did I see frozen whole lambs from New Zealand in NS, seems like a carbon emission nightmare) Reuse: Rentable bikes at transit terminals, Municipal employee with a bike trailer gets the job of moving bikes to adjust for one-way demand. Recycle: Public special event busses to / from Hubs: Hal-Con, Halifax Exhibition Centre, Santa Parade, Fireworks, (Moosehead games?). These busses would stop at temporary stops, closer than typical, and run on hours focusing on reducing peak traffic. Remember Students.

a day train would be fantastic - there used to be one and it would be nice to have it back. Would love to be able to go to the valley again by train!

Make every bus stop wheelchair accessible. Install bike racks on all buses.

User pays! If the users want to be responsible, then pay the fees. This cannot be funded by all taxpayers, we that do not use the buses should not have to pay for them. Issue discount cards or tax refunds for under x salary per yr or something but don't put the \$100 000 bus driver and all other expenses on everyone!

Keeping up on road work can allow for more smooth transportation which decreases the need for longer emission times as well as materials and waste required to fix damage on roads and vehicles. The more accommodating transportation systems are, the more often people may be willing to use them.

Excellent transit is key. Parking garages instead of parking lots = smaller footprint. Get big truck traffic out of downtown. Charge for parking at business parks -- there should be no such thing as free parking.

Charge people for using the roads and they will tend toward options like buses and ride sharing.

I believe that my previous answers account for this. Also, consistent with transit planning in Malmo, Sweden, the development of better, more effective bicycle lanes would certainly -- alongside the other issues mentioned -- streamline transit and making it more environmentally and socially responsible.

By reviewing and improving coverage of the population. Profit should not be a factor in public transportation. There is too much emphasis on environment, global warming is a naturally recurring phenomenon, a fact that tree huggers seem to forget. We need to be responsible but stop short of being stupid.

Better utilize ferry network.

Affordable transit More busses. Keep the shuttle after the bridge closure. Education campaigns that show appropriate behaviors (rather than point finger on a specific category of users)

Invest in making safe and accessible trails and people will consider it as an option to take. Ensure the buses are reliable and safe - that you don't have to leave an hour early just to ensure you arrive on time.

Socially responsible - move heavy truck traffic away from the city centre. Why are big trucks routing through downtown, it's nonsensical. Move the port over to Eastern passage or something. Environmentally responsible - be willing to be unpopular to reduce car culture. Promote quick but most of all reliable transit options. How about busses in the rail cuts like Ottawa? Streetcars? Engage engineering students to study transfer patterns and run optimization studies for Halifax transit passengers. Rationalize the bus system so you don't need a masters in geography to understand the routes. Promote neighbourhooding in Halifax/Dartmouth so we can easily understand which busses are going into which neighbourhoods. Most of all...be willing to increase density in the urban core! Please don't listen to the Save the View nimbys - the only real way to reduce cars is to place more people living AND working in downtown Halifax and Dartmouth. Why is there R-1 zoning anywhere on the Halifax peninsula? Why can't every single family home be zoned R-3 or more? I say this as a

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

resident of a single family home in an R-2 zone. R-2 hasn't hurt my neighbourhood in the least, I only wish it were more. If we had more density, we'd have a grocery store. if we had a grocery store, we wouldn't drive to get groceries. Just one example. Perhaps we could be doing more to encourage fruit and vegetable corner stores in neighbourhoods, like those in Montreal and Toronto, so residents didn't have to travel as far for the food basics.

make it more available so that users are more likely to choose a responsible path

Don't know.

more electric vehicles, charging stations for electric cars

By looking into alternate options - more buses = a greater impact on the environment. The continual "we will increase the number of buses on the road" method won't help the problem. Those who sit by themselves in a car for an hour each way will continue to do so, because they are there the entire time beside a bus. General thinking is "why sit there when I can be in my vehicle the same amount of time, but enjoy my coffee and breakfast sandwich, music up, heat/A/C exactly as I want".

Fill the buses by adding reduced rates (or more passes for people in needy circumstances) at times when they are under-used.

Add a transportation surcharge to cars entering the HRM core (similar to what London did). Use the money to upgrade public and active transit options. Add large parking areas at the perimeter of the core areas and provide excellent shuttle service to prime locations. I could imagine that places like Dartmouth Crossing or Bayers Lake might be very open to the idea since it would mean increased traffic to their sites.

Dedicated lanes for transit and cycling. Demonstrate the ROI for health, personal finances and liveability.

Create neighbourhoods that allow people to do their banking, shopping, etc, within their community with good active transportation opportunities. Encourage more fuel efficient vehicles.

try for one year giving every HRM resident a bus pass

Do it well. It needs to be great user experience, or folks won't do it. And users are more likely to pay for a quality experience.

Based on alternative green energy sources. For example Calgary uses wind power for its LRT

Reduce or cancel rural routes that are underutilized. If people want to live in the rural areas then they cannot and should not expect urban transit solutions to their travel needs. If they do then they should bear the majority cost of that transportation, not the urban traveller. Take the politics out of this specific issue, put the busses where the people are and will get maximum use out of them.

Newer buses, hybrid buses would help to cut emissions. If more people relied on a solid transit system we would have fewer single cars on the road.

Structure cost fees according to income in part - really like the idea of cheaper rates for those less able to afford it. However, the cost for others can't be so high that it deters from using public transportation. Looking at options for bussing into town for big events from certain locations is a great way to reduce driving in town. Encourage continued development of walking and green space areas.

Make it worth while taking. Many jobs require employees to have cars because public transit is officially considered unreliable. If you can change this trend, hopefully fewer single occupant car commuters will contribute to polluting our environment every day.

Improve public transit

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

turn off buses when they are parked & no air conditioning

We seem to have a lot of diesel buses running around with no passengers on board. Getting cars moving and eliminating bottlenecks in the road system would be a good thing.

Eco busses? Enlarge the accessible bus system. I don't know about the environment and public transport, tighter bus emission controls? Partnership with Ecology Action Centre, they do excellent research and have great ideas.

Consider externalities. Support a carbon tax. Include marginalized communities in meaningful planning (and make sure they are represented in the workforce). Pay a living wage. Discourage private car use.

Invest in new technology ie electric busses, light rail, encourage ridership on public transit to lower greenhouse gasses

Reducing parking only discourages the use of cars if there are viable alternatives. We should be discouraging cars downtown. Currently public transport is neither reliable nor affordable. This needs to be addressed, otherwise everyone is just frustrated.

Short of having a personal, environmentally friendly mode for everyone, there is no way that everyone will be pleased with whatever decisions are made.

park n rides would utilise current infrastructure, over time, more efficient buses could be purchased, individuals would be leaving their own vehicles in a lot, and not driving individually

Cameras are a good idea;

Make transit corridors and build high density residential around it. This will bring more people to the core of the city and will enable them to use transit that is built for their neighbourhood.

Use electric buses. Impose restrictive measures on the use of personal vehicles

By allowing discount bus rates to those with a low income and more bus expressways to reduce the amount of the time buses are idle in traffic

Provide infrastructure that promotes active commuting, have public transit utilize low-emission and renewable resources where possible.

Provide transit at an affordable price for all.

Get electric buses. Make all cab's be at minimum hybrids but at best full on electric car's. Again, if we get 50% of the car's off the road you immediately win the eco battle.

User-pays, polluter-pays. Implement fees for entering the peninsula by car on certain days, unless carpooling. Use these fees to subsidize public transportation charges.

More electric busses

Environment and social responsibility are given far too much priority. It sucks away the ability, resources and capacity to gets things done. Think about getting a system that works and supports business and movement first. These higher idealistic goals are not always mutually compatible with results and the most important objectives.

Perhaps explore an e-bike system. cost-effective app driven car share and shuttle services, Uber, smaller busses for off-peak times

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

Do special promotions to encourage commuters to try alternate transportation (biking, bussing, walking) with contests or other incentives (win a monthly/yearly bus pass, etc). Enact a bylaw for Halifax core businesses to be required to encourage using carpooling or bussing, and encourage office contests as well. Encourage core businesses to allow for alternative daily hours (8-4, 10-6, etc) when possible (IT sector, some banking, office jobs, etc).

Use vehicles that can run on batteries/fuel.

Dedicated bus lanes allow buses to move more quickly through the routes, so there is less idling/exhaust; faster service can mean increased ridership as well

I would suggest moving all container traffic to the pier just inside the bedford basin. That would help eliminate truck traffic in downtown Halifax. At the same time make flow of traffic more smooth as people would not have to deal with trucks as much. It would also free up land for coastal access for all people not just businesses. Our port is important but we do not need to take all the water front up with development. As mentioned before both Halifax and Dartmouth Waterfronts need to be more accessible for all. We need to focus on the core of the ciity to create a strong vibrant heart!

By reducing car reliance (and thus discharging less exhaust).

Carpooling is a good idea, however, has anyone looked into how this may change personal auto insurance rates for individuals? Electric trains are used in many places in the world. The problem is getting the money to get supporting infrastructure up and running.

Eliminate bottlenecks so vehicles do not sit in traffic for prolonged periods of time. Separate bus lanes to speed up transit and encourage more transit usage. Better transit coordination i.e. bus to ferry to bus, bus to bus..

Focus on supporting local, regional businesses and products to the best of our ability, and avoid importation and the associated, well-known ecological costs of the much greater degree of transportation required to import (and export) products further afield.

Rail service to move some of the goods instead of transport trucks throughout the city. Better transit scheduling, connections, and extended routes would take a lot of the vehicles out of the downtown or off the road.

Find ways to encourage, motivate, and reward people for leaving the cars behind. Also find and support better and more affordable parking at transit hubs.

The park and ride scenario I mentioned earlier would lend itself to moving more people with less busses than is done today. Go outside the city core and watch the buses from 9am till 3pm and see how few riders are on the buses. The carbon footprint probably would be less if these same people each drove a car instead of taking the bus.

Use green energy, solar panels, etc.

Make transit more environmental friendly - ie electric buses

Encourage electric vehicles, allowing E-scooters on the ferries again for example.

More direct routes that have proven ridership. The number 15 runs on a set schedule and is often empty. If there were more direct routes throughout the day rather than the standard connection route, I believe it would have greater ridership

- Use SMART cards for the buses; - Program at work where bus passes were a little cheaper if I signed up for at least 1 Year at work and my employer was responsible for deducting the money on a monthly basis; - If we want to take our vehicles in to the down town core before a certain time we would be required to pay a premium for that. - Council direct that its people attend meetings using public transportation;

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

Ask the province for power to tax activities within the HRM that are environmentally irresponsible. The tax could be revenue neutral or used to raise funds for better transit. HRM could implement a vehicle purchase tax (it could be progressive - low income folk especially in areas where there's a lack of good transit shouldn't have to bear the cost. But someone who lives in central Hali, makes \$60k+ and still buys a car, should pay a small tax) A gas purchase tax would also be useful.

Encourage transit use and ride sharing

Encourage/legislate electric vehicles.

By the most environmental buses available when buying new buses and get more people using transit and cycling.

It's laughable that there is any concern for land use for parking when developers continue to clearcut land around the city without check. Instead of improving roadways and commuting paths so people spend less time polluting by sitting in traffic, density seems to be the reason for everything, putting even more pressure on already limited resources. And without a focus on moving businesses out of the city core so there is less commuting to and from the core, the problem will continue to persist. If you want to reduce the environmental footprint, start building communities that people don't need to leave in order to live, work, and play.

Have heavy trains stop at fairview train station. Have quiet, environmentally friendly trains.

Investing in the infrastructure instead of widening roads for more cars. Stop thinking about managing cars and start to think about making our city's focus on active and public transportation.

By being bicycle and pedestrian friendly, and promoting transit.

We know that active transit is the most environmentally sustainable followed by public transit. Personal vehicles are bad for the environment, we know that. So, for the environment's sake, we need to build protected bike lanes that connect the entire city. We need public bicycle training to encourage people to travel by bike safely and within the rules of the road. For longer commutes, public transit needs to be made more affordable and convenient for people.

Provide proper equipment for the need. Is a full size bus required to transport 4 passengers too and from Fall River at 10am? Do we need accordion buses running at midnight?

More electric/diesel hybrid buses (or full electric).

An ad campaign that shows the difference and impact an individual's commute choice has on their pocketbook, overall personal health, and air quality. Just as an app tracks your food or exercise, it can track your commute. Nova Scotians are hometown proud for many reasons - being environmentally and socially responsible and proud to use transit can be something else we boast about. I recently traveled to Los Angeles and the relationships citizens there have with their vehicles is appalling and as a visitor we were forced into this because transit is not encouraged at all - it was awful.

Invest immediately in a minimum grid of protected bicycle lanes in the regional centre. It is a proven way to reduce environmental impact, increase affordability of housing and transportation, and the right way to build a city. Transit should be the #2 goal, getting a fast, frequent, and reliable bus network to carry people over longer distances. A car sharing system with competition will make it an attractive opportunity for trips that require a car. Our taxi system is plagued by long delays for service. Tackling this will improve the effectiveness of the other changes noted above. Buses should have wheelchair straps on board. Do not expect the wheelchair user to bring these with them for every trip. Put a price on driving. Any street with parking occupancy over 75% should have parking fees, on every day of the week that that threshold is exceeded for more than two hours. That includes extending parking meter hours in downtown Halifax. An equitable

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

transportation system is one that doesn't assume car ownership as a prerequisite for participation. We are failing miserably at that by focusing on the most exclusionary and environmentally-damaging mode of transportation ever developed, and then ensuring that our policies make that mode as cheap and convenient as possible. We exclude participation in society by making our transit trips soul-crushing and biking extremely unsafe. Walking is only good if you can afford to live close enough to walk to our civic institutions.

Make the transit busses more universal in their ability to take on wheelchairs/scooters. Make it well known what sizes can be carried (I have been on busses that tried to accommodate scooters too large to fit). Educate drivers about visual disabilities - not all drivers stop lately unless a person at a stop gives them a visual cue. One driver refused to tell a visually impaired woman what a bus stop sign said because "she couldn't see it either" but did not get out of her seat to look. Some bus destination signs are very low contrast! At times with the bus coming, it is hard to see what the sign says at all until it is very close up. Drivers get cranky at people who cannot see the sign well. Drivers do not enforce senior's seating, and consistently fail to help people with disabilities find seating when the bus is full - they ignore the people. Other cities would not allow this, and would ask a struggling person if they needed a seat and announce that a seat is needed.

I think we all know how, and have made the necessary plans. We just need to take them forward and see them carried out.

Get the tractor trailers out of downtown. Use the rail cut. Move the container piers to the old refinery in Dartmouth. Amend the city charter to charge one cent per litre gasoline tax, add a vehicle registration tax, charge more for downtown parking and meter fees.

Fewer buses running long routes half empty (stop the insanity of five or six buses running from Scotia Square up Spring Garden road). Run shorter routes more often and connect!!!! Use alternative energy sources. Invest in green roofs, solar, wind. No BIOMASS! Encourage walking and biking by making it safer.

Ferry service around the peninsula - we have the water...Train service would help eliminate car traffic..

In the discussion of sustainability, one must understand the root of current unsustainable development: overpopulation. Sustainability in any of its aspects cannot be achieved with increasing consumption, and increasing consumption cannot be sustained with increasing population. In the discussion of Managing Sustainable Demand, one must limit growth, and limit population first. Managing Sustainable Demand (MSD) can only be achieved through "limiting the demand".

Separate Cycling lanes!!! Rapid transfer system!! Separate bus lanes!!! How many times does the public have to answer these surveys? Earn your large salaries and make it happen and stop wasting peoples' time with surveys and public consultations. You're never going to get everyone to agree to change. You just have to say this is happening and people have to adapt. You did it erroneously by adopting Linda Mosher's unworkable sidewalk cleaning fiasco and even increased taxes to do so. Why can't you do it with something that will work like separate cycling lanes, bus lanes and rapid transfer.

Well the motor vehicle is the least environmentally responsible and the most socially responsible. \$64 Billion dollars a year in Canada for social cost, \$1.7 Billion for NS. Ontario did a report on it. Higher tax on motor vehicle use to offset that cost, high tax on gas, higher tax on larger vehicles, lower on electric or hybrid vehicles. Then, that tax does not go to fund a ministers trip across the globe, but that revenue goes directly back, and I mean DIRECTLY BACK, into better transit and active living initiatives. If you want people to change, then you have to hit them in the pocket book. Just so you know, I own 2 motor vehicles, I use them as little as I can, but this country does not support transit use and less so active transportation.

More streamlined routes would decrease the need for redundant buses and thus help the environment.

If you simultaneously convert more downtown spaces into places for people to walk and cycle, taking them away from vehicles (except buses), and then improve cheap or free shuttle services in town for those who really don't do well walking around great distances, then you'll reduce pollution due to fewer engines idling in congested traffic, fewer cars overall on the road downtown, less money spent on expensive maintenance due to fewer cars on the road, and help out those who probably aren't travelling by car in the first place either because they can't afford to or are unable to for other reasons.

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My idea of free transit by taxes allows use by those of wealth and that are poor. No cost associated due to already having paid by taxes gives huge incentive to take a bus. Keeping all transport vehicles up to date on a cost effective schedule such as the entire force being wheelchair effective and being hybrids etc. Is a great start. Bus lanes will provide transit to be quicker during rush hour and make less commuters by car for the Normal 9 to 5 rush. This will save on both environmental and maintenance costs.

unsure. Public transit has to be made attractive so all people, not just people who don't own cars, use it.

electric or hybrid

That brings me back to trains. That's got to be better than endless lines of idling cars.

More Eco friendly fuels, have friendly staff

Again, electric LRT is the best way to reduce carbon emissions, as the electricity can be generated by wind, hydro, or solar. Not to mention the other fact that reliable LRT means less cars on the road, meaning less consumption of fossil fuels.

Scrap the idea of "captive" and "choice" riders. It's a shitty way to think about people. And it seems to lead us to build service where it least makes sense. We should actually be building a great system in dense areas, where the "captive" numbers are highest, and where it is easy and economical to offer public transit. (HINT: If your "captives" are chomping at the bit to leave transit as soon as they can, then your system is a failure.) Instead, let's start thinking about occasional, commuter, and all-purpose riders, and start focussing on building the proportion of all-purpose riders. That is, people who can use transit for a wide variety of needs, and do so

Make a metro pass part of all large employers payroll plan similar to what has been done at the universities. Then go out and make the pass work well so those who have them are not tempted to take the bus. yes the university needs service minimum ever 30 minutes and when the bus is full another one rolls up and goes again. Then provide service to the hospitals that matches the shifts people work there. Hospital staff should not be taking cars the spots at the hospital are needed for patients coming for chemo, surgery etc who are outpatients and should not be on a bus. If all hospital workers had a metro pass at a reduced rate and could get to work on a direct link we would get a lot of cars out of the downtown. Ask the VG how many workers come there a day. Provide an express bus that goes from a lot outside the city to the VG for the start and end of each shift allowing 15 or 20 minutes prior to start time fir workers to change to work shoes etc and be ready for work. There are 12 to 15 of us on the 720 number 10 each morning at the VG the problem is that once university goes in no plan is make to have room on the buses for us to get home at 1545 or 1600. Than there is the issue of so many 10 going only yo Mic Mac. But you need to consider the fact that most of the people going to work at he VG drive because the bus is a long trip and not frequent enough after 530. Parking for patients is a real issue as the lot is often half full before the patients most who are outpatients start to arrive.

If you make it reliable more people will use it, and less people will drive. But if you have to get up 2 hours early to catch the bus, forget it.

Provincial/Federal carbon pricing.

it is already one of the most environmentally and socially responsible modes of transportation. if we can increase ridership, pride of ridership, pride of environmentalism, pride of social responsibility, then it's doing great. "frequency governs the real usefulness of transit. Travel time on transit can include waiting - not just time spent at a stop, but all the time when you're not where you want to be (Walker, 2015). This waiting time is twice as important as time spent on the vehicle (Transit Cooperative Research Program, 2004). Increased frequency increases ridership (Transit Cooperative Research Program, 2004; 2007), and is more valuable in increasing ridership than bus priority improvements (Transit Cooperative Research Program, 2007). Increased Frequency has three independent benefits for the customer: Reduces Wait Times / Travel Times: Directly increasing level of service (Transit Cooperative Research Program, 2004 ; Walker, 2015). Increases Network Connectivity: This makes it easier to travel to and from multiple destinations that support frequent service (Transit Cooperative Research Program, 2004 ; Walker, 2015). Increases Reliability: If a transit vehicle breaks down or is late, increased frequency means another will be along soon - reducing anxiety and increasing confidence in the transportation network (Transit Cooperative Research Program, 2004 ; Walker, 2015)." Transit Cooperative Research Program. (2004). TCRP report 95: transit scheduling

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

and frequency. As retrieved on April 2, 2016 from http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c9.pdf Transit Cooperative Research Program. (2007). TCRP report 111: elements needed to create high ridership transit systems. As retrieved on April 2, 2016 from http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_111.pdf Walker, J. (2015). Explainer: the transit ridership recipe. As retrieved on April 2, 2016 from <http://humantransit.org/2015/07/mega-explainer-the-ridership-recipe.html>

Congestion pricing, carbon pricing, active transport subsidies, lower-cost or free transit, fixing tax codes so residents of dense units pay less and people in less dense developments pay more

Look at using the old rail lines from outlying areas - more hubs with fast transit and parking available outside the city.
Electric streetcars and commuter rail.

I work in downtown Halifax and the noisy rumbling of trucking to get in and out of downtown to get to the port is constant and I know it creates employment. But will it always operate at that location, is there a way to connect the port to truckers by using a different base as the port to reduce the traffic woes and the toll that heavy trucking takes on city roads. Also - many ports are becoming robotic, will the future have fewer people working at the port. Garbage collection - street sweeping is done at night, yet garbage collection is done during the day and as pedestrian walking to work I see how Tues morning garbage/recycling or greencart pick up snarls the morning drivers commuting to work. I don't know why garbage pick-up isn't done during hours that avoid the morning commute. Most days once Sept starts - I can walk past most cars and buses, so I get to work faster than someone driving.

Free parking at outer bus hubs, really expensive day parking on the peninsula.

Create more opportunities for less car depended trips. Create bus and carpool only lanes.

Electric (or hybrid) busses for one. Commuter trains will by far offset the environmental impact of everyone driving their cars into the city.

Alternative fuel options and kneeling buses to no longer need access a bus

Do not support auto traffic on the Halifax Peninsula, unless for the disabled. Make transit and active transportation the priorities.

Stop prioritizing cars over people. Consider accessibility requirements more. Integrate an accessibility assessment into all transportation projects/work. Use the right materials! Build high quality roads that don't need to be repaired as often. Incorporate recycled/repurposed materials into transportation infrastructure construction so as not to produce new waste. Be a role model with city vehicles - the model and make (eco features, electric cars, etc.). Impose regulations where needed to limit vehicle use and traffic. Make more streets pedestrian only. Look at cost-effectiveness over the long term, not just the short term.

Remove parking options (and ones available at a premium) from universities and large centres (Scotia centre etc) to make public transportation to these sites mandatory. Create effective public transport to these sites to correspond to event and school schedules.

Use electric and hybrid vehicles. Use rail service

By providing funding to allow for the improvement of active transportation routes and dedicated bus lanes. Additionally, a rail transit system supported by the private sector, i.e. VIA Rail.

Dont! this is a scam!

socially responsible - of course there needs to be rules when planning transit. But there also needs to be exceptions. Same example - take a small child and try to access Afrivile park for a picnic and play without a car from a public housing area. Start on the outskirts of city and travel into town to start work at 6am coffee shop. Make studies based on real life examples - not current analytical behaviour.

----- SURVEY RESPONSES - Q4 SUSTAINABLE -----

1) Decisions need to be made that prioritize people over cars. So cars can, and will be, part of the picture, but not the only part. We desperately need safe bike lanes and wider sidewalks. We could do with making Spring Garden pedestrian only for at least part of the year, to celebrate the businesses and the people who shop there. But people still want to park their cars somewhere. How about more multi story parkades (either above or below ground) worked into the plan, so there can still be places to park, just not at the expense of people moving around. That would open up space for more bike lanes. People complain that there's "no room for bike lanes" - but in the winter, when the roads are covered with snow, it's easy to see where people actually drive, and to me it looks like there is plenty of room for bike lanes, and cross walks where the side walk juts out into the road more. All kinds of traffic calming measures could actually be implemented without making as much impact on traffic as people assume, if the tire tracks in the snow are anything to go by. Keep building bike maintenance locations around the city - those little towers are awesome. Invest in public spaces. The commons and the oval have been great investments lately, as is the design of the area around the downtown library. They're always filled with people. Great public spaces create space for great public activity. We need better working transit, to move more people at once and save the fuel. Encourage electric vehicles (?more charging stations). Encourage young kids and teens to walk to school or take transit, etc, instead of driving with their parents (walk to school programs). If we start young, it's easier to make changes as an they age. And, kids are sometimes the bet catalyst for change in their families.

Hybrid buses. Bio fuels and things that you are already doing. I think as this carbon taxes begins in 2018 we should be in a good position to reduce our greenhouse gases and still not cost an arm and a leg.

To address the earlier piece in this section about congestion points and parking... Make Barrington Street a transit and pedestrian only street from Cogswell Street to Spring Garden Road. Delivery trucks to businesses on the street would be the only exception. Remove the large transport trailer trucks along Hollis Street by using the rail lines that go to the port at Point Pleasant Park. Create robust Park and Ride areas so more people can leave their cars outside of the Downtown core.

SURVEY RESPONSES - Q5 BOLD MOVES

Q5 What bold moves should we consider in the Integrated Mobility Plan?

Comments are typed as written.

If I hear "bold" from this illegitimately amalgamated "city" one more time I'm going to throw up.

BOLD move is to implement bus only lanes in this city (its expensive but it can be done). BOLD move is to give commuter rail a try. BOLD move is to add segregated bike lanes to ALL city main roadways! BOLD move is to phase out diesel buses and slowly switch to 10% electrical so they are not so loud. BOLD moves would be to look at areas where roadways are excessive and or seem out of place with the surrounding neighborhood and make them below grade or redesign as "complete roads" a few examples would be (Chebucto rd 6 lanes between Mumford and Connaught next to Saunders Park) (Cogswell St between Robie and North intersecting the commons) it is extremely wasteful could be below grade to extend the park space and connect the park as 1 space or a walking boulevard all of these are expensive projects but would make our city exemplary. BOLD move is to actually build a proper Bus terminal in Downtown Halifax right next to the Ferry terminal for proper intermodal travel.

Increase the cost of vehicle ownership (congestion zone fee, increase parking meter fees/fines, etc).

Car pool lanes. Bus only streets. Fares based on distance travelled rather than a flat fare. For example, a ferry ride from Dart-Hal should be cheaper than say a bus ride from Colby village to the Halifax shopping center.

When new subdivisions are built, they must include roads (or main boulevard) that can accommodate a future bus route(s). The main road through a subdivision where a bus stop can be as close as 700 meters would entice people to take transit.

Build protected bicycle lanes throughout peninsular Halifax which are connected to each other.

Bold would be another ferry service from Bedford to Halifax terminal. Bold would be offering express shuttles/routes from major employers and hubs in the city, such as SMU, the hospital, to other spots in the city.

Making a bus only corridor into and out of the peninsula during rush hours. Free transit for park and ride services. High frequency transfer based bus route (Scrap what exists right now)

You need to commit to denser, more walkable communities, but importantly its time to start advocating for age friendly unit design in buildings and age friendly communities. Universal / age friendly unit design is no more expensive that conventional apartment design.

Develop better links between land use and transportation planning professionals, institutions, and plans so that they reinforce each other. Map the areas of the region with the lowest accessibility (e.g. only local bus at frequencies of 30 min or greater, over 1km to a bike lane) and least complete communities (e.g. distance from local shops and services). Focus new initiatives on these areas (Portland is taking this approach). Collaborate with taxi services (as well as community groups) to deliver service in rural, low-density areas as well as "non-peak hour" destinations such as shopping, cultural, and tourist hotspots. Develop a viable transit service to/from the airport to Downtown Halifax and Dartmouth (e.g. every 20 minutes all day) linking to the ferries, local and express buses, and bike routes.

using our waterways. Ferry from Bedford to city core, Dart to Bedford. Maybe also from Rockingham area (MSVU). Northwest Arm? commuter rail from Windsor, from Bedford, stop in Fairview area by Joseph Howe Dr.

Light rail should be considered. I am not convinced there is enough population density to make it feasible, but it is worth looking at. Incentives for people to use the bus or to car pool rather than their vehicles.

--- SURVEY RESPONSES - Q5 BOLD MOVES ---

If we are supposed to be one community "HRM" then you need to find a solution to connect us equally meaning more transit solutions more access to fitness centres they should be available in every region of HRM. Dartmouth has 2 currently with at least one more proposed, along with new rinks being built. Bedford and Sackville also have at least one fitness facility. The Eastern Shore region has no facilities that encompass something for everyone and what we do have are not maintained as well as in the city more have any been upgraded.

If you are going to install more bike lanes, then make the lanes direct from point A to point B. Meandering through subdivision is not effective. Expand the side walks to include bikes instead of taking road space away from vehicles.

Dedicated bike lanes with proper safety considerations Commuter rail

Create protected and interconnected bike paths and high-frequency, reliable buses with their own lanes on main arteries. Yes to the transfer-based system! Take bold steps to foster higher density throughout the inner city and think about the longterm savings it would mean. Invest in public space so Haligonians take pride in a shared city (the Oval and the Central Library are great examples of steps in the right direction). Think like a world-class city rather than an backwater. Why can't more streets, for example, be pedestrian-only? This is done successfully in cities around the world.

Consider a type of Light Rail Transit, alternate ferry routes, create new lanes for buses and bikers.

Rail rail rail. Halifax is perfect for a rail transit system.

-Commuter rail -Overhaul bus system so routes are faster, more reliable and predictable (eg, never have to question is the bus running at time X). -Make it possible to ride the bus system with no prior knowledge of bus routes, etc. Use this bus sign design: <https://segd.org/content/halifax-transit-busmap-and-street-signage-redesign> -Make using a car the more inconvenient method of transport (for this to work, buses, etc have to be very good). -Make protected bike lanes so cars can't park in them. Never place the bike lane between traffic and parked cars.

Eliminate crosstown bus routes - crosstown by train - local by bus

Its pretty bold, but a subway system, even a rudimentary one would be a godsend. If that's too much, a tram system or a light rail system would work with our current roadways and speed up transit, which would encourage more people to ride. Also, a commuter rail for rural communities would also be very useful. I grew up in a town of about 50000 that all worked in (and drove into) the city everyday. That would cut down on a ton of emissions.

Investing in more routes. Get ahead of the population booms in areas instead of being years behind providing services and never really catching up.

Add a blue route throughout prospect road area. Agree to a full year of service.

Prioritize human-powered public ROW users in all street design and any new standards. Make safety of human-powered public ROW users main criteria in all traffic studies. Consider making ferry free for everyone all of the time, like many cities that span two sides of harbour do. It is rather strange that it costs a single person in a car only \$1 to cross over a \$1 Billion bridge, yet it cost each person on a ferry that can hold 300, \$2,50 !! Another example of spatial and social injustice that has gone on for far too long. The city has an obligation to provide a link between the east and west side of the harbour that is accessible to all of its residents.

Northwest arm ped way, a 3rd bridge with lanes for AT and buses

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

- Speed limit of 25km/hr on ALL non-corridor routes. (Ask the province for help). Demonstrate that you're willing to acknowledge cars are for long distances only, and neighborhoods are for people. - Fund transportation by modal share. If 50% of commutes in the core are by non-car, then 50% of the money should be used for non-car infrastructure. - Repeal the parking requirements on new construction (let the market decide) - Second to this, start tearing up surface lots downtown as the transit system improves - Ram a bus only lane right down the middle of Robie street to prove you're serious

More park and rides for outlying areas, find another route for truck traffic downtown, commuter rail.

Make Spring Garden Accessible/Taxi/Bus access only between Queen St and South Park. Require Subdivisions to have grid like access for Bicycles (ie: paths in all cul-de-sacs). Build new developments around transit hubs, Allocate right of ways for LRT near urban cores Consider giving bicycles and helmets as well as bus passes to welfare recipients,

trains, better connections, community busing especially in the summer

A commuter train Widening main transportation routes aid in reducing congestion which also affects buses Provide tax incentives to those who participate in alternate transportation

Implement a large-scale public information blitz that reminds drivers, cyclists and pedestrians of their rights and the rules of the roads, crosswalks. Also, enforce those rules.

Bold moves should be related to the amount of \$\$ the citizens can afford. No good to be a super innovative city if nobody can afford to live here and people won't move here for that reason!

Safer ways to allow people to walk, more frequent busing routes as well as making Car Share a major part of this plan. These services are frequent downtown but impossible outside of the downtown core. Also, allowing access to rural areas in the area would make going outside of the city much easier for those who do not have a way and rely on these services.

Move the South End container terminal to Dartmouth to eliminated heavy truck traffic through Halifax city, and use the rail cut for commuter traffic. Require business parks and malls to charge for parking. This would discourage excessive car use and make a level playing field with downtown businesses. Eliminate on-street parking on major streets to allow for dedicated bus lanes and bike lanes. Enable better side-street parking.

Charge people to enter the peninsula during peak hours to reduce congestion and encourage people to live closer to work. See the paper published by Dr. Lindsay Tedds entitled "The feasibility of implementing a congestion charge on the Halifax Peninsula: filling the 'Missing Link' of implementation"

Metro Rail.

Intelligence on the part of planners - going where no planner has gone before !!!

Additional ferry crossings (locations, extended schedule, more frequency)

Car free streets in the downtown core

look into train transit Look into underground subway as an option

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

Bump up density restrictions and reframe them as minimum goals. Discourage single family home developments and encourage high density development. Penalize outlying developments in favor of development closer to or in the core. Consider creating bus only street network. For example: could Barrington be one way with one of the lanes reserved for busses? Promote live work developments. Allow lots of height especially on the peninsula Halifax and downtown Dartmouth. Consider mandatory minimum affordable housing units in new developments to increase accessibility. Get rid of truck traffic downtown except local deliveries. Get bus transfer points out of deserted areas in the suburbs!!! This was a terrible idea! It might be easier on the drivers but it is much much harder on the passengers.

Consider charging a fee for people to bring their cars downtown. Have large parking areas outside the city with good transit connectivity.

Create a downtown in both peninsular Halifax and Downtown Dartmouth that is pedestrian priority. (I have seen this done in Cardiff, Wales and Lyon, France) Require city councillors to use transit one day a month.

Train, streetcars, subways - something that does not put more buses on the road. Yes, people will balk at it and complain and say it won't get used, but it will. Those who need to get from a to b, and don't want to sit in traffic for an hour (more if there is an accident or construction) and then pay for downtown parking will take the alternatives. Which will bring others to it. Which also frees up congestion on the roads.

Light rail to Bedford/Sackville, connecting with buses and ferries. Move the container terminal out of downtown Halifax so there are not such huge trucks on our already crowded downtown streets.

Make sure it's actually applied. We've had too many wonderful plans that launched with great fanfare and then were ignored by developers (Halifax By Design, for example). HRM is great at coming up with plans. The follow-through hasn't been so good.

Absolutely give buses dedicated lanes on the peninsula, on feeder routes and in other key areas. Give priority to buses at intersections. Buses must bypass gridlock to become attractive to riders. Create a safe, separate lane system for bikes; work with organizations like Bike Again to get affordable bikes on the road. Increase investment in education around road safety and bicycle safety. Avoid integrating bikes and cars in the same roads - this is dangerous and ineffective

Put transportation first in designing subdivisions. Do not allow developers to isolate their development from neighbouring communities. Encourage self contained communities with the services that residents most often require. Encourage well planned high density in the core areas and restrict development beyond the water and sewer service boundaries. Do not allow the 1 - 2 acre lots required for personal septic systems.

1) in the summer, run buses to Rainbow Haven and Crystal Crescent - it's very hard for poor families to take their children to the beach 2) make bus terminals beautiful, comfortable, safe and convenient (look at Mumford as a counter-example) 3) see previous page's suggestion - either make transit free or give all residents bus passes - help people to change their thinking about transit 4) sponsor and encourage car sharing clubs and electric cars - car sharing really important for those of us who live outside the good bus routes (HRM is a big municipality) 5) find ways for buses to avoid traffic snarls - consider a bus lane down Cowie Hill, St Margaret's Bay Road, around the rotary, across the MacDonald Bridge, along Quinpool, along Spring Garden etc 6) find ways to reduce the over-supply of buses in the downtown

Get rid of (or at least reduce) sight line restrictions to the harbor where it inhibits multi functional planning. Develop a higher minimum criteria for what is a quality historical property. Just because its old doesn't make it historic. Save the good, and be open to change on buildings and areas that haven't been looked after as well over the years. (i.e. enable density and re-development of existing areas to build in mobility improvements) Proceed with a light rail transit option.

Decrease urban sprawl. Use toll roads highways for motorists to pay for improvements. Increase public transit to and from the core. Look to light rail transit

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

Reduce growth outside of the core transit services and encourage urban expansion in the population. Tax developers and owners who wish to live outside of the core transit hub an additional "Public Transportation Tax" on their development costs and property bills to cover the cost of public transit in those areas. In conjunction with that provide greater improvement to the public transit system in the urban core in support of maximizing per acre population growth. Live in the Core and Ride in the Core!

Gps on the buses with an app to track them, reloadable transit cards, late night link busses to bedroom communities, a commuter train from bedroom communities into the city centre.

Consider pedestrian only areas in downtown or near universities - perhaps during the summer initially and then expand. Love idea of commuter train with easy access to bus or bicycle options.

Introduce railway public transportation to Halifax and its surrounding areas.

Introduce higher tolls on the bridges for vehicles with only one occupant or lower tolls for vehicles with more than two occupants. Free trips on the Harbour Ferries for cyclists.

free public transport (buses)

A bridge over the NW Arm. Commuter rail from Bedford/Sackville to downtown.

Invest in proper public transit to and from the airport.

See previous. Learn from successes of other cities such as Portland and New York City. Move *quickly*. Use pilot projects.

Encourage more parks and green space, trees, 24/7 public transit look to cities like Copenhagen and Malmo to take examples on public transit

Halifax NEEDS bus only lanes, badly, and particularly on Oxford St. There is very little benefit to taking the bus, which is already less comfortable, if you have to sit in traffic in a sea of cars. What is the point? It is beyond frustrating. Transit moving many people should be prioritized at the expense of single vehicles. People would see buses whiz by traffic and wish they were on it, leading to fewer cars and increased ridership on public transit. Lanes should be repurposed and streets widened if that's what it takes.

Being a senior will restrict my ability to use the 'bold moves' suggested and maybe that is something that has to be looked at as we are constantly reminded that we are an "aging province".

do something (sorry, but I see a lot of talk over a few years, and no action) be open to new ideas, not necessarily the most expensive, we need to bear in mind our population numbers try a park n ride, try a new bus route also try to make the bus system more user-friendly to visitors and occasional users - maps/clear bus stop signs - it doesn't seem approachable like other cities

Look at the routes that need to be improved - the universities! More buses, run longer. Keep the ferry and bus connections running until at least 10 or 11pm

Better service and bus routes and better hospitality from the drivers

Cut the rural bus services and create better park and ride stops where people can drive from their homes in their neighbourhoods and get on a bus at a central location.

Aim to increase transit ridership threefold in the next ten years. Aim to reduce use of personal vehicles by 20% in the next ten years. If you wish to be really bold, you can increase those numbers.

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

Create more expressways for buses to use and design more bike lanes in downtown Halifax to encourage people to ride their bikes. Make more tickets out to those who park in bus stops, drivers who do not yield to buses and those who block bus lanes.

Connecting rural neighbourhoods with schools, shops, recreation centres via safe routes that all ages and abilities can use.

Get electric buses. Make all cab's be at minimum hybrids but at best full on electric car's. Again, if we get 50% of the car's off the road you immediately w Trucks out of the downtown i.e. movement between docks. Move them to the existing train cut (as for noise and property value discussion, that's a load of crap! The cut exists-trains already use it and make lots of noise-property values have NOT decreased in decades over it...move on). Now, remove on street parking from Quinpool, Robie, Barrington, Oxford, Jubilee, Almon, North, Chebucto from 530 am to 9am then from 230pm to 6pm, and make a reversible lane system on Quinpool, Robie (in that small section where it narrows down, make 3 lanes, 1 that reverses), Barrington...move cars faster out and into the core area's during high volume times. Also, create dedicate, flashing light crossing only for pedestrians to eliminate endless j-walking, plus don't allow flashing light crossing to be endlessly controlled by pedestrians-there should be a delay between each allowance for crossing. Then HoV lanes and dedicated bus lanes. in the eco battle.

Bring back the street cars! Have more bike/walking paths completely separate from cars. Turn the useless wide north end streets (Novalea, seriously, why does it need to be that wide from Young to Duffus, just makes it a raceway) into mixed use paths and narrower auto travel ways that will calm traffic. Make more one way streets to prevent commuters shortcutting down residential side streets when they see yellow and red lights at Almon, Young, North, etc. Study European cities where families travel together by bike, foot or public transportation and do fine without a car.

Improved access to high traffic areas, such as malls, recreation facilities

Stop trying to be all things to everyone, instead of limiting parking for the car haters open it up. Back off the cycling priority which is only good for a select few, bad weather laziness and obesity and the inability to really separate bikes from cars here will permanently and forever limit the effectiveness of cycling as a solution but millions are being wasted for a few elites. Bold is finding a crossing for the NW Arm, bold is widening the St Margaret's Bay Road which is going to blow up with long line ups onto the 100 series highways as you continue to permit big subdivisions outside. Bold is listening to suggestions to create a smaller but more effective transit system that will piss a lot of people off that expect everything no matter where they live.

Light rail from Tantallon area, and along the Bedford highway. A bus ferry from downtown Dartmouth so passengers need not disembark. Make the Cunard/Chebucto corridor bus only (with bike lanes)

Cutting the yearly bus pass cost significantly. Defending biking much more with campaigns, public awareness, and public spending. Encouraging carpooling and bussing with contests and by making downtown businesses encourage/incentivize staff to do so.

Trains, ferries, monorail/subway.

Thoroughly investigate train options; trains are an incredibly effective means of transportation in many large cities/regions, and would help reduce vehicle traffic (if they run effectively), particularly in locations like the Bedford Highway: move a train along that route from Sackville/Bedford

Push to take back the Harbour front on both Dartmouth side and Halifax side. The ocean/harbour front is what attracts tourists and creates more beautiful places to live. As well if we reclaim the imperial oil site for the taxpayers we will have more ready access to the Harbour Islands for eco tourism.

Transit routes which cover smaller areas but linked. More frequent and through-the-day express routes.

More waterways with ferry service. Electric trains. Encourage employers to allow employees to work from home. Look at ways to eliminate the need for people to go into the city so often.

--- SURVEY RESPONSES - Q5 BOLD MOVES ---

Sadly the boldest move would be to get transit management off their ass and fix significant timing issues on major bus routes that have existed for over 15 years, especially during peak periods. People will not take an unreliable system. Bold move, make all streets downtown Halifax and Dartmouth, one way. Make one lane a bus lane if required for a route (will speed up transit). Consider major roads one way, coming into and out of cities.

Anything that adds much, much more support for low-income and no-income people and disabled people who rely on public transportation to have any reasonable standard of living.

Not sure.

New innovative ways to move. Commuter train, more links, make them safe and secure. Less creepy buses

No bold moves will be needed should the present course be maintained. 1 there is not a reliable way for most of us to make a timely trip to the city without using a vehicle 2 once you get to the city in your vehicle there is borderline gridlock due to the reduced lanes that have been taken for cyclists 3 Many folks living outside do not go to the city and this encourages city based business to move out of the city core; once there is no reason for travel to the city there should be lots of room for those that can afford to live there (mind you they may have to travel a bit if they need to buy shoes or a toaster

Build a lite rail between Bedford and DT Halifax. Build a lite rail between Halifax and the airport.
more express buses from rural areas

Offer rebates or other encouraging incentives for electric vehicles.

Smaller vehicles with more direct routes. Considering the 15 is often empty, it could be replaced with a smaller bus (kind of like the one used for Access-a-Bus). And possibly an added option of more direct routes. I would be willing to pay more for a shorter commute.

No comment

Don't try to make transit by car a comfortable option. Don't expand highways. Improve bus travel. Improve ferry travel. If the highways are OK and transit is less than OK, there will never be much political will to make transit good. Driving to work needs to be a huge pain and transit needs to be slightly better so people will start taking transit. Then there will be political will to make it better.

Commuter rail, rapid transit buses, dedicated bike lanes throughout the municipality, lanes on highways exclusively for vehicles with multiple passengers

Light rail expansion. Third bridge, south end/Inglis to Woodside/Circumferential.

Simplified transfer based system

A huge shift towards less focus on density and more on community living, working, and playing without having to travel at all would be the boldest move the city could make. The concept of areas being mainly designed for business or residential needs to end.

Lots of biking lanes. Direct buses from Bedford to downtown, Hammonds Plains to downtown, Tantallon to downtown.

Bus lanes. More bike lanes. Bike and walking bridge over the Northwest Arm. Commuter rail from Bedford. Water taxi to Northwest Arm.

Anything that makes active and public transportation more attractive than driving a car.

It would be bold not to use trendy adjectives like bold.

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

We need to build protected bike lanes EVERYWHERE! We need to prioritize active transit (walking, cycling) over vehicular transit. That means changing the way our roads look. Roads may become narrower to accommodate wider sidewalks and protected bike lanes. Crosswalks should become all-way crosswalks where all four directions of vehicular traffic are stopped to allow pedestrians to cross diagonally across the intersection.

Bold move? Maybe look at our system and fix what we have rather than build new?

Dedicated long bus lanes on major roads and highways, and new transit-only roads that can be used by Halifax Transit and other coach services like Maritime Bus.

BOLD: Paint the bike lanes green like in San Francisco. BOLD: Start to implement street lights that have bike signs. Make bike rules part of vehicle driving lessons - work with the DMV and have it be Halifax specific. BOLD: Have a permanent and covered (possibly indoor) FREE or close to free bike valet in downtown Halifax. I know many folks that won't bike or lock up their expensive bikes downtown out of fear it will be stolen. BOLD: Encourage UBER and Lyft to start up in Halifax - target the university population BOLD: Implement bus lanes/commuter lanes on the highways and major routes like Barrington Street, Mackay bridge, Circumferential Hwy etc

A minimum grid of protected bicycle lanes spanning the regional centre, installed by 2020. Completing the gaps in the Chain of Lakes Trail and Shearwater Flyer Trail so that one can bike between the two without mixing with cars, by 2020. Scrapping Moving Forward Together and going back to the first draft of that plan, one that actually proposed a gridded system of fast, frequent, and reliable bus service, then implementing it all at once, on September 1, 2017. Commit to a night bus on all 10 corridor routes by 2020, with 30-minute service all night. Have the airport bus run every 30 minutes 24/7/365 by 2018. Commit to 15-minute service or better on all corridor routes from 6 am to 1 am, aiming to have 10-minute service on all by 2020.

Eliminate transfers in favour of day passes for cash users. Eliminate route duplication where busses are literally following each other along routes like the 4/52 and 2/52 do on North Street, and instead offer more frequent routes over well trafficed areas. Around the city, numerous busses will arrive and depart at the same time, leaving 20, 40, and even 60 minute waits for transfers or for the next bus if you miss it. This may seem to work for transferring but it never does when busses all leave and arrive at the same time, and many busses run empty behind a full bus in front of it for long sections of route. Eliminate/Break up routes that run long like the 14/61 because they run into delays and become unmanagable in winter storms, often not appearing or becoming so full along their routes that they stop picking up passengers along Inglis Street. No route should be so long that a driver takes a whole shift to complete it!

Making the City of Halifax's transit system excellent will draw people to the city and fast forward the goal of the central plan. Wish of mine is to see the trolley system come back to Halifax - I see nothing but good coming of it and would make Halifax an innovative more appealing place for residents to all home

Unless there is more room by way of wider streets, I don't see this happening. It is too dangerous to ride a bicycle in this city. Bold move? Stop looking for bold and use practical proven strategies. The moving forward together plan actually makes transit worse in my area and doesn't follow the need for shorter faster routes that was clearly identified by citizens. I am going to have to rethink my entire commute and possible have to drive further to a more viable connection point.

Try a ferry from Bedford to downtown ... Try a train service from Truro to downtown

Express routes within the city. It's a bold move in that it's not something that currently exists, but it is actually something that is fairly common in most cities. I would love to see the HRM at least implement a few of these to see how much it would cut down on travel time at peak times during the day. I think it would make a huge different. Also, a shuttle from the Alderney Ferry terminal to the Dartmouth Bridge terminal would be amazing. While there are buses that go that route, they are hard to predict. It would be great to know that a shuttle comes at regular times (10-15 minutes at rush hour). The fact that the two sites are easily connected is the main reason why I don't use the ferry. If they were connected and I knew I could get between the two in a reasonable amount of time, I would use it more often.

--- SURVEY RESPONSES - Q5 BOLD MOVES ---

Consider the small issue of terminology used to describe HRM in all aspects of the IMP; In some places it is referred to as the region, then Halifax, then Urban/Rural, then centre, etc etc. The new Branding hasn't "got it right"; its not elegantly naming the object. If you cant name it correctly, then you don't "know it" so to speak. Small detail; even the map used here doesn't show the whole of HRM. Bold Moves: a. HRM plan for the whole region; 90% retention of natural environment; designed around transportation and a sustainable limited population. b. Zermatt Switzerland type Park and Ride into Peninsula Halifax.

Acting on all of this instead of bothering the public, year after year with more and more questionnaires. You're getting paid to make this happen, not to just study it. Just do it! Implement it now! Use the federal infrastructure money for this--all of it! Before it's too late, stop studying and make the necessary changes to non-prioritize car culture.

The words "bold moves" tell me that people won't like it. Bold moves to me are higher taxes on fossil fuel personal vehicles, lower tax on electric vehicles, reduce speed limit on highways to reduce fuel consumption, monitoring of motor vehicle excessive speed and offering insurance incentives for reducing speed, serious fines for inattentive driving, Intensive PSAs to normalize cycling insurance incentives for those who cycle or take transit.

Late Night bus service. Limit the need for so many buses on Spring Garden Road and Barrington St- explore alternate routes or decrease redundancies.

I mentioned earlier taking out more entire streets downtown and turning them into walking/cycling-only spaces. Honestly, anything that puts people before cars would be fine by me!

As stated before. 1. Free transit to NS ID holders by way of taxes. 2. Bus Lanes to make buses competitive to cars, especially during rush hour. 3. Better service in the evening and holidays to reduce waiting, sometimes up to an hour, which is painful in the winter. 4. Perhaps a different interior model for buses to accommodate more strollers as our city supports more children. 5. Continued modernization of buses to keep all buses accessible and environmentally up to date.

Use more water transit and light rail. Huge mistake to rip up the rail lines. The harbour and basin are an asset. Use them

Light rail, better buses and a usable schedule that competes with using the car. e.g. My wife is a nurse at the IWK - she can get the Tantallon shuttle downtown in the am but cannot use it at the end of her shift as the service only runs part of the day i.e. useless for us

I don't know if trains are considered bold considering how many cities in the world already use them but seems like it would be bold for Halifax. Especially if they were convenient to use!!

Lrt line from Halifax to the airport, Halifax to Dartmouth, Halifax to Sackville. Even to the edges of hrm

LRT! Can't say it enough. This city needs dedicated LRT that unlike buses is immune to the congestion of traffic, meaning those who want to use transit but are frustrated by the inconsistency due to traffic volumes and congestion, will finally have a sustainable and green option for travelling through the city and outlying communities. Build a free parking complex beside a new LRT terminal in Sackville and watch the amount of people pay for monthly passes increase tenfold. If you give them the ability to converge on one central location without a cost, people will pay for the transit. Ultimately meaning less congestion, less wear on roads, less likelihood of accidents, and connecting marginalized persons who can't afford downtown housing prices with the ability to continue to work and shop in the downtown core.

Clearly state and implement a hierarchy of modes, with most sustainable, affordable, equitable, and healthy at the top. Reallocate street space to AT and transit. Make a big investment in the next 5 years to complete a 15-minute, all day transit network equivalent to coverage of our arterial road system, throughout our urban transit service boundary. Make a big investment in the next 5 years to build a protected bikeway network, equivalent to arterial road coverage, throughout the regional centre. Change the rules on how we build streets to prioritize safety & convenience of most-vulnerable users. (Narrower lanes, slower max speeds, safer intersections)

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

Express bus to downtown Halifax from corner of Caledonia and Main Street to Scotia Square, Spring Garden, VG, and universities. Connected with the 54 Montebello. First bus to arrive at VG at 0645 last bus to leave VG at 745. Would be okay as a Monday to Friday route.

Bike lanes in sidewalks! Widen the sidewalks. Pedways over the Armdale roundabout so bikes and pedestrians can get through. Rail service! A small ferry service across the Northwest Arm. Cable?

Driver education campaign to protect cyclists and pedestrians.

A dedicated BRT transit network increasing frequency or service and reducing time between stops by getting other transit obstructions out of the way. Give Halifax's transit priority of movement.

Move to a high-frequency transfer based system. Make great bus stops. Include route maps and schedules on all bus stops.

Working with the province to create a train system that connects NS communities

Train system

I do not think developments should be approved if developers do not finance infrastructure up front to make communities complete, or at the very least, safe. None of the streets in my community have paved shoulders or sidewalks and I live in an affluent, rural neighbourhood. My kids do not have safe shoulders to bike on nor can a family on our street with 2 kids in wheel chairs go for an evening walk. This is unacceptable. All neighbourhoods should have at least safe, active options to stay moving. Transportation should be quick and all routes should be accessible.

Embrace transfer system for transit. Riders will be ok with changing if system is easy to understand, frequent and reliable like a subway system.

Get car dealerships off of peninsular Halifax! Get car dealerships off of peninsular Halifax! Get car dealerships off of peninsular Halifax! Get car dealerships off of peninsular Halifax! Their current locations especially Robie completely contradicts any plan you have - they need to GO! Use the land for multi-use shops ground floor, maybe a goodlife gym second floor and Apartments above. Plus some townhouses/single family - mixed use housing. Car dealerships are killing proper land use on the peninsula. You can review all cars on line...and then go to where-ever to buy one...every 5-10 years! Why are they so central.

Declare moratorium on expanded services to far out of city to discourage sprawl. If you choose to live way out there, you should not be surprised to have traffic. Have a giant free parking lot at end of line in Cole Harbour, porters lake, sackville, tantallon, herring cove, and provide good service from there.

Bus & carpool only lanes, commuter rail and an increased AT budget for access to sustainable transits i.e. bus and commuter rail terminals

Be a leader.

Service to centre's in population areas and then buses the move around communities. Run buses reliably and more services on weekends so that I would feel comfortable leaving the car behind because I can **DEPEND** on transit.

Actually decide to make citizens needs a priority over developers' needs and make public transport a priority. Decide to be world class in public transportation and make it happen.

----- SURVEY RESPONSES - Q5 BOLD MOVES -----

The plan should broach issues outside of just transportation. Affordable housing is a big one. I would love to stay and live downtown where I can walk in my "complete community" and don't need to commute, but I'm unsure how much longer I can afford to live in my neighbourhood. There is no use of building more active-transportation infrastructure, if people can't afford to live (rent or buy) in close proximity to the network. Affordability of housing definitely affects my transportation choices. Don't be afraid to try something new and innovative!

I've addressed some on my previous comments.

Get a rail system

Constricting dedicated bus lanes from Northwest Arm Drive down Hwy 102 to Halifax Shopping Center, and beyond. Additionally, connecting Lakeside Park Drive to Washmill Lake Drive, through the Bayers Lake BP.

Not spending my tax money on this programme!

challenging the current practices and looking to city's that excel for potential new solution.

Make it clear that moving away from cars as the sole option for transportation is the way the city is going to move, and stick with it through all the complainy-pants that will all of a sudden decide to speak up, without ever trying or fully considering the new options. Prioritize active transportation routes. Put in HOV lanes. Try traffic calming measures. Make pedestrian and cyclist safety high on the list. Talk with other cities to find out what they did that worked and what didn't. What technology did they use that really helped, and what was a waste of money. What surprisingly cheap methods worked the best? Halifax is unique, but we aren't the only city to have waked this road. Call up some mayors and ask for advice. Talk. And then act. The Halifax Central Library won all kinds of awards because it's an amazing building, and they built it by doing tons of consultation to find out what people wanted, what they needed, and then designing something beautiful to meet those needs. Let's do the same with our city.

Look at ways to use the waterways more and rapid transit service. Either by bus lanes or rail. I feel like rail is not possible without increase cost to the taxpayer outside of their comfort level, but dedicated bus lanes and rapid transit in that regard would be bold and feasible.

I do not have an opinion on this topic.

HALIFAX

INTEGRATED
MOBILITY PLAN