

Prepared for
Halifax Regional Municipality

Prepared by
O2 Planning + Design Inc.

Proposed Mobility Networks

The second phase of public engagement for the Halifax region's Integrated Mobility Plan sought feedback on **Complete Streets**, **Active Transportation**, **Transit Priorities**, and **Transportation Demand Management**

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 November and December 2016. At the eight workshops, community members were invited to discuss active transportation, complete streets, and transit to inform direction for the plan.

The workshops were held at the Dartmouth Sportsplex, The Italian Cultural Centre on Agricola Street, The Bedford-Hammonds Plains Community Centre, and The Captain William Spry Centre. 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 was staffed by the IMP project team.

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

- » Halifaxgov Twitter posts (39 700 followers);
- » Facebook event posts (6,900 people reached);
- » Facebook promoted ad (62,192 people reached);
- » Digital screens at public facilities (40+ screens);
- » Posters in the Downtown core (93 posters);
- » Web banner on Halifax.ca (27 795 unique daily visitors);
- » Halifax.ca/integratedmobility (1,517 unique page views for Nov/Dec);
- » Advertisements in Metro (110 000 daily readership);
- » Metro Digital (50,003 impressions and 70 delivered clicks)

- » Coast Digital (33,000 impressions and 13 delivered clicks)
- » Advertisements in Community Herald (146 753 circulation)

Over the course of eight workshops, approximately 71 people committed two hours out of their day to participate in in-depth conversations about active transportation, complete streets, transit priorities and transportation demand management. This included interested citizens, with representation from City Councilors, 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. The survey asked the following questions:

- » What types of initiatives would help you adjust your commute schedule?
- » Do you agree with the Complete Streets Guiding Principles?
- » Do you agree with the proposed network of Transit Priority Corridors?
- » What are your top three places for complete communities/community hubs?
- » Do you agree with the proposed sidewalk connections?
- » Where do you think new sidewalk connections should be located?
- » Do you agree with the proposed bicycle network?
- » Where do you think new bike path connections should be located?
- » Do you agree with the proposed regional greenway network?
- » Where do you think new greenway connections should be located?

In total 74 people completed on part, or all, of this survey.

OVERVIEW

In addition to the online survey and workshops, nine groups and individuals submitted emails and letters outlining their thoughts for the Integrated Mobility Plan.

This What We Heard Report is divided into three sections:

- » **Key Insights & 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 section.
- » **Public Comments:** This section summarizes non-place specific ideas relating to active transportation, complete streets, transit, the Integrated Mobility Plan itself and other ideas. Responses were grouped into themes, while (x) refers to how often that response was mentioned.
- » **Place Specific Suggestions:** This section lists all the place-specific comments received during the engagement period related to active transportation, complete streets, transit and other transportation issues. These responses are also grouped into themes, while (x) refers to how often that response was mentioned.

KEY INSIGHTS

The community workshops, online survey, and submissions offer many ideas to improve mobility throughout the HRM.

Overall, the workshops revealed that there is strong support for the active transportation, complete streets (including the process and guiding principles) and transit priority measures, and participants are keen to see these initiatives implemented. Comments relating to road improvements, though present, were a smaller proportion of the overall comments in the survey and at the workshops. Participants also highlighted the importance of different methods of transportation working together.

The two hour workshops were well-received and the project team received very useful comments to inform further analysis and planning. Participants explored each topic in-depth and provided a variety of comments ranging from general goals, considerations, insights and ideas to specific route and road improvement suggestions.

Responses and suggestions in the online survey matched very closely to what was identified by people at the workshops. Of note, 210 people visited the survey page, and 74 (or 35%) of those people completed all, or part of the survey. This is an improvement over the first online survey, which had a 25% response rate; however, the overall number of survey responses decreased from 165. There were several comments about the difficulty distinguishing the detail on the online maps, which likely discouraged some participants. Future online surveys that include maps should resolve this problem either through a zoom function or downloadable pdfs.

Key points raised during this engagement related to active transportation, complete streets and transit include:

OVERVIEW

ACTIVE TRANSPORTATION

- » Crosswalks are too widely spaced along suburban arterials, tempting people to jaywalk or forcing them to go a long way around, sometimes without a sidewalk.
- » Comments reflected two perspectives on bike lanes: those who feel that bike lanes should avoid busy roads versus those who feel busy roads are where they are needed the most
- » Sidewalk snow plowing priorities should reflect pedestrian traffic levels, rather than following the vehicle volume street priorities as they do now.

COMPLETE STREETS

- » Cars should not be labeled as "bad".
- » A significant proportion of people cannot switch from using their cars, because they operate a business, carry tools and/or live beyond the metro area.
- » Two or more streets can complement each other's function to form a complete corridor, where each individual street cannot be "complete" by itself.
- » The project team should consider the potential for off-peak truck deliveries and pick-ups.
- » The needs of the immediate neighbourhoods through which existing or proposed Transit Priority Corridors (TPCs) pass require careful consideration

TRANSIT

- » Transit Priority Corridors should look like a coherent system and extend further out into the suburbs.
- » There is support for commuter rail, but some feel a busway would be a better solution, or that we should focus instead on optimizing the bus system and do commuter rail further into the future.
- » Don't rule out innovative solutions such as cable cars and small ferries for overcoming geographic obstacles on key links.
- » Importance of bus links for enabling low-income people in outlying communities to access social and other needed services in the urban core.
- » Need for suburb-to-suburb, rural-to-rural and Dartmouth-to-Dartmouth bus links, especially for access to clinics, shopping and entertainment.
- » The potential of bus lanes to accommodate carpools, car sharing, trucks, and/or vehicles used by businesses.

Suggestions were also made about the plan generally. They included comments about ensuring alignment with land use, establishing a hierarchy that places pedestrians first, prioritizing improvements and ensuring that the plan is informed by data. Participants would also like more information about important concepts such as greenways, all ages and abilities and bike facility types.

NEXT STEPS

Many participants expressed support for the Integrated Mobility Plan, and want to stay involved in the project process and as specific initiatives are implemented. Moving forward, the information collected at the workshops, through the submissions and through the online survey will help shape the draft plan that will be put forward for feedback during Phase Three engagement in April 2017.

Thank you to all who took part in the open house and online survey, and those who made a submission.

Ideas on...
Rail

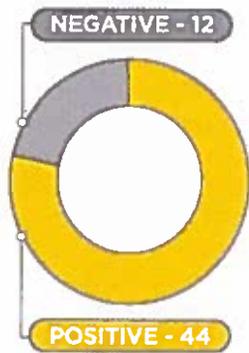


Fig 1 Number of positive and negative comments regarding commuter rail (workshops and online survey)

Commuter Rail

- » Assumes everyone works on the Peninsula/Downtown (2)
- » Park-and-ride at commuter rail stations (1)
- » Wealthy people would use rail (1)
- » Commuter rail will spread out development (decentralize) (1)
- » VIA Station at Alderney Landing (1)
- » Preserve Rail Corridor (including abandoned rail right-of-ways) (1)
- » Rail loop (1)

Alternatives

- » Street cars/buses that run on rail (10)
- » Monorail (2)

Preferences

- » Commuter bus instead of commuter rail (2)
- » Commuter rail over fast ferries (because of fog and ships) (1)
- » Commuter rail instead of BRTs (1)
- » Electrify rail (1)

Choices

- » Bus Lanes or Commuter Rail (2)
- » Bus Lanes and Commuter Rail (1)



Total
Comments:
28

Ideas on...
Sea Travel

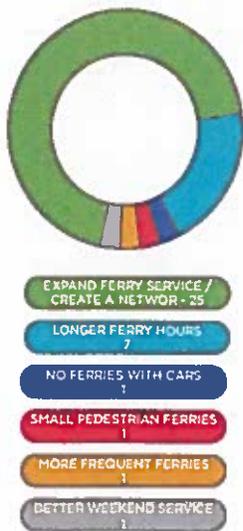


Fig 2 Number of comments regarding ferry service (workshops and online)

Ferry Service

- » Expand Ferry Service/create a network (25)
- » Longer ferry hours (7)
- » Small pedestrian ferries (1)
- » More frequent ferries (1)
- » Better weekend service (1)

Other Forms

- » Water buses (5)
- » Fast ferries (3)*
- » Ferry taxis with multiple access pads (1)
- » Rapid transit across the bridge (1)

Conflict

- » Scheduling between buses and ferries (2)
- » No ferries with cars (1)



Total
Comments:
52

* Indicates disagreement in the comments

PUBLIC COMMENTS

Ideas on...

Transit Priority Corridors

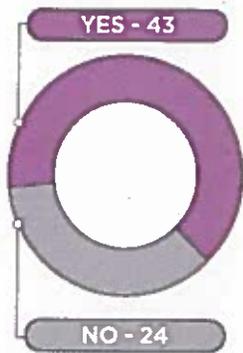


Fig 3. Online Survey Question: Do you agree with the proposed network of Transit Priority Corridors?

Connections

- » Connect to suburbs (3)
- » Connect gaps (2)
- » Connect to park-and-rides (1)
- » Connections to the Peninsula (1)

Locations

- » Key arterials (2)
- » Narrow streets (1)
- » Intersections (1)

Service Levels

- » Ensure buses are not stuck in traffic (10)
- » Priority service all day (e.g. every 15 minutes) (2)
- » Prioritize routes with the longest delays (1)
- » Begin with 1 day a week (1)
- » Only operate on peak hours (1)

Transit Lanes

- » Separate lanes for buses is important (27)*
- » Reverse lanes active just during peak periods (9)*
- » Only on roads with 3 or more travel lanes (3)
- » Continuous bus lanes (2)
- » Priority snow clearing (2)
- » Challenge to construct lanes in existing streets (2)

Review of Corridors

- » Transit Priority Corridors are a good idea (3)
- » Too peninsula focused (2)
- » Add more (1)
- » Think about the transition beyond the priority route (1)
- » Priority corridors are a short term (1)



Total Comments: 79

Ideas on...

Bus Stops & Terminals

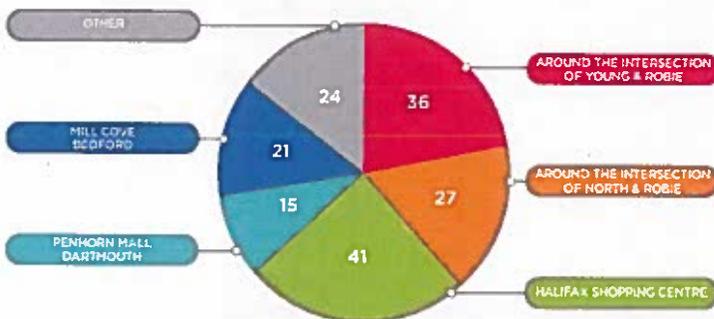


Fig 4. Online Survey Question: What are your top three places to locate future complete communities and mobility hubs?

Stops

- » Bus stop distribution (10)
 - » Some prefer more stops while others prefer less
- » Bus stop schedules and maps (5)
- » Bus stops feel unsafe (2)
- » Distribute stops based on the service frequency and topography (2)

- » Two streams of service fast with few stops and slow with multiple (1)
- » Raise the sidewalk at bus stops to ease boarding (1)
- » Improve bus shelters (1)
- » Ensure buses don't stop outside the bus stop area (1)

Terminals & Hubs

- » More hubs (4)
- » Maximum efficiency at transit stations (2)
- » Located at popular destinations (2)
- » Challenge finding space for terminals (1)
- » Located in communities where car ownership is a barrier to transit (1)



Total Comments: 34

* Indicates disagreement in the comments

Ideas on...

Bus Routes

Transit Vehicle Types

- » Cable cars (24)
- » Shuttle buses for less busy routes (9)
- » Articulated buses have challenges and benefits (6)
- » Electric buses (2)
- » More buses (2)
- » Double decker buses (1)

Fares

- » Help for low-income and food insecure people (6)
- » Create free fare or reduced rate zone or routes (6)
- » Charge fares by zone (2)
- » Different fares for peak/off-peak times (2)
- » Increase U-pass for large employers (1)
- » Day passes (1)
- » The cost of MetroX is factor for a lack of use (1)

Affordability

- » Subsidize (1)
- » Partnership discounts for transit users at grocery stores (1)

Accessibility

- » Accessibility for people with different abilities (2)

Routing

- » Improve connections (17)
- » Consider people/communities who rely on transit when planning routes and timing (9)
- » Transfer-based (5)*
- » Look for route efficiencies (4)
- » Cross peninsula buses overlap (3)
- » Gridded bus routes (2)
- » Looped routes (2)
- » Consider historic streetcar routes (1)
- » Remove route overlap (1)
- » Link is wonderful (1)
- » Employee shuttles and park and rides for large employers (1)

General Comments

- » Improve speed (31)
- » Improved frequency (especially on the weekend and in the evenings) (28)
- » Need better transit - high priority (13)
- » Express bus routes between hubs (8)
- » More off-peak buses (8)
- » Provide around the clock service (8)
- » Real time tracking (5)
- » Need a positive bus culture/ improve the image of buses (4)
- » Direct routes are important (4)
- » Regularly dispersed buses (4)
- » Need to understand what is feasible and there will be growing pains (3)
- » Better education around transit use and routes (3)
- » There are too many empty buses (3)
- » Minimum standard for average route speed and use that to determine where priority measures are needed (3)
- » The system is overloaded (2)
- » Riding the bus is a social activity (2)
- » Better customer service and local knowledge from drivers (2)
- » Better connections (2)
- » It isn't feasible to serve every community (1)
- » Coffee while waiting for the bus (1)
- » Make transit easier than driving (1)
- » Expand the Transit Service Boundary (1)
- » Move transit off the roads (1)
- » Large transit network (1)
- » Saturdays are busy (1)
- » Bus drivers are great (1)
- » Convenience (1)
- » Reliable (1)
- » User friendly (1)

Preferences

- » Would rather walk or bike (3)
- » Bus lanes over bike lanes (1)

Rural Needs

- » Relationship of taxes to level of service (2)*
- » Level of service required (2)
- » Routes from rural areas to downtowns (2)
- » Access within rural areas (1)
- » Along coasts (1)



Total
Comments:
265

PUBLIC COMMENTS

Ideas on...

Cars

General Comments

- » People like/need cars (14)
- » Support people who no longer want to drive (9)
- » Improve traffic congestion (7)
- » Reduce speeds (5)
- » Enjoy commute (4)
- » Towing is a bold move - more enforcement (2)
- » Restrict vehicles during peak hours (3)
- » Narrow lanes slow traffic (1)
- » Don't expand travel lanes (1)
- » Round a-bouts slow drivers (1)
- » It isn't convenient to take cars (1)
- » Most cars just have a single passenger (1)
- » Higher costs to suburban and exurban areas (1)

- » Arteries/roads for cars only (pedestrians and cyclists off of these routes) (1)
- » Don't improve road access Downtown (1)
- » Strategic parking (1)
- » Manage demand instead of road widening (1)
- » Keep road capacity and design at 2016 levels, no more (1)

Tolls

- » More tolls (such as to the Peninsula or to The Downtowns) (5)
- » Tolls are punitive and assume an alternative (1)
- » Raise the bridge toll (1)
- » Higher tolls during peak times (1)

Other Car Related Transport

- » Enable one-way trips (1)
- » Driver-less vehicles (1)
- » Support car share (1)
- » Support ride share (1)

Parking

- » On-street parking is a problem (13)
- » Cars parked illegally (3)
- » Free parking is important at malls and should be safe (2)
- » Hardly any parking at campuses (1)
- » Too much parking (1)
- » Get beyond the 'park-for-free' mentality (1)
- » More parking downtown (1)
- » Charge for parking (1)
- » Allow car shares to use on-street parking (1)



Total
Comments:
92

Ideas on...

Transportation Demand Management

General Comments

- » Range of start and end times (6)
- » Work from home (5)
- » Educate employers about the benefits of flexible hours, guaranteed rides home and ride sharing (2)
- » Live near work (1)
- » Avoid rush hour (1)
- » Support expanded SmartTrip programs (add more detail how it integrates with other actions) (1)
- » How car sharing can and will be increased and integrated (1)
- » Support for electric vehicles (1)

Ideas on...

Goods Movement

Trucks

- » Consider commercial traffic and those who work from their car (6)
- » Restrict delivery trucks (1)
- » Consider the space garbage and construction trucks need (1)
- » Limit large truck traffic (1)

Ports

- » Clarify the ports relationship to HRM (1)
- » More passenger use at ports (1)
- » More container storage inland (1)

Freight

- » More rail-based freight (3)



Total
Comments:
36

Ideas on...

Complete Streets

General Comments

- » Cars don't have to be accommodated or prioritized on every street (10)
- » Complete communities need complete streets (5)
- » Not all streets need to be complete (4)
- » Adopt guidelines for complete streets, policy and new street design standards (3)
- » Examine multiple nearby streets together as a suite (2)
- » Streets are for cars (2)
- » One-sided in favour of cyclists (1)
- » Common sense (1)
- » Consider the market for transit (1)
- » People from outside of the peninsula still have a right to access the Peninsula (1)
- » Streets should not be thought of as public spaces - movement is their primary role (1)

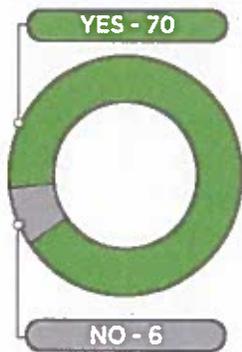


Fig 5. Online Survey Question: Do you agree with the draft Guiding Principles?

Design

- » Narrow road width (2)
- » Don't stop at the building line (1)
- » Incorporate boulevards when possible (1)
- » Don't want to create dead zones (1)

Appearance & Amenities

- » Utilities can be a challenge (4)
- » Improve the appearance and design of streets (3)
- » Consider mail box locations (1)

Function

- » Resolve/manage loading challenges (3)
- » Many streets are both places and links (1)
- » Connect with recreation areas (1)

Components

- » Bike lanes (4)
- » Traffic lanes can be narrower (3)
- » Reversing lanes (2)
- » Transit lanes (1)
- » Wide sidewalks (1)

Additional Guiding Principles - from Online Survey

- » All ages and abilities (17)
- » Safety of cyclists and pedestrians (4)
- » Provide streets for everyone in the community (including the elderly and the young) (4)
- » Include sidewalks (especially on busy streets) (3)
- » Discourage people from bringing cars into the peninsula (2)
- » More crossings (2)
- » Mention zoning to better integrate residential and commercial uses so more people can walk or bike to commercial areas from their home (2)
- » Do not reduce the lanes for buses and drivers to create bike lanes because there are fewer of them (2)
- » Need bike lanes (consider medians) (2)
- » Wayfinding and signage (1)
- » People are the priority not just vehicles (1)
- » Identify the value of streets as a place (1)
- » Focus on what a street can become in the future (1)
- » Focus on intersections first (1)
- » How streets flow (1)
- » A connected network is critical (1)
- » Collaboration (especially with businesses) (1)
- » Major arteries need to be transit accessible first (1)
- » Discouraging sprawl (1)
- » Sun access to streets (1)
- » Make the community voice and diverse voices clearer (1)
- » Consider gateways to trails and recreational areas from the urban core (1)
- » Don't impact or minimally impact parking (1)
- » Consider adjacent streets instead of arterial roads (1)
- » Cycling/walking street or trail from the north to south and east to west (1)
- » More one-way streets with a dedicated bike lane and transit lane (1)
- » Multi-modal paths that don't impact traffic (1)
- » One sidewalk for pedestrians and one sidewalk for bicyclists on opposite sides of the street (1)
- » Tax incentives for small, local businesses (1)
- » Consider accessibility in street signs (1)
- » Pedestrian only streets (1)
- » Remove silos within the municipal government, such as between parks planning and transportation planning (1)
- » No bicycles on sidewalks (1)
- » Traffic lights that consider cyclists and pedestrians (1)
- » Raised crosswalks (1)



Total Comments:
124

Ideas on...

Active Transportation

General Comments

- » Improve safety (8)
- » Close network gaps and create a complete network (6)
- » Connect to green spaces (3)
- » Consider business impacts (2)
- » Fix bike and pedestrian pieces concurrently (2)
- » Active transportation on railway cuts (1)
- » Side guards on trucks needed (1)
- » More active transportation means less smog (1)
- » Not just straight lines for pathways (1)
- » Create efficient routes (1)
- » Separate trails for ATVs (1)
- » Clear pathways (1)
- » Increase visibility (1)
- » Smooth surfaces (1)
- » Improve maintenance (1)

Access & Design

- » Address grades/topography (6)
- » Minimum grid (4)
- » Waterfront biking and cycling access 24/7 (1)

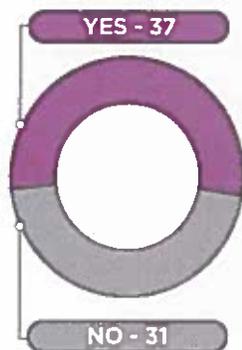


Fig 6. Online Survey Question: Do you agree with the proposed bicycle network?

- » Consider the seasons (1)
- » Consider operations (1)
- » Bump outs are good but present maintenance challenges (1)
- » Improve connectors (1)

Greenways

- » Fill in network gaps (4)
- » Extend greenways (both into the region and into urban areas as separated sidewalks) (2)
- » Improve safety (2)
- » Separate cyclists and pedestrians along greenways (1)
- » Connect sidewalks to greenways (1)
- » Too much too fast (1)
- » Base on current user data (1)
- » Signs, maps and wayfinding (1)
- » Connections from urban to rural areas (1)
- » Connections from inner city through protected bike lanes (1)
- » To higher density areas (1)
- » Connect neighbourhoods (1)
- » Greenway connections to destinations (1)
- » Invest in recreational routes after commuter routes are determined (1)
- » New developments to create Active Transportation Plans (1)
- » Emphasize transit (1)

Surfaces

- » Pavement (2)
- » Soft surface for jogging (2)
- » Porous paving (1)

Education

- » Education for drivers about how to share the road with cyclists and pedestrians (6)
- » Education for cyclists about how to use the network, how to feel comfortable, how to be safety and the rules of the road (4)
- » Bike day in July to promote and introduce cycling to new people (1)
- » Promote the trail system to tourists (1)
- » Integrate with Google Maps (1)

Amenities

- » Rest spots (2)
- » Public art (2)
- » Other activities (2)
- » Wayfinding and signs (1)
- » Ski routes (1)
- » Skateboard amenities (1)

Water Based Active Transportation

- » Locations where people can leave boats, kayak, canoe (6)
- » Include water transport in active transportation (6)

Bike Lanes

- » Separated bike lanes (25)
- » Bike lanes on quieter streets (8)
- » Bike lanes on main streets (not local streets) (8)
- » Connect bike lanes/bike minimum grid (6)
- » Equity lens (6)
- » Safety (6)
- » Connected network of bike lanes (4)
- » Keep bicycles off-street whenever possible through trails and parks (4)
- » Improve maintenance (2)
- » No bike lanes (2)
- » Link to outlying areas (2)
- » Increase paths/lanes (2)
- » Painted lanes only if nothing else works (1)
- » Fluorescent bike lane paint (1)
- » No parking in bike lanes needs to be enforced (1)
- » Protect cyclists from cars turning right (1)
- » Improve road markings (1)
- » Connect to key destinations (1)
- » Opportunities away from traffic (1)
- » Avoid detours (1)
- » Seasonal bike lanes (1)
- » Bike lanes as ski lanes in the winter (1)
- » Along rural highways (1)
- » Mindful if there is enough space for bike lanes (1)
- » One sidewalk for bikes and one for pedestrians (1)
- » Direct routes (1)
- » Fill in the gaps (1)
- » Lanes based on number of users (1)
- » Make as many as possible (1)



Total Comments:
198

Ideas on...

Active Transportation

Continued

Cycling Amenities

- » Maps (2)
- » Bike specific traffic signals (2)
- » Signs and wayfinding (2)
- » Park-and-ride for bikes (1)
- » Bike assistance technology (1)
- » Bike counter (1)
- » Tire pumps (1)
- » Use parks as part of the cycling network (1)
- » Bike boxes at intersections (1)
- » Bike racks at schools (1)

General Cycling Comments

- » Support cycling (2)
- » Consider recreational cycling (2)
- » Bikes aren't licensed (require licenses) (2)
- » Enforce cycling bylaws (2)
- » Promote utilitarian cycling (1)
- » Bike pay a congestion charge (1)
- » Electric bikes (1)
- » Incentives for new users (1)

- » Too much to fast (1)
- » The suburbs are too far to bike to work (1)
- » Do not remove street lanes or parking (1)

Pedestrian Crossings

- » More painted crossings (4)
- » Safer crossings (3)
- » More pedestrian bridges (2)
- » Mid-block pedestrian crossings (1)
- » Longer crossing times (1)
- » Crosswalks designed to slow cars (1)
- » Improve intersections (1)
- » Underground pedestrian crossings (1)

Sidewalks

- » Complete sidewalk system - better connections (5)
- » Wide sidewalks (4)
- » Do you need sidewalks on both sides of residential streets (3)
- » Better sidewalks during construction (3)
- » Prioritize snow clearing on sidewalks with the most walkers (independent from road hierarchy) (3)
- » Manage repairs to ensure the most effective use of money and not deter from new sidewalk construction (3)
- » Pedestrian-only streets (3)
- » Prioritize major streets first (2)
- » Consider areas beyond the Regional Centre (2)
- » School areas (2)
- » Every where (2)
- » At least one sidewalk on each street (1)
- » Suburban cul-de-sacs can be woonerfs (1)
- » Shopping centres and areas (1)
- » Where informal short cuts are already used (1)
- » To major destinations (1)
- » Across the railway tracks from the Joseph Howe Superstore (1)

General Pedestrian Comments

- » Improve safety (19)
- » Consider multi-use trails as well in areas underserved by active transportation routes (3)
- » Trails need to be address as well (2)
- » Signs, maps and wayfinding (2)
- » Create pleasant walking routes (1)
- » Covered walkways (1)
- » Improve pedestrian network in commercial areas (1)
- » Sidewalk cafes (1)
- » No parking around schools during drop off times (1)
- » Access for all (1)
- » Bias towards cycling (1)
- » Traffic calming (1)
- » Green spaces (1)

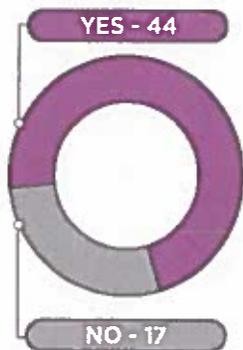


Fig 7 Online Survey Question: Do you agree with the proposed regional greenway network?



Total Comments:
326

Ideas on...

General Mobility Plans

Implementation

- » Involve operations (4)
- » Consider snow removal (2)
- » Adopt a technology to measure travel patterns across all modes of transportation (2)
- » Implement low-cost changes quickly that can be tweaked rather than expensive multi-year projects (1)
- » Publish maps to show work-in-progress (1)
- » Implement the network right away (1)
- » Measure progress (1)
- » Don't measure success by a lack of traffic congestion instead use safety and total people moved by all modes (1)
- » Support temporary projects that transform streets to test new concepts and evaluate design options (1)
- » Projects should wait until the plan is approved (1)
- » Keep the community engaged, especially in specific projects (1)

Alignment

- » Active Transportation Plan (update based on IMP) (2)
- » Economic Strategy (2)
- » Moving Forward Together Plan (update based on IMP) (2)
- » Green Rider (1)
- » ATR [Active Transportation and Recreation] must be addressed and corrected, Parks & Rec must give money to trails, for loop and rec trails – AT staff only do AT trails not ATR trails (1)
- » All Ages and Abilities Infrastructure Plan (1)
- » Freight Options Study (1)
- » Port of Halifax Study (1)

Studies

- » More data - including real time data (3)
- » How commuter rail and buses would affect traffic on the Bedford Highway (1)
- » Comparison between the costs of commuter rail with freeway construction (1)
- » DalTraks study (travel diary) (1)
- » Consider off-peak demand to all destinations, not just employment (1)
- » Establish good baseline data (1)

Hierarchy

- » Establish a hierarchy of modes (pedestrians, bikes, transit and then cars) (2)
- » Walking and cycling within the Regional Centre - transit first outside of the Regional Centre (2)

Champions

- » Build champions in the business community (3)
- » Deputy Minister is an active cyclist (1)
- » HRM decision-makers should use transit (1)
- » Councilors to sit on the Halifax Regional Trails Association (1)
- » Need a Councilor champion when implementing the plan (1)
- » Work with communities when planning bus routes (1)

Process Comments - Definitions

- » Redefine or rename 'Greenway' (4)
- » Define the strategies that will be used to achieve the equity lens/all ages and abilities (2)
- » Define what is bold (2)
- » Define what make something a priority (2)
- » Define bike path (1)
- » Define "key destinations" (1)
- » Define the implications (1)
- » What is the long term bike route beyond the minimum grid (1)
- » Define what facility type will be used for each route (1)

Process Comments - Engagement

- » Map is too small (online) (26)
- » Wrong questions - don't assume the status quo (3)
- » Engagement with a cross-section of citizens required - balance input (3)
- » The online survey is tedious and favours drivers (2)
- » Wrong time for public engagement (late November/early December) (2)
- » Transit Priority question is confusing - are these new or an extension? (1)
- » Enjoyed the complete streets activity (1)
- » Wrong people - don't just ask users (1)

Process Comments - Information Sharing

- » Make all information, studies, and opinions openly shared (3)
- » Greater transparency (1)
- » Place the Guiding Principles on-line (1)
- » Provide examples of early Guiding Principle (1)

Collaboration with the Province

- » Implement the IMP across jurisdictions (3)
- » Advocate for legislation changes for pedestrian and cyclists (2)
- » Influence investment (such as highways) (2)
- » Provincial review (1)
- » Ask the Province to join a dispersed hour initiative (1)
- » Negotiate access and connections with the Province (1)
- » Seek out provincial and federal funding programs and partnerships (1)

Groups to Speak With

- » The business community (5)
- » Halifax Urban Greenway Association (1)
- » Chan of Lakes Trail Association (1)
- » Ecology Action Centre (1)



Ideas on...

General Mobility Plans

Continued

- » Cycling Coalition (1)
- » Its More Than Buses (1)
- » The Nature Trust (1)
- » Green Rider (1)
- » Transport Action Atlantic (1)
- » CN Rail (1)
- » Students (1)
- » Seniors (1)
- » Halifax Regional Trail Association volunteers (1)

Design

- » Infrastructure is better than just a sign (1)
- » Be creative about right-of-way width (1)
- » Large width roads are unsafe to cross, especially for children (1)

Challenges/Opportunities

- » Complex geography (1)
- » Differences across The Region (1)
- » Generational inertia (1)
- » Meeting the needs of a diverse population (1)
- » The impacts of climate change (1)

Resources

- » More staff are needed (5)
- » Staff support for the Halifax Regional Trails Association (1)

Business Case/Funding

- » Need a business case for investment (transit, commuter rail etc.) (3)
- » Active Transportation funding must be increased to third mode funding (3)
- » Allow developers to contribute to transit and active transportation instead of parking spaces (2)
- » Business Improvement Districts can invest in mobility (1)
- » Increase maintenance funding for

- trails and trail groups (1)
- » Its paid for by property tax, so allocate investments accordingly (1)
- » A recreation tax (1)
- » When developing roads and transit, place 10% of capital funding to trails (1)
- » Keep park contribution money within the community (1)
- » Would this cause an increase in taxes (1)
- » Regional Transit Tax (1)
- » Higher taxes in rural areas to fund a higher level of service (1)
- » Proximity to bus tied with taxes (1)

General Plan Comments

- » Everything is interdependent - requires an overall approach that discusses all modes together for all transportation projects (14)
- » Too Halifax centric (5)
- » Provide people with the choice to get rid of their car (3)
- » Bikes are over-represented (3)
- » Show trip patterns (2)
- » Emphasize safety (2)
- » Timing is right for this plan/agree with plan (2)
- » Needs to be an action plan with budgets and specific projects (2)
- » Need more detail on how the plan will be monitored and evaluated (2)
- » Priority list is required (2)
- » Keep in mind what works for HRM (2)
- » Realistic about what is achievable and explore alternatives (including those that initially seem costly) (2)
- » Pick the options that move the most people (1)
- » Set criteria (1)
- » Think beyond buses (1)
- » Employ a community development model (1)
- » Pay attention to underserved communities (1)
- » A healthy, sustainable city with 21st Century transportation (1)
- » Adopted the correct principles and emphasizes creating streets for people (1)

Other Plans

- » Master Trail Plan (2)
- » Master and sub-master plan for subdivisions that demonstrate how they align with the IMP (1)
- » Reform the Red Book to design residential streets for 30 km/hour (1)
- » Update related plans to align with IMP (1)
- » Incorporate trails in the Master Recreation Plan/Study (1)

Timeline

- » Long term plan needed (100 years) (3)
- » 2020 goal is exciting (2)
- » No 5-year wait! (2)

Relationship with Development

- » Consider how parking, access and tolls effect use, vacancy and vibrancy in the downtown (8)
- » Ensure developments and new communities support Active Transportation (6)
- » Ensure that you can bike or take transit to facilities and institutions (6)
- » Reserve land for transit stations in growth nodes and orient transit around density (6)
- » Development along transit priority corridors (consider zoning and setbacks) (6)
- » Integrate land use and transportation planning (5)
- » Density can help pay for transportation solutions (5)
- » Stop sprawl (4)
- » Preserve and add greenspace, especially in denser areas (4)
- » Inventory all municipal land holdings to maximize their use and improve mobility (3)
- » Industrial parks and big box shopping areas are designed for cars and not pedestrians (2)
- » HRM has tried to force development and it adds strain (2)
- » Strengthen the suburbs instead of high rise development in the centre (2)



Total Comments: 337

PUBLIC COMMENTS

Ideas from...

Other Cities & Countries



Calgary



Portland



Westcombe Hill
U.K.



Vancouver

Image Sources:
Calgary - David Wilson
Portland - Cacophony
Westcombe Hill U.K. - Stephen Craven
Vancouver - Paul Krueger

Toronto (3)

- » Parking at commuter rail stations
- » GoTrain
- » Lane standards

Calgary (5)

- » C-train is served by local buses
- » Free fare zone
- » Shuttle buses
- » Easier to take transit to work than drive
- » Protected bike lanes

Edmonton (2)

- » Shuttle buses
- » Protected bike lanes

Kelowna (2)

- » One sidewalk for pedestrians and the other for bikes and scooters

Moncton (2)

- » Signage

Montreal (2)

- » Safe cyclist network
- » Transit pricing

Oak Bay, B.C. (1)

- » Complete Communities

Ottawa (4)

- » OC Transpo
- » Bus Lanes
- » Bike only roads
- » Surface rail project

Peterborough (1)

- » Cab-transit

Vancouver (2)

- » Pedestrian system/ environment
- » Cyclists have a piece of main roads

Boston (2)

- » Multiple ferry routes
- » Shuttle buses

New Jersey (1)

- » Zoned fares

Portland (2)

- » Cable cars
- » Pedestrian-only streets

San Diego (1)

- » 6 lane bridge with 2 lanes for buses

Europe (6)

- » Hi-rail buses
- » Pedestrian-only streets
- » Bus lanes
- » Cycling infrastructure
- » Shared bike program
- » Different modes are accommodated on narrow streets

Amsterdam (2)

- » Walking out of a neighbourhood to catch the bus, tram or train
- » Cyclists have a piece of main roads

France (3)

- » Light rail

United Kingdom (3)

- » Bus lanes active at specific times
- » Design of pedestrian crossings
- » Small rotanes

London (2)

- » Waterbus
- » Congestion charge

Dublin (2)

- » Walking out of a neighbourhood to catch the bus, tram or train

Norway (2)

- » Infrastructure to support water-based active transportation

China (2)

- » Monorail

Singapore (2)

- » Discounts during non-peak travel

Bogotá, Columbia (2)

- » Cyclists have a piece of main roads



Total
Comments:
52

Ideas on...

Mobility Integration



Ferry / Car

- » Ferry park and rides (1)

Bus / Car

- » More park and ride lots (7)
- » Park and ride lots should be free or cheaper than downtown parking (3)
- » Take out on-street parking to accommodate it (3)
- » Buses and traffic are interconnected (1)
- » Locate park-and-ride lots at the edges instead of centrally (1)
- » Consider short and long term opportunities at park-and-ride lots (1)
- » One relatively central park-and-ride (1)
- » Manage parking demand (1)
- » Prioritize transit over free-flow traffic movement (1)
- » No new roads unless it benefits transit (1)
- » Remove car lanes (1)

Bike / Bus

- » Connection between transit terminals/hubs with bike sharing (1)
- » Bike racks and tools at transit stops (1)
- » Consideration between bike and bus lanes (1)

Bus / Truck

- » Trucks in bus lanes (2)
- » Truckways can be busways (1)

Bus / Pedestrian

- » Safe pedestrian crossings, connections and sidewalks near bus stops and transit (8)

Bus / Active Transportation

- » Link the AT network with transit and destinations (5)
- » When deciding and changing bus stops consult with active transportation (1)

Bus / Bike

- » Conflicts between buses and bikes (4)

- » Integrate transit with bike share (fees/pass. stop/terminals) (4)
- » Bike racks on buses (1)

Bus / Ferry / Rail

- » Same fare structure for all modes (3)

Bus / Provincial Transit

- » Connect with other Nova Scotia transit systems (4)

Bus / HOV / Car Share / Taxis

- » High occupancy vehicles in transit lanes (11)
- » Taxis in bus lanes (3)
- » Traffic calming (2)
- » Car share in transit lanes (1)

Car / Pedestrian

- » Speed limit in busy areas (walking speed) (6)
- » Sidewalks first (2)

Car / Bike / Transit

- » One-way streets for buses, cars and bike lanes (4)
- » Don't prioritize cyclists over drivers and transit users (2)
- » Road with four lanes can devote a lane for bikes/transit (1)
- » Conflicts between drivers, transit and bicyclists (1)

Car / Transit

- » Connect to transit (2)

Car / Bike

- » Don't create friction between drivers and cyclists (1)
- » Replace lost parking (1)

Bike / Pedestrian

- » Tie in with trails to trails infrastructure (1)
- » Remove sidewalks to accommodate bike lanes (1)
- » Heat sidewalks and bike lanes (1)
- » Kids can bicycle on sidewalks (1)
- » Multi-use trails instead of sidewalks (1)

Ferry / Bike

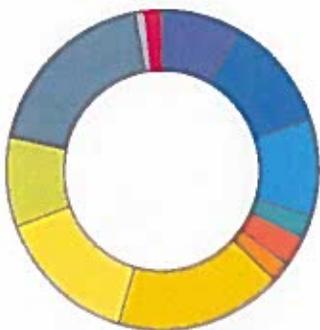
- » Ferries across the Northwesy Arm to accommodate bikes (1)

Total
Comments:
98



Route suggestions for...

Active Transportation



ACTIVE TRANSPORTATION | BOTH BIKE AND PEDESTRIANS - 85

ACTIVE TRANSPORTATION | BIKE ROUTE SUGGESTIONS - 123

ACTIVE TRANSPORTATION | PEDESTRIAN IMPROVEMENT SUGGESTIONS - 102

GREENWAY CONNECTIONS - 25

TRANSIT | RAIL ROUTE SUGGESTIONS - 33

TRANSIT | FERRY ROUTE SUGGESTIONS - 21

TRANSIT | TRANSIT PRIORITY ROUTE SUGGESTIONS - 182

TRANSIT | STANDARD SERVICE ROUTE SUGGESTIONS - 154

TRANSIT | STOPS AND TERMINAL SUGGESTIONS - 85

COMPLETE STREETS SUGGESTIONS - 197

SPECIFIC PARKING IMPROVEMENT SUGGESTIONS - 10

SPECIFIC ROAD IMPROVEMENT SUGGESTIONS - 18

HIGH OCCUPANCY VEHICLE SUGGESTIONS - 3

Active Transportation Route Suggestions

- » Across the Northwest Arm (2)
- » Along Agricola Street (2)
- » Along Artz Street (2)
- » Along Barrington Street (1)
- » Along Chebucto Road (1)
- » Along Cobequid Road (1)
- » Along Cogswell Street (1)
- » Along Herring Cove Road (1)
- » Along Jubilee Road (1)
- » Along Liverpool Street (1)
- » Along Micmac Boulevard (1)
- » Along North Street (1)
- » Along Norwood Drive (1)
- » Along Osbourne Street (1)
- » Along Quinpool Road (4)
- » Along Robie Street (1)
- » Along Rocky Lake Road (1)
- » Along Sackville Street (1)
- » Along Schwepps Trail (1)
- » Along Summer Street (1)
- » Along The Bedford Highway (3)
- » Along The Eastern Shore (1)
- » Along The Hantsport Railway (1)
- » Along The MacDonald Bridge (1)
- » Along The MacKay Bridge (1)
- » Along The Northwest Arm (1)
- » Along The Schubenacadie Canal (1)
- » Along The Western Shore and The Bedford Basin (1)
- » Along Waverley Road (1)
- » Along Windsor Street (1)
- » Along Young Street (2)
- » Around the Harbour (1)
- » At the Joseph Howe Drive and Bedford Highway Intersection (1)
- » Between Kearney Lake Road and Hubiet-Timberlea on the Timberlea Trail (1)
- » From Burnside to Bedford (1)
- » From Dartmouth Crossing to South of the Highway (2)
- » From Dartmouth East through Shubenacadie Park to Burnside (1)
- » From Herring Cove Road to Sambro (1)
- » From Highway 102 to Halifax (2)
- » From Lucasville Road Trail to Sackville and Hammonds Plains (2)
- » From MicMac Boulevard and Cogswell (3)
- » From South Woodside to Baker Drive (2)
- » From the Airport to the Regional Centre (2)
- » From the Chain of Lakes Trail to St. Margaret's Bay Road, Long Lake and Mainland (3)
- » From the Sackville Greenway to Unracke House (1)
- » Improve the Bedford/Sackville Greenway (1)
- » In MacIntosh Run (1)
- » The Lawrence Town Beach Trail (1)
- » The Trans Canada Trail (1)
- » Through the naval base (1)
- » To Bayers Lake (2)
- » To Brunswick from the Bridge (1)
- » To Burnside (2)
- » To The Central Library (1)
- » To lakes (4)
- » To The Macdonald Bridge (2)
- » To McNabs Island (1)
- » To Mount St. Vincent (1)
- » To Purcell's Cove (2)
- » To Recreation Centres (1)
- » To Sackville (1)

Fig B. Distribution of place specific suggestions.



Route suggestions for...

Active Transportation

Continued

Bicycle Route Suggestions

- » Along Agricola Street (3)
- » Along Almon Street (1)
- » Along Baker Drive (1)
- » Along Barrington Street (1)
- » Along Bayers Road (1)
- » Along Bedford Highway (PL) (6)*
- » Along Breeze Drive (1)
- » Along The Burnside Connector (3)
- » Along Chebucto Road (1)
- » Along Connaught Avenue (5)
- » Along Crichton Avenue and Woodland Avenue (1)
- » Along Dunbrack Street (PL) (2)
- » Along Dutch Village Road (1)
- » Along Glendale Drive (1)
- » Along Herring Cove Drive (PL) (11)*
- » Along Inglis Street (2)
- » Along Joseph Howe Drive (1)
- » Along Jubilee Road (1)
- » Along Kempt Road (1)
- » Along Lady Hammond Road (2)
- » Along Main Street (1)
- » Along Mumford Road (1)
- » Along North Street (1)
- » Along Oxford Street (PL) (4)
- » Along Portland Street (4)
- » Along Prospect Road (1)
- » Along Purcells Cove Road (7)
- » Along Quinpool Road (PL) (2)
- » Along Rohie Street (PL) (3)
- » Along Sackville Drive (PL) (1)
- » Along Seaview Park (1)
- » Along Tacoma Drive (1)
- » Along The MacDonald Bridge (1)
- » Along The Northwest Arm (1)
- » Along Schubencadie Park (1)
- » Along the Willow Park Spur (Kempt Road to Massachusetts Avenue) (1)
- » Along Vernon Street (1)
- » Along Waverley Road (2)
- » Along Woodlawn Road (1)
- » Along Wright Avenue (1)
- » Along Young Street (1)
- » Appreciate The Chain Of Lakes Trail (1)
- » Approve of Pleasant Street bike lanes (1)
- » Between Downtown Dartmouth and Southdale (1)
- » Between Lower Sackville and Bedford and extended to Burnside Drive (1)
- » Between Mainland North and The Peninsula (1)
- » Connect to the lower part of Armdale (1)
- » From The Albro Lake Bicycle Route to Monique Avenue (1)
- » From Nantucket Avenue to Slayter Street (1)
- » From Penhorn to Downtown Dartmouth (1)
- » From Sackville to Burnside (PL) (2)
- » From The Peninsula to Mount Saint Vincent and Rockingham (1)
- » Improved along Hollis Street (1)
- » Improved along Washmill Lake (1)
- » In Cogswell (1)
- » In Cole Harbour (1)
- » In Woodlawn (1)
- » Not along Gottingen Street (PL) (1)
- » Not along Maynard Street (1)
- » Not along University Avenue (1)
- » Through the Armdale Rotary (3)
- » Through the Fairview Overpass (1)
- » Through the overpass from the Circumferential Highway to Main Street (1)
- » Through The Windsor Exchange to Bedford (1)
- » Throughout Dartmouth (would benefit from a grid) (8)
- » To Dartmouth Crossing (2)
- » To MetroX (1)
- » To The Blue Route (1)
- » To/within Bayers Lake (1)
- » There are too many on the Peninsula (1)

* indicates disagreement in the comments
(PL) indicates that a protected lane is preferred

PLACE SPECIFIC SUGGESTIONS

Route suggestions for...

Active Transportation

Continued

Pedestrian Route Suggestions

Pedestrian connections

- » To Main Street (3)
- » From Cole Harbour Heritage Park to Belle Avenue (1)
- » From Sackville to Bedford (3)
- » From Sunrise Hill to Basinview (1)
- » In Dartmouth (1)
- » To Bayers Lake (5)
- » To Burnside (2)
- » To Fairview (1)
- » To the Bedford Highway (1)
- » To the Green Village Land Subdivision (1)
- » To the North End of the Peninsula (1)

Improved Crossings

- » Across Baker Drive (1)
- » Across the Bedford Highway (near Sunnyside Mall) (3)
- » Across Cunard Street between Robie Street and North Park Street (1)
- » Across Portland Street (1)
- » At the intersection at Young and Robie (1)
- » At the Joseph Howe Drive off-ramp to Windsor Street Exchange (1)
- » To the bus stops along Barrington Street (1)
- » To the bus stops along Herring Cove Road (3)
- » To the Bayers Road Mall from the Village (1)

Improved Sidewalks

- » Along Alderney Drive (1)
- » Along Barrington Street (3)
- » Along Coburg Road (utilities obstruct the sidewalks) (1)
- » Along Queen Street (1)
- » From Evergreen Heights to Penhorn (1)

New Sidewalks

- » Along Albert Street (1)
- » Along Arlington Avenue (3)
- » Along Brook Street (2)
- » Along Chain Lake Drive (1)
- » Along Downs Avenue (20)
- » Along Duke Street, Bedford (2)
- » Along Dutch Village Road (3)
- » Along Herring Cove Road (4)
- » Along Kearney Lake Road (1)
- » Along Larry Uteck Boulevard (1)
- » Along Oakmount Drive (2)
- » Along on the south side of Prince Street (1)
- » Along Philip Street (1)
- » Along St. Margarets Bay Road (1)
- » Along Old Sambro Road (1)
- » Along the Schubenacadie Canal (1)
- » Along University Avenue (1)
- » Along Victoria Road (1)
- » Along Winter Street (1)
- » Between Olivett Street and the Halifax Shopping Centre (1)
- » In Spryfield (1)
- » To J.L. Ilsley High School (1)
- » To Mumford - between the terminal and Tim Horton's (1)
- » To/within Dartmouth Crossing (2)
- » Within the Springvale/Fairmount Subdivision (5)

Pedestrian Only routes

- » Pedestrian only along Barrington (3)

Greenways Suggestions

- » Along Armdale round-a-bout on the Chocolate Lake side (1)
- » Along the Chain of Lakes (1)
- » Along Crown Drive (1)
- » Along Hammonds Plains Road (1)
- » Along Larry Uteck Boulevard (2)
- » Along Prospect Road (1)
- » Along The Northwest Arm (2)
- » Along Windmill Road (1)
- » Connecting Long Lake Provincial Park and the Chain of Lakes Trail (1)
- » Connecting to Bedford (1)
- » Connecting to the Chain of Lakes Trail system (1)
- » From North Preston to Porters Lake via Lake Echo (1)
- » From the Armdale round-a-bout to The Herring Cove look out (1)
- » From the Portland Hills Colby to the Schubenacadie Canal System (1)
- » From the West End to the Chain of Lakes Trail (1)
- » In Bedford West (1)
- » In Royal Hemlocks (1)
- » Through Cole Harbour (1)
- » Through Dartmouth East (1)
- » Through Hammonds Plains (1)
- » To Kidston Lake (1)
- » To Sambro (1)
- » To The Backlands (1)



COMPLETE STREETS

WORKSHOP RESULTS

Priority Ranking

« Most Important Least Important »



| Rank | Street Name (Count) | Description | Most Important | Least Important |
|------|------------------------|---|----------------|-----------------|
| 1 | Spring Garden Road (9) | A number of ideas were suggested to improve Spring Garden Road. Specifically these include: road widening, wider sidewalks, bringing back nature and no parking. A number of people suggested converting Spring Garden Road into a pedestrian-only street. | | |
| 2 | Quinpool Road (18) | A lot of discussion focused on Quinpool Road, its important civil/town centre role and how to accommodate multiple modes of transportation. Participant's suggested sidewalk widening, bus loops, managing truck and car traffic, more public spaces, bike lanes, reconsidering parking and acknowledging the mix of uses. | | |
| 3 | Main Street (11) | Older people, young families and people with limited income live near and require wider sidewalks, amenities and connections. | | |
| 4 | Hawthorn Street (10) | Hawthorn connects the school with the lakes and participants wish to turn it into more of a place with slower cars, and improved pedestrian safety. | | |
| 5 | Gottingen Street (19) | Participants discussed that Gottingen will always be an important link but improved pedestrian comfort is important. People feel that there is a lot of traffic and crowded sidewalks but people who live on Gottingen are better able to choose not to drive. Suggestions to improve Gottingen include: removing the parking, widening the sidewalk, limiting deliveries, removing some of the bus routes, adding planters and incorporating round-a-bouts. | | |
| 6 | Robie Street (19) | The separated bike lane and round-a-bouts are appreciated by participants, however, the amount of distracted walking was noted. Suggestions to improve pedestrian safety included barriers to direct pedestrian movement, tactile cues and more round-a-bouts. Participants also suggested a dedicated bus lane and the removal of parking. | | |

COMPLETE STREETS

WORKSHOP RESULTS

Priority Ranking

« Most Important Least Important »



| Rank | Street Name (Count) | Additional Comments | Transit | Cars | Bikes | Pedestrians | Other |
|------|-------------------------|--|---------|------|-------|-------------|-------|
| 7 | Bedford Highway (13) | Bedford Highway was noted as an important gateway and can be improved as both a place and a link. Specific suggestions include: fewer cars, pedestrian and bike access, make transit a priority and ensure that Bedford Highway and commuter rail is examined together. | 2 | 2 | 2 | 2 | 2 |
| 8 | Herring Cove Road (36) | Participants emphasized the importance of making Herring Cove Road more pedestrian friendly and that the road feels too much like a highway. Participants were divided about the bike lanes. Participants suggested more/safer crosswalks, more car lanes, use of the boulevards for cycling and further public engagement. | 1 | 1 | 1 | 1 | 1 |
| 9 | Agricola Street (5) | Agricola was defined in the workshops as a major link for cyclists and a minor link for cars. Participants discussed the removal of on-street parking to add a bike lane with people taking different sides of the discussion. | 1 | 1 | 1 | 1 | 1 |
| 10 | Lower Water Street (30) | Lower Water Street received the most discussion. This conversation largely focused on debating whether there should be truck traffic and whether or not buses should be a priority. Participants suggested that parking should be the lowest priority and that a bike lane would improve the street. Buses increase the accessibility of the waterfront and pedestrian crossings would make the area safer. Since the waterfront is going to increase in popularity and activity this street warrants further consideration. | 1 | 1 | 1 | 1 | 1 |
| 11 | Young Street (1) | Few comments additional comments were received about Young Street beside the ranking and that the street is a challenge. | 1 | 1 | 1 | 1 | 1 |
| 12 | Wyse Road (1) | No additional comments | 1 | 1 | 1 | 1 | 1 |
| 13 | Starboard Drive (1) | No additional comments | 1 | 1 | 1 | 1 | 1 |
| 14 | Hammonds Plain Road (1) | No additional comments | 1 | 1 | 1 | 1 | 1 |
| 15 | Dutch Village Road (1) | No additional comments | 1 | 1 | 1 | 1 | 1 |

COMPLETE STREETS

WORKSHOP RESULTS

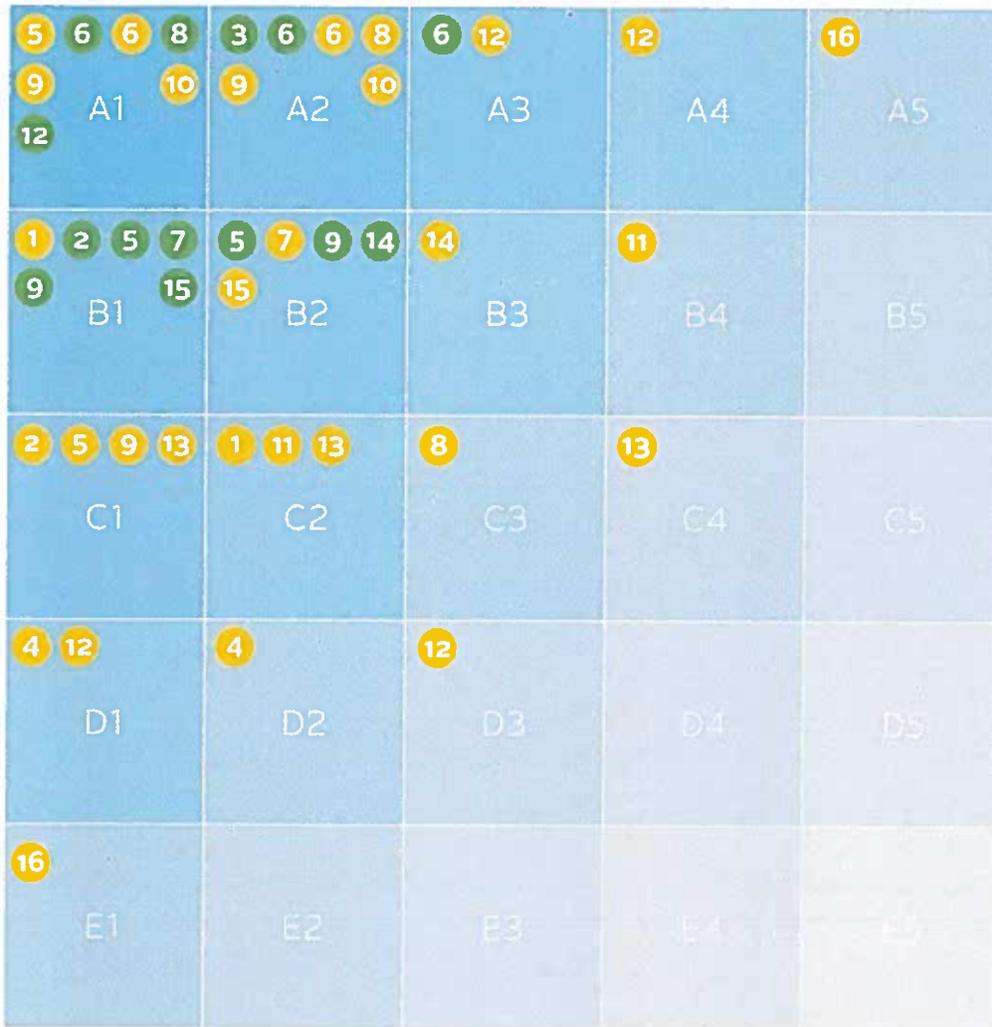
Priority Ranking



| | | |
|----|--|------------|
| 16 | <p>Portland Street (6)</p> <p>Participants spoke of two locations along Portland Street, downtown and near the circumferential highway. Specifically, participants mentioned improved winter maintenance, better sidewalks and safer crossings.</p> | No Ranking |
| 17 | <p>Highland Park Drive (1)</p> <p>Participants mentioned that the The Burnside/Circumferential bridge is in the wrong location and leads to jaywalking.</p> | No Ranking |
| 18 | <p>Victoria Road (5)</p> <p>Victoria Road has high value as a link and is a busy road. Due to how busy the road is, participants feels that a bike lane is the least important mode to accommodate.</p> | |
| 19 | <p>Windsor Street (2)</p> <p>Participants mentioned that a round-a-bout would improve the street and that parking is available on the side streets.</p> | No Ranking |
| 20 | <p>Argyle Street (1)</p> <p>Participants emphasized Argyle Street's role as a destination.</p> | No Ranking |
| 21 | <p>Bayers Road (1)</p> <p>Participants also emphasized Bayer's Road's role as a destination.</p> | No Ranking |
| 22 | <p>Alderney Drive (1)</p> <p>No additional comments.</p> | |

PLACE SPECIFIC SUGGESTIONS

At the workshop, to help arrive at the preceding priority rankings, participants determined how much each road is link or a place currently and where they aspire the road to be in the future. This rating is illustrated below. The numbers correspond to a street on the preceding pages and multiple rankings indicate different diverging opinions across the different workshops.



← NO ——— Is this street used to move a lot of people? ——— YES →

LINK

← YES ——— Is this street a destination? ——— NO →

PLACE

- CURRENT
- ASPIRATIONAL



Route suggestions for...

Transit

Rail

- » By the Windsor and Hantsport Railway (1)
- » Along Barrington Street (1)
- » Along Hollis Street (1)
- » Along Kempt Road (1)
- » Along Quinpool Road (4)
- » Along The Dartmouth Waterfront (1)
- » From Trenton to Camden (1)
- » Near The Harbour (2)
- » To Bedford (4)*
- » To Burnside (1)
- » To Cogswell (1)
- » To Fall River (1)
- » To Mumford (3)
- » To The North End (4)
- » To The West End Mall (1)
- » To the ferries (1)
- » To Truro (1)
- » Under the Citadel (4)

Ferries

- » From Bedford to Halifax (1)
- » From Birch Cove to Burnside (1)
- » From Dalhousie to Dartmouth (1)
- » From Purcell's Cove to The Northwest Arm, Downtown Halifax, Downtown Dartmouth or Herring Cove Road (7)
- » From The Northwest Arm/Dingle to Dalhousie (6)
- » To Irving (1)
- » To Mill Cove (1)
- » To Shannon Park (2)
- » To The Shipyards (1)

Transit Priority Routes

- » Along Agricola Street (1)
- » Along Almon Street (2)
- » Along Barrington Street (4)
- » Along Bayers Road (16)*
- » Along Burnside Drive (1)
- » Along Chan Lake Drive (1)
- » Along Cunard Street (1)
- » Along Gottingen Street (8)*
- » Along Herring Cove Road (13)

- » Along Highfield Park Drive (1)
- » Along Highway 102 (4)
- » Along Highway 113 (1)
- » Along Joseph Howe Drive (4)
- » Along Kearney Lake Road (1)
- » Along Lady Hammond Road/ Duffus Street/Devonshire Avenue to Barrington Street (1)
- » Along Larry Utterick Boulevard (3)
- » Along Magazine Hill (between Dartmouth Road and Burnside) (4)
- » Along Main Street (8)
- » Along North Street (2)
- » Along Northwest Arm Drive (1)
- » Along Ochterloney Street (2)
- » Along Oxford Street (5)
- » Along Pleasant Street (1)
- » Along Portland Street (3)
- » Along Prince Albert Road (2)
- » Along Purcell's Cove Road (4)
- » Along Quinpool Road (5)
- » Along Robie Street (9)
- » Along Spring Garden Road (5)
- » Along Tacoma Drive (1)
- » Along the Bedford Highway (13)*
- » Along the Bicentennial Highway (1)
- » Along the Bridges (13)
- » Along Windmill Road (4)
- » Along Woodside-Cubequid (1)
- » Along Young Street (4)
- » Around the Commons (1)
- » At the Armdale round-a-bout (1)
- » Extend into Spryfield (perhaps the mall) (2)
- » Extend to Ridgeview (1)
- » From Bedford to The Downtown (1)
- » From Burnside to Sackville (2)
- » From Dartmouth (Dartmouth East, Cole Harbour and Preston) to Burnside (1)
- » From Downtown Dartmouth to Port Wallace or Russel Lake (1)
- » From Duke Street to Burnside Drive (1)
- » From Eastern Passage to Cole Harbour (1)
- » From Eastern Passage to the Regional Centre (1)
- » From Eastern Shore to Main Street (1)

- » From Grahams Grove to Superstore to Canoe Club to Sullivan's Pond (1)
- » From Highfield Park to Burnside (1)
- » From Lakeside to Downtown Halifax (1)
- » From Mumford to Bayers Road (1)
- » From Prospect Road to Downtown Halifax (2)
- » From Rocky Lake to Akerley Boulevard (1)
- » From Sackville to Burnside (1)
- » From Timberlea to Downtown Halifax (1)
- » More in Dartmouth (7)
- » Through the Rotary (1)
- » To Cogswell (1)

Other route improvements Routes participants enjoy

- » #15 (4)
- » #66 (1)
- » #82 (1)
- » #86 (1)
- » The Basinview Bus (1)

Routes to remove

- » Remove Barrington Road as a Transit Priority Route (1)
- » Remove buses along Gottingen Street (5)*
- » Remove buses along Portland Street (1)
- » Remove buses along Spring Garden Road (3)*
- » Remove some buses traveling to the Peninsula (1)

Route Improvement Suggestions

- » #80A skips every other stop, which is confusing (1)
- » #60 is crowded (1)
- » #80 is out of the way (1)
- » Across Downtown Dartmouth (1)
- » Along Gordon Avenue (1)
- » Along Northwest Arm Drive (3)
- » Dartmouth to Dartmouth Connections (1)
- » Direct to Downtown (especially from outside the core) (8)

PLACE SPECIFIC SUGGESTIONS

Route suggestions for...

Transit

Continued

- » Evenly space #80 and other Bedford Highway Routes (1)
- » Extend #10 (1)
- » Extend #32 to serve more neighbourhoods (1)
- » Free fare loop (Duke Street, Barrington Street, Spring Garden Road and Agricola Street) (1)
- » Free fare loop Bedford (2)
- » Free fare loop Sackville (2)
- » Increase crosstown routes (4)
- » From Bayers Lake to Dartmouth Crossing (1)
- » From Bedford to Burnside (2)
- » From Bedford to Dartmouth (1)
- » From Burnside to Halifax (1)
- » From Dartmouth to The North End (1)
- » From Halifax to Dartmouth (2)
- » From Hammonds Plains to Regional Centre (2)
- » From Highfield Park to Dartmouth Crossing (1)
- » From Hubbards to Ecum Secum (2)
- » From MetroX to other locations (1)
- » From Mumford to Downtown (1)
- » From NSCC Akerley Campus to Dartmouth Crossing (without transfer at MacMac) (1)
- » From Preston to Burnside (1)
- » From Purcells Cove to Spryfield (2)
- » From rural areas to The Urban Service Area (1)
- » From Springvale to The South End (2)
- » From Spryfield to Bayers Lake (1)
- » From Spryfield to the Peninsula (1)
- » From The North End to Burnside (1)
- » From the Purcells Cove bus to the Williams Lake Road bus (1)
- » From Williams Lake Road to a Northwest Arm Ferry (1)
- » Improve #89 and #22 (2)
- » Improve chokepoints along the Bedford-Burnside route (2)
- » Improve the route speed from Humber Park (2)
- » Improve route speed from Purcells Cove (3)
- » Improve route speed from Summer Street to Scotia Square (speed) (1)
- » Reduce duplication at the Scotia Square Hub (1)
- » Improve service along Joseph Howe Drive (2)
- » Improve the Fairview Overpass for bus routes (1)
- » Improve the safety for the bus stops along the Bicenitennial Highway (1)
- » Improve transit on Pleasant Street and Portland Street (1)
- » Create loop (and reverse loop) routes (1)
- » Loop around rural areas (1)
- » Loop every 3rd or 4th #20 bus into Purcells Cove (1)
- » Loop through Downtown Halifax (1)
- » Parks recreation areas and beaches (11)
- » Run route 88 later to account for shift work (1)
- » Shuttle bus to Purcells Cove (1)
- » To Bayers Lake (3)
- » To Bedford (1)
- » To Ferry terminals (2)
- » To High Schools (1)
- » To Historic Sites (1)
- » To Hospitals (1)
- » To Industrial Parks (5)
- » To Lacewood Terminal (2)
- » To Main Street (2)
- » To Mainland Commons (1)
- » To Malls (Halifax Shopping Centre, Dartmouth Crossing etc.) (10)
- » To new development as it is built (1)
- » To Sackville (1)
- » To Scotia Square (1)
- » To Spryfield (including the Mall and Business District) (8)
- » To the Bluffs (1)
- » To the Cole Harbour Heritage Trail (1)
- » To the MacKay Bridge (1)
- » To the old terminal location in Clayton Park (#89 and #16) (1)
- » To Universities (1)
- » Within Springvale/Farmmount Subdivision (1)

Transit Stops and Terminals

New Transit Terminal Suggestions

- » At Agricola Street and Young Street (1)
- » At Barrington Street at South Street (1)
- » At Commodore Drive and Burnside Drive (1)
- » At Dalhousie University (1)
- » At Dunbrack Street, near 102 (1)
- » At Dutch Village Road and Joseph Howe Drive (2)
- » At Herring Cove Road (1)
- » At Main Street (1)
- » At MacMacMall (2)
- » At Quinpool Road near Bell Road and Robie Street (1)
- » At Robie Street (1)
- » At South Park Street (1)
- » At Spring Garden Road (1)
- » At Tacoma Drive (2)
- » At The BMO Centre with enough parking (1)
- » At Chain Lake Drive (1)
- » At the corner of Main Street and Caledonia Road in Dartmouth (2)
- » At the intersection of Connaught Avenue and Chebucto Road (1)
- » At the Lacewood Terminal (4)
- » At the Portland Hills Terminal (1)
- » At the Sambro Loop (1)
- » At the transit warehouse in Ragged Lake (1)
- » At The Westin (1)
- » At The Woodside ferry (2)
- » At The Windsor Exchange (1)
- » At Wyse Road (1)



PLACE SPECIFIC SUGGESTIONS

Route suggestions for...

Transit

Continued

- » At Young Street (between Windsor Street and Robie Street)
- » In Bayers Lake (2)
- » In Burnside (1)
- » In Bedford (1)
- » In Cogswell (1)
- » In Hammonds Plains (Kingswood/Uplands park area) (1)
- » In Harrietsfield (1)
- » In Lower Sackville (1)
- » In Mulgrave Park (1) in the Joseph Howe/Fairview areas (2)
- » In Spryfield (4)
- » In The Highfield - North Victoria Road area (1)
- » In The Beechville area (1)
- » In The Downtowns (4)
- » In Williamswood (1)
- » Near the Rotary (1)

Transit Terminal Improvements

- » Improve Murnford (better bus access, better location, bus efficiency, empty parking lot) (6)
- » Improve The Bridge Terminal - parking lot is not pedestrian friendly and it is difficult to see buses (2)
- » Improve transfers at Penhorn (1)
- » Move Bayer's Road transit terminal nearer to the Fairview Interchange or near the corner of Dutch Village Road and Bayers Road (2)
- » Move the Wright Avenue and Windmill Road terminal next to the ball fields (1)

Bus Stop Comments

- » Do not remove stops in the Main

Street area (1)

- » Improve bus shelters along Windmill Road and in Fall River (1)
- » Improve the Penhorn stops, they are remote and unsafe (1)
- » Like bus stops in Maplehurst and replace ones that have been removed (2)
- » Need a bus stop on Young Street across from the Superstore (1)
- » Need airport bus service stop at the corner of North and Brunswick (1)
- » Need bus stops closer to the ferry terminal entrances (1)
- » Need a stop at the corner of North Street and Barrington Street for #185 (1)
- » Too many bus stops for #80 (1)
- » Too many bus stops on Spring Garden Road (1)
- » Trip hazard at Oxford Street and Jubilee Road (1)
- » Trip hazard at the Saint Mary's University Stop (1)

Park and Ride

- » Expand Maybank Park and Ride and add pedestrian crossing (1)
- » Like The Link Park and Ride at Portland Estates (1)
- » Park and Ride at Mount Edward and Stewart Harms (1)
- » Park and Ride near Ragged Lake (1)
- » Parks and Ride at The BMO Centre (1)
- » Preserve parking at Penhorn Mall (1)

Transit Oriented Development

- » Around Robie Street and Young Street (1)
- » The Cogswell Interchange Redevelopment (4)

Other Ideas

Parking

- » Illegal parking along Hollis Street (1)
- » Illegal parking along Quinpool Road (1)
- » Remove on-street parking along Gottingen Street (4)
- » Remove on-street parking along Main Street (1)
- » Remove on-street parking along Portland Street (1)
- » Remove on-street parking along Quinpool Road (1)
- » Remove on-street parking along Herring Cove Road (1)

High Occupancy Vehicle Lanes

- » In the middle of each bridge (1)
- » Along Herring Cove Road (1)
- » Along The Bedford Highway (1)

Congestion

- » Gottingen Street (1)
- » Barrington Street (1)
- » Herring Cove Road (2)

Road Improvements

- » Along Highway 102 (4) Along The Bedford Highway (4)
- » Along The Burnside Connector Highway (1)
- » At The Fairview Interchange (1) From Joseph Howe to Bedford Highway (2)
- » In Magazine Hill (1)
- » Make Chebucto Road one-way (1)

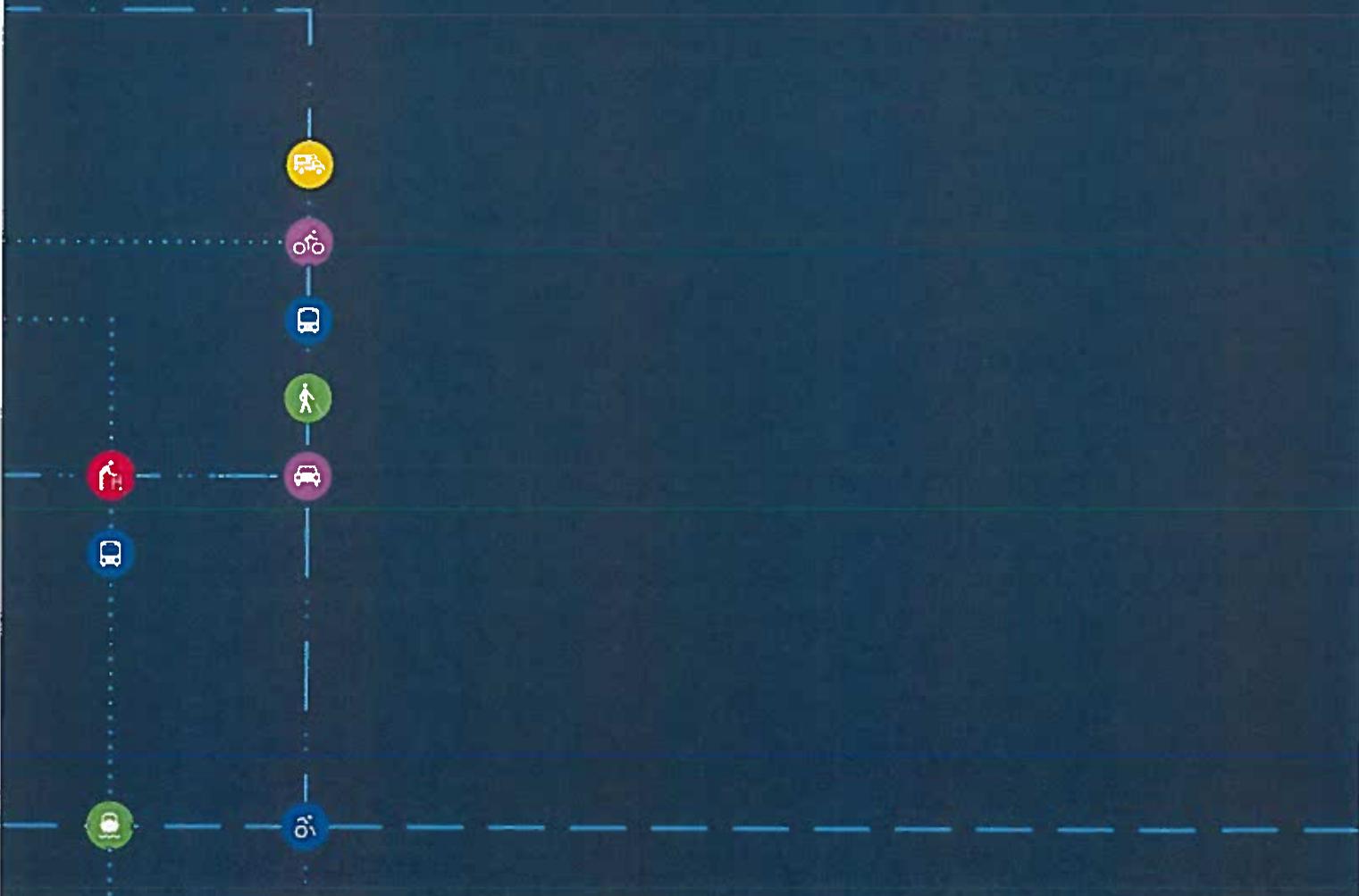
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HALIFAX

INTEGRATED
MOBILITY PLAN

Appendix A

Phase 2 Public Engagement Verbatim Comments



WORKSHOP RESPONSES - TRANSIT

DARTMOUTH SPORTSPLEX

Comments are typed as written

- » Route 60 – R?? ← 5
- » Link is wonderful
- » Main Street (Prince Albert Road[]) needs bus service
- » Portland Street – big houses/two cars
- » Transfer/time based
- » Over 40 medical facilities on Main Street
- » A lot ?? major routes
- » How far can you get on a bus in 30 minutes
- » Transit ways (Duke [St. in Bedford]-Burnside Drive)
- » Rail – assumes everyone works in the Peninsula
- » Pleasant Street should be a priority
- » Saturdays are busy! - 1/2 hour service of [Eastern] Passage bus – stand ng room only
- » Can't go to Dartmouth Crossing
- » Keep business on Main Street – Cole Harbour
- » Reversing lanes?
- » Separate lanes for buses is important
- » Fernes (time in the evening) 12 → 2:30 longer hours
- » Sea bus
- » Gottingen – no room for bikes
- » What about Robie Street?
- » More direct routes to downtown
- » Need to do something about Fairview Interchange
- » Increase frequency of buses on weekend
- » What about Windmill?
- » Rail for Fall River?
- » Better bus shelters on these routes
- » I find transit intimidating – would rather walk or bike
- » Work at the post office on Almon – quicker for me to walk to work
- » Getting people from Halifax-Dartmouth quicker – make it easy as possible
- » No bus from Dartmouth to North End ([CFB] Stad[acona], brewery, NSCC)
- » Bayers Road – stick to your guns on this one
- » Pick the option that moves the most people
- » Middle lane of bridge – HOV lane
- » Herring Cove Road – HOV lane
- » Set criteria
- » HOV lane on Bedford Highway
- » Woodland onto Victoria - Move stop bar back! to going towards Halifax
- » Park and ride (Maybank) – expand
 - Moved bus stop – need crosswalk
- » Robie bus lane
- » Transit usage education
- » Later ferry service
- » Higher priority for transit
- » Green [lines] (M[oving] F[orward] T[ogether] P[lan]) – Gottingen/Bayers Road
- » Did we miss anything
 - Curbside parking a problem (Main/Gottingen/Portland)
 - Would private vehicles be allowed to use these lanes? - HOV/Transit?
- » How quickly could Bayers Road be implemented?

WORKSHOP RESPONSES - TRANSIT

- » What about bikes? How does this plan align with the AT Plan?
- » Buses don't want to be with bikes
- » What takes priority?
- » Conflict between buses and bikes (share (bus lanes and bikes)
 - Not really an AAA facility?
 - Problem with buses turning
 - Why not the Mackay Bridge – [why] is [it] not a Transit Priority Corridor?
- » Values (TP measures – Priority equation)
- » Right-of-way width
- » I like the Link – park-and-ride at Portland Estates
- » Main Street – Prince Albert Road should be a Corridor. Grahams Grove – Superstore – Canoe Club – Sullivan's Pond
- » People living further out on Main Street can't get to the Main Street commercial area and its 40 medical clinics.
- » It's faster to get to Main Street on the bus from Cobourg Road in Halifax!
- » It takes half an hour from Humber Park.
- » It's all timed transfers which are OK. Don't divert
- » The transit stop which was shut down in the Main Street area is in front of the biggest medical clinic.
- » This is very high-level stuff, so it's hard to know the implications.
- » Why are so many buses going to the Halifax Peninsula?
- » Dartmouth Crossing bus service is abysmal
- » Put a transitway from Rocky Lake to Akerley Boulevard, using two lanes of the new highway
- » Rail assumes everyone works downtown
- » We don't understand the trip patterns – they should have been on the plan
- » Does the proposed Highway 113 really have to be a highway? Why could it not be a transitway?
- » Twenty years ago, it was said that the Go Train's subsidy was roughly equivalent to one mile of freeway
- » How will these Corridors affect development?
- » Downtown Dartmouth is mostly medical – not much happens there.
- » As the Penhorn Mall site redevelops, will parking be provided to replace the park-and-ride currently located there?
- » Park-and-ride is full anyway where I live (Mount Edward & Stewart Harris) It's easier for me to drive – I chain my trips
- » Woodside has some significant facilities
- » Old Sebys site (on Pleasant Street) – no new grocery store is allowed there! [due to restrictive covenant]
- » I live in Maplehurst – the bus stops are handy: #60 bus is standing-room-only on Saturdays!
- » Can't get across downtown. I'm involved with "That Dartmouth Thing" promotion!
- » Can't get from NSCC Akerley Campus to Dartmouth Crossing [without transferring at MacMac]
- » Reversing lanes?
- » Would these lanes kick us off at some times of day?
- » I worked at Bayers Road Shopping Centre and wished I could use the bus – we'd have needed two transfers! I'd even have used a park-and-ride!
- » Why do students take so long to get to the campuses? The #10 bus does not go far out enough
- » Hardly any parking for campuses – have to leave early to get parking
- » Terminals should await the Integrated Mobility Plan
- » Mumford Terminal is in the wrong place. It should be at Bayers Road or Bayne Street.
- » So is Wright & Windmill – should be at the Burnside ballfields.
- » Where would you find the space [for a terminal]?
- » Are fares and types of buses out of scope for this planning consultation?
- » How do operations decisions line up with these Corridors? How adaptable are the Corridors?
- » Why duplicate buses? I see them back-to-back, half-empty, on Portland Street.
- » You're not going transfer-based.
- » A one-seat ride is NOT important. Directness IS important

ITALIAN CULTURAL CENTRE

Comments are typed as written.

- » Walking shouldn't be faster than transit!
- » Put bus lanes alongside Commons
- » Park & ride at BMO Centre – that's a good approach
- » Public bike beyond bus ride?
- » Bikes can be electric
- » They haven't even studied it here!
- » Our city is small – use a grid, not hub & spoke network. A 4-block grid is a good aim
- » Provide service 24/7, on a grid system, with frequent buses
- » Transit is great for getting from Dartmouth to Halifax, but returning takes twice as much time. Why?
- » I switched back to the car
- » Ferry – need to be sure of a late-night return.
- » Raise the bridge toll!
- » No on-street parking on commercial streets!
- » There's too much parking already.
- » Driving is too easy
- » Portland and Main Streets – use two lanes for Transit Priority Measures.
- » Bridge Terminal – you have to walk across parking
- » Coffee while waiting for bus
- » Develop community round transit stations – as with the old railway stations
- » Instead of [urban core] highrise development, strengthen suburban hubs
- » Peninsular Halifax is historic – keep it small-scale
- » Equity even for suburbanites
- » Commuter rail, not "fast" ferry, due to fog and ships
- » But fast ferry worked in New York, with smaller boats
- » New York is expanding its ferry system
- » The corridors look right – but let's fit the routes to them.
- » Add crosstown E-W in Halifax and north-south in Dartmouth. Just a route is okay as long as you're not stuck in traffic.
- » Bus lanes make a huge difference, I've seen it work in Europe
- » Ottawa too
- » Cars parked illegally
- » Infrastructure is better than just a sign
- » Hollis and Cunpool: they tow the illegally parked cars!
- » We need a philosophical shift. Convince people. Towing is a bold move.
- » Enforce!
- » HRM decision-makers should use transit.
- » Access Nova Scotia is out in Bayers Lake!
- » Priority buses all day
- » Cross-town
- » Don't ever close the private road from Mumford to Bayers Road – maintain a right-of-way for buses – don't let them close it, ever.
- » It's hard [for buses] to turn right onto Bayers Road – they use the second lane
- » Property constraints
- » Students need 24-hour transit.
- » Priority Corridors should include Joseph Howe Drive and Northwest Arm Drive
- » Integrate the Integrated Mobility Plan and the Economic Strategy
- » The proposal is too Halifax-narcissistic
- » There are more residents (90,000) in Dartmouth than on the Halifax Peninsula (60,000)
- » The proposal shows more Halifax cross-connections than it does for Dartmouth
- » There are 40 clinics near Main Street, but it is not linked by bus from the rest of Dartmouth

WORKSHOP RESPONSES - TRANSIT

- » The City asks the wrong questions. Don't assume status-quo
- » The City asks the wrong people. Don't just ask users!
- » 65% of Portland (users?) want Dartmouth to Dartmouth connections, not connections to Halifax
- » Bigger picture!
- » Not bold enough for beyond metro/core!
- » Houses are cheaper beyond the core
- » The City sells itself on its core amenities but there are weak links beyond
- » Priority corridors are too short-term. We should be thinking beyond in 5 years
- » Make changes just by moving routes
- » Add Larry Uteck Drive
- » Expand the Transit Service Boundary
- » Use Highway 102 as a Corridor!
- » Increase U-Pass – for large employers
- » Transit to Bayers Lake and Dartmouth Crossing
- » Have a 5-day-week system that's rejiggered for weekends when demand is different
- » Start again!
- » No 5-year wait!
- » I tried transit but it took one hour – I was exhausted, so had to buy a car.
- » Summer Street to Scotia Square – I could walk faster!
- » Walk and ferry is faster than bus from Dal
- » Allow no cars on Barrington in rush hour
- » Why not bus lanes on Portland and Main Streets?
- » Woodside-Cobequid is an important corridor where service should be frequent.
- » What's being taken out? How bold is it?
- » Why have so many different routes on the same corridors?
- » Why not more ferry routes? Boston does it
- » Bedford-Halifax ferry
- » Add Oxford Street to the Corridors (#1 bus is standing room only and people are turned away)
- » Why not the MacKay Bridge too?
- » When the MacKay Bridge is rebuilt, include a bus lane
- » Influence provincial investment
- » Cogswell Interchange redevelopment is an opportunity
- » Dal-Dartmouth ferry
- » Water transit!
- » Ferries stop running too early at night
- » Have a Beach Bus – e.g. to Lawrencetown or Rainbow Haven beach
- » Smaller buses for low ridership routes/times? (Calgary)
- » Articulated buses have trouble with some corners in the snow!
- » Articulated buses should be front-wheel drive as in Europe
- » Almon Street queue-jump is great – add one for the other direction
- » Move Mumford Terminal closer to the Arndale Roundabout, and move Bayers Road transit terminal to near Fairview Interchange, or near the corner of Dutch Village Road and Bayers Road
- » Schedule at each stop
- » Map at each shelter
- » No readily info available
- » People who live around the street are most important
- » Neighbourhoods around the main streets support these spines
- » Climate change and Lower Water Street: stop investing in this street because it will be under water
- » Pedestrians first!
- » Access-A-Bus:
 - Pitting dialysis people against everyone else by prioritizing them and not meeting the needs of others
 - Need more buses!
 - System is overloaded and so hard to book it now

WORKSHOP RESPONSES - TRANSIT

- » Rail corridor through Quinpool continues under the Citadel linking back to a rail loop near harbour
- » Attn: COUNCIL LAUNCH TPM [TRANSIT PRIORITY MEASURES] ADD temporary staff
- » REMOVE ON-street parking. Make use of lands in transition to park cars out-of-the-way
- » Commuter rail corridor includes Quinpool Road running up center of street
- » HOV [High Occupancy Vehicle] lanes – more reasonable to make carpooling
- » Fairview Over Pass
- » Commuter rail
- » Cable line, aerial tramways – modular incremental growth
- » Rail corridor: bus or rail to skip traffic
- » Trucks or buses
- » Take back passenger space not just freight
- » Cogswell terminal
- » Ferry → more freq – ped connection
- » Barrington north of North Street
- » Extend greenway north of North
- » Ped safety on Barrington
- » Making connections difficult
- » Reversing lane Barrington North
- » Robie: sidewalk or bikeway in centre
- » Share bus with taxi
- » Removing parking to decongest
- » Burnside-Sackville on new bypass
- » Aerial tramway across Harbour and then over Northwest Arm
- » TPMs – timeline needs to be aggressive – ramp up staff – beef up staff → get it planned
- » Car share: enabling one way trip
- » Oxford and North
- » Car share use HOV/bus lanes
- » Remove onstreet parking
- » Use resources dynamically, use vacant lots
- » AT and walking first in Regional Centre: buses first outside Centre
- » Priority on Quinpool?
- » Tunnel under Citadel
- » Fewer stops = faster travel
- » SMU stop → trip hazard at rear door and at Oxford & Jubilee
- » Macdonald Bridge → pedestrians and bikes should be able to use both sides. Some people walk their bikes with other walkers. The walled area off ... North Street to Barrington is hazardous. Both sides should be able to go to Brunswick St and other side to Barrington
- » Tried to catch a 14 Route. On another bus which stopped behind 14 on North and Oxford. 14 pulled out so missed bus due to no bus stop as the 14 was there. There should be routes that have a way of connecting
- » Buses pull away from the transit stations without having any connections
- » Instead of more buses the buses should connect with other routes
- » Bus drivers are more interested in making a schedule and being in control rather than servicing the general public
- » A number of bus drivers don't know what locations people are going to.
- » Not sure of where the routes go.
- » Across from Joe Howe Superstore, there may be two buses. The second bus will drop off the riders on the sidewalk not at the bus stop. Then the bus pulls out without picking up customers who are waiting at the actual stop. Happens on Spring Garden across from Gardens
- » Fix the transit on Pleasant and Portland Streets near Georges Lane where new development is going in
- » There is no bus stop on Young Street across from Superstore. With the Monaghan Square Development, people have to walk up to the stop beside the service station on Robie. Riders are your customers. No riders/no transit!
- » Keep the open areas on the Peninsula where buildings have been demolished. We need the greenspace. Developers would fill in the Commons if we let them! The [skating] oval has spread beyond its intended limits.
- » There is a gap in the Transit Priority Corridor network, between Burnside and Bedford-Sackville. Close the loop!
- » And it could also link to the potential commuter rail in Bedford.
- » People living in Highfield Park find it easier to shop in Bayers Lake than in nearby Dartmouth Crossing, if they are using transit
- » Bayers Lake is terrible for sidewalks!

WORKSHOP RESPONSES - TRANSIT

- » Industrial parks are not set up for pedestrians, they are designed for cars. So are the box stores. You can't just walk between them as you could in the malls.
- » The bus routes in Dartmouth Crossing are difficult.
- » The downtown is dead for shopping. Scotia Square used to be a shopping mall, now it's fitness etc.
- » How will these Transit Priority Corridors connect to the suburbs? Using Park-and-Ride?
- » Do you have to have a bus on Spring Garden Road?
- » They have pedestrian-only streets in European cities, or streets just for pedestrians and transit.
- » Delivery trucks should be restricted.
- » Barrington Street would fall as a pedestrian-only zone.
- » Start with just one day per week. Agricola was closed recently on a temporary basis.
- » But that works well because of the type of street that it is.
- » There are growing pains but people adapt.
- » The pedestrians on the street are going to the bus stops.
- » Too much parking on the street – it's a hazard to pedestrians.
- » Shopping centre parking lots are dangerous for pedestrians too.
- » Roundabouts do slow some drivers.
- » The new Bridge Terminal is interesting. (Mind it so disheartening – I can't see the bus I want. It's too much like the airport, I don't want to spend time there!)
- » Mumford Terminal was better when it was in front of the old Sears store.
- » In the old days, you could get off the train behind Mumford.
- » Tie it in with commuter rail.
- » People liked the former streetcars.
- » How will the bus lanes fit into the existing street? What do you sacrifice?
- » On Robie there is a chokepoint.
- » Bus lanes have to form a complete loop, like the bike lanes.
- » Sort of, but even just one section of bus lane can really help.
- » It's psychological, when the bus passes cars!
- » Google Maps has really helped me use the bus more.
- » With regard to bus lane connectivity look at the old streetcar routes.
- » Dress up a couple of buses to look like streetcars!
- » When Bayers Road was formerly widened, they took part of people's lawns, so it was controversial.
- » How would commuter rail be affected if Mumford Terminal moves to Bayers Road?
- » Connect the gaps in the Transit Priority Corridors – e.g. between Windsor and Barrington Streets. Fill in the east-west gaps.
- » On Gottingen, even cars cannot pass each other in the winter!
- » But a third lane could ruin Gottingen Street's character.
- » How would transit priority measures work on the bridge?
- » The Bridge Commission wouldn't have much financial incentive to replace a car lane with a bus lane, given the toll rates!
- » Pressure should be applied on the Commission; you'd have to make a business case.
- » In conjunction with the proposed Burnside Bypass, provide a Sackville-Burnside bike road and bus transit priority measures.
- » Park-and-ride lots should be free if you show a transfer as proof that you're using transit.
- » People could use a relatively centrally located park-and-ride terminal, then take a direct transit route to where they work.
- » But you want park-and-ride more on the edge, not central.
- » There are short-term and long-term opportunities for park-and-ride.
- » We should get beyond the "park for free" mentality.
- » It should be cheaper at the park-and-ride lot than for downtown parking.
- » People in rural areas are paying a thousand dollars in transit tax per year, yet they are not close to transit.
- » Apply a Sprawl Tax!
- » Regarding the spacing of bus stops: the "500 m walk to each stop" approach does not recognize topography and frequency of service.
- » I like the frequent bus stops in Halifax.
- » Why not have two 'streams' of service: all-stops and skip-stop?
- » Regarding potential transit hubs, it's hard to imagine Robie and Young ever being a nice place to wait for a bus, but you have to think of the future, especially with the proposed CentrePlan policies.
- » Spring Garden Road is over-served by bus stops.
- » I don't think so.
- » Consolidate all those boardings into fewer stops.
- » Why doesn't the airport bus service stop at the corner of North and Brunswick? That would be a great help to many.

WORKSHOP RESPONSES - TRANSIT

- » With a child, it's a balance between close stop spacing and longer walks.
- » Skip-stop service may be the alternative
- » Why is Gottingen chosen for Transit Priority Measures? Gottingen is very narrow, and a residential-commercial neighbourhood. Increasing the number of buses from 21 to 30 buses per hour is a lot! How does this fit in to the growth areas in the CentrePlan? Should Gottingen be a bus corridor? Only a few of those buses serve the local population. All the rest are going to downtown and to Dartmouth. These buses are not a community use. Gottingen is becoming just a "bus funnel".
- » But why not have more buses on Gottingen?
- » Because they will kill the street – the noise, the pollution will spoil the atmosphere of the street.
- » The cars use Barrington.
- » What is Gottingen Street for, then?
- » No other street in HRM has that many buses on it.
- » Spring Garden Road is complaining too.
- » If we had route consolidation it all might work better
- » I've seen twenty buses lined up on Gottingen, bumper to bumper
- » But what if those twenty buses were moving?
- » Gottingen is a marginalized community
- » Agricola is nice for parking and biking. Look at several parallel streets together as a suite. Each street needn't be all things to all people. Look at them together
- » We don't want to create dead zones.
- » There is no real quality public greenspace in the Young-Windsor-Agricola area, which is slated for density
- » The Bloomfield site should be kept as greenspace.
- » Consider an alternative to Gottingen for a transit priority corridor – e.g., Cogswell-Robie
- » Young Street would be great for a Peninsula transit terminal, between Windsor and Robie, near the Superstore
- » And add some greenspace to it!
- » Seasonal bus service to natural points of interest, e.g., The Bluffs, Cole Harbour Heritage Trail, Lawrencetown Beach
- » We had a commuter train from Truro – they used to stop at West End Mall. That train disappeared
- » Use the secret tunnel under the Citadel for transit!
- » Commuter rail could continue up Barrington, Cogswell, Quinpool and back to Mumford
- » Extend rail to Kempt Road for the central transit terminal.
- » It was a shame we lost the trams
- » Cogswell Interchange redevelopment: don't have it in a silo separate from transit!
- » Involve Operations staff as well – e.g., for snow removal
- » Seasonal bike lanes – some could be year-round, others for winter
- » Bike lanes could be groomed for skiers in the winter
- » Don't tie sidewalk clearing with road clearing in terms of priority levels
- » "Next bus in x minutes" signs would be good at major bus stops. So would schedules on a pole
- » Real time tracking is awesome! (But it also doesn't make the bus come faster)
- » WiFi doesn't make the bus come faster
- » Create transit near density – chicken and egg?

BEDFORD

Comments are typed as written.

- » Space the frequency of the #80 and other bus routes on the Bedford Highway evenly
- » Talk to Green Rider who have been providing vanpool services for decades
- » Solution for transit
 - 3 lanes in [DIAGRAMS showing BUS-REVERSIBLE-NORTHBOUND]
 - Reversible lane
 - Kearney Lake Rpart in
- » Transit should have priority on Bedford Highway
- » Buses stuck in traffic – people won't take it
- » Buses that run on rail (rail transit)

WORKSHOP RESPONSES - TRANSIT

- » Don't expand travel lanes
- » Hatched Lake
 - Regional transit tax
 - Not convenient to take cars
 - ? commercial traffic
 - ? work from home
- » Peterborough cab-transit
- » Transport Action Atlantic
- » It's More Than Buses
- » 89/22 Routes (every planner should take this route)
- » Last mile (no sidewalks) – try [to] go to Walmart in Bayers Lake
- » Rail (same fare/same transit)
- » Preserve rail corridor
 - either bus lanes or rail (don't do both at once)
 - on Bedford Highway
- » We need good service into Bayers Lake
- » Herring Cove Road (true BRT)
- » Focus on the key arterials
- » Shuttle buses
- » No connection from Prestons to Burnside
- » Sta[d]ler [ra]cars
- » [as used for the rail service from] Trenton to Camden?
- » Standard rail cars down the street
- » Transit priority on 102 Highway
- » Joe Howe to Bedford Highway (merge lane)
- » What about Larry Uteck – why is it not [shown in] purple [as a TPC on the map]? Is it a gap?
- » Get rid of parking on Gottingen
- » Side street parking for Gottingen
- » Maintenance of cycle lanes
- » #80 (less bus stops)
- » BoA – every other stops (SKIP)/Bob – could be confusing
- » #86
- » Two new express services for Bedford
- » Day pass
- » Expansion of ferry service?
 - ?Mill Cove
 - ?Shannon [Park]
 - ?Purcells Cove
 - To shipyard
 - To Irving
- » Bike racks → tool racks!
- » Free fares (City of Calgary – LRT free within Cole)
- » Peak hour fares/off peak fares
- » Consider those of us who have to drive because of our business, or because we live on the outskirts
- » Are bikes over-represented? It seems so.
- » Bike lane on the rural highway several cars have gone off the road when an ambulance tried to pass
- » A car is very important to business operators, families and seniors. Don't expect a senior to wait at a bus stop!
- » Shouldn't bikes also pay a congestion charge? Motorists pay for the roads
- » Bikes break the law and aren't licensed.
- » Yes. I agree that we are all different mode users at different times.
- » Don't leave out those of us who live beyond metro, and we need our cars!

WORKSHOP RESPONSES - TRANSIT

- » Use the Bedford Highway bike lanes for a bus lane! Only a few cyclists use that lane
- » [Use the middle lane as a] reversible lane on the Bedford Highway – extend it, and give the outer lane to the bus, so it could still make curbside stops
- » The do it with a 6-lane bridge in San Diego – 2+4 lanes
- » I think the businesses didn't favour [the bike lane] but they might if it was for buses
- » You could use Highway 102 to avoid the chokepoints
- » But Highway 102 is getting crowded
- » It's all relative
- » Commuter rail
- » Ferry?
- » In the UK, they use a lane at specific times
- » I think that the goal should be to get people downtown without their cars
- » In London you pay a fee – but you have to make it fast enough to get downtown!
- » I think it would kill downtown!
- » You could stop parking and use that lane
- » You can't bus everyone to commuter rail. You have to have parking, as in Toronto.
- » The cost of the MetroX is a factor in not using it
- » Free park-and-ride
- » I work in Dartmouth and my wife works downtown. I think commuter rail is definitely the next step
- » The Tantalion [MetroX] bus goes only to Scotia Square
- » We wouldn't need the transit lane on the Bedford Highway
- » Bedford-Burnside takes me half an hour because of the chokepoint
- » Bedford-Dartmouth is very hard by bus
- » When the buses get back into the regular traffic lane from their queue-jump, they slow everyone else down
- » Prioritized lanes for the bus are the key to getting the bus rolling
- » Highway 102, Magazine Hill and the Bedford Highway are the three key corridors. If they shut down, the city shuts down
- » Would taxes go up with commuter rail?
- » If you have a truckway, you have a busway! Put Via Rail's station at Alderney Landing in Dartmouth
- » My son lives downtown and doesn't own a car.
- » Do we need two container ports?
- » OC Transpo in Ottawa is very impressive.
- » Double-decker buses?
- » The articulated buses slow the traffic because the pull-offs for many bus stops aren't designed for those buses
- » Transit Priority Measures (TPMs) seem like you are doing them on the backs of the cars
- » My situation is different – my car is my toolbox. You can't put my tools in a bus!
- » You need full buses, but when I see them off-peak, there aren't enough passengers to pay the driver!
- » But when I'm walking to work, I see nine-tenths of the cars with only one passenger!
- » If 8 out of 10 people are in cars, how many are used commercially [for a business]?
- » TPMs delay commercial traffic, i.e., those with a business who have to drive – say 40% [of car drivers]
- » You are already subsidized
- » Magazine Hill isn't on the Transit Priority Corridor (TPC) list. It's one of the most congested areas – between Dartmouth Road and Burnside
- » There's good service to Burnside from Sackville, but not from Bedford.
- » How about a ferry from Birch Cove to Burnside? That would avoid the Fairview Overpass and bridge
- » You have to cross a bridge to go to Burnside from Bedford.
- » I use the #66 bus
- » The new IKEA in Dartmouth Crossing will draw Halifax people
- » How about an IKEA bus? They run their own bus in [Sweden].
- » What about the Burns de Connector highway? It was promised in 1988
- » Will there be a bus terminal at the corner of Main Street and Caledonia Road in Dartmouth?
- » No.
- » Garbage trucks and construction vehicles take up space and time.
- » Many cities restrict such vehicles from peak hours
- » What's your plan for handicap accessibility?
- » Ottawa is doing it by raising the sidewalk [at bus stops]
- » Or even by having a sidewalk in the first place!

WORKSHOP RESPONSES - TRANSIT

- » Bedford Highway Transit Priority Measures: what are you considering?
- » I'm a big supporter of commuter rail
- » Link a commuter train station to a ferry to Burnside
- » Could you run the train parallel to Hollis Street?
- » It's quite a walk from the Via Station to many places in the downtown
- » I think the best way is to have commuter rail.
- » In Europe they run hi-rail buses
- » I want you to do on the Bedford Highway, what you did on Main Street in Dartmouth [regarding pedestrian-supportive zoning]
- » The density will pay for these solutions
- » The density will put extra strain on the highway
- » Larry Uteck Interchange was 50% paid for by developers
- » The problem with transit in town is that it takes an hour to get downtown for a 3 minute medical appointment...???
- » I used to use the #82 bus and parked at Sunnyside, and that was good and quick. Now I take the car because the bus takes so long
- » The #88 bus should run after midnight because of shift work at Bedford Common
- » Sackville and Bedford needs a FRED [Free Rides Everywhere Downtown] bus
- » But we have no Bedford Business Improvement District (BID) – the Downtown Halifax BID paid for their [now discontinued] FRED bus service
- » Was the bus slow because of traffic, or because of all the bus stops?
- » Not because of the traffic. The route was a bit out of the way. It was the #80
- » I support bus lanes and commuter rail.
- » Ice or accidents can double trip time
- » Bus lanes are still susceptible to ice
- » Electric buses on new lanes would be the ultimate
- » Downtown has high vacancy rates.
- » If we make it harder – e.g. through tolls – we will kill the downtown
- » The big challenge will be between now and getting the bus lanes in
- » Hubbards-Ecum Secum – which bus? Don't marginalize the rural communities
- » We need mass transit serving hubs.
- » It's not feasible to serve every community
- » Calgary's C-Train is served by local buses
- » Articulated buses last longer [than regular buses]
- » If you charge for parking at the malls and other suburban locations, you will kill shopping
- » It's silly to charge for parking at the malls
- » Tolls are punitive, and assume an alternative is available. There isn't one.
- » Tolls for twinning highways are okay
- » The Province put on a fuel tax to pay for highways, but they didn't build them.
- » Better transit for Bedford-Burnside! It's terrible
- » BRT [Bus Rapid Transit] to Burnside, rail to downtown
- » Employment has shifted. I have as many commuting to Burnside as to downtown. Reversing lanes are a joke with that kind of commuting pattern!
- » The hospitals may well decentralize
- » For a teaching hospital, that would be hard!
- » There is a negative perception about buses – image is a problem
- » HOV [High Occupancy Vehicle] lanes are more desirable than bus lanes. How do we transition? Won't things just bunch up somewhere else if we don't have continuous bus lanes?
- » They will take 10-20 years to do bus lanes.
- » Consider the small percentage of people who are not going to an office, for whom their car is their workplace. Allow them permits to use the bus lane. We don't want to be perceived as lazy!
- » What about taxis, trucks, etc.? should they be allowed to use the bus lane?
- » Some of us don't have a choice [other than to drive]
- » DalTrak's study (travel diary) is timely
- » But their online survey is tedious. I gave up on it
- » No pain, no gain!
- » The survey is set up for a guy with a car
- » Where is your 100-year plan?
- » Driverless cars should be considered.

WORKSHOP RESPONSES - TRANSIT

- » Musquodoboit Harbour and other places will be growth nodes – you should reserve lands for transit stations in such places
- » Keep the abandoned railway rights-of-way
- » Buy the Windsor & Hantsport Railway!
- » In my neighbourhood most people have 3 cars including me!
- » Distinguish between captive and choice riders
- » In my neighbourhood it's the "greens" and those who can't afford a car [that use transit]
- » My constituents in Bedford West aren't asking for widening, they are asking for rail, and for bus lanes
- » It was social, too, to ride the #82 bus
- » It's like that also with the Basinview bus
- » But people are standing on the bus while it's cruising along the Bicentennial Highway – that's not safe
- » We need transit for those on a minimum wage
- » And we could get more professionals on the BRT or rail
- » You have to be able to get the rural villagers into town for appointments and other trip purposes
- » Capital Cost Contributions (CCCs) can be applied to some things so developers help with the costs. Why not for the train station on the Bedford Highway? A developer has offered to do that
- » With the 13,000 people they want to put on the Bedford Highway it will pay for any of the Bedford Corridor investments
- » Don't discount generational inertia
- » The time is right for this
- » High-speed bus on Magazine Hill
- » I like the idea of a Burnside terminal
- » Rural areas should pay higher tax with real service, or pay less tax with no service
- » Stop the McMansions that are being built a long way out in Fall River
- » The developers shouldn't be building where wells are low
- » Hi-railer bus

SPRYFIELD

Comments are typed as written.

- » Cable cars – the answer for Halifax. Many advantages and few drawbacks. Take advantage of the local topography. Start with key link solutions linked to regular transit, and expand from there to form a system over time. Cheaper than LRT.
- » Partner with Spryfield Business Improvement District (BID) to explore a bike lane on Herring Cove Road
- » It's a chicken-and-egg situation.
- » As the local MLA I got many e-mails about cyclist versus motorist complaints. We put in AT lanes (Province calls them "trails") south of Herring Cove and had no complaints this year
- » Tonight many who oppose bike lanes on Herring Cove Road will be here
- » Herring Cove Road will become the last, and a glaring, gap between provincial and municipal priorities [regarding bike lanes].
- » The Deputy Minister of Transportation is an active cyclist.
- » Cable car idea – why not from Bedford?
- » Commuter rail route is very disappointing. It should never have gone round the South End, it should have gone round the North End
- » Go overhead, with cable cars. Small footprint, efficient and green. Towers can go in the water, enabling shortcuts.
- » Put a park-and-ride near Ragged Lake, then cable car down to say the Citadel or Cugswell, with stops at Quinpool etc. Connect with bus routes – you don't have to link the cable routes to each other
- » Cable car across the Northwest Arm.
- » Do cable car routes in stages.
- » Cable cars are congestion free and weather resistant (except, of course, in hurricanes when nothing else is operating anyway)
- » They have cable car transit in South America. In places like Columbia they were put in to avoid the slums for the rich people.
- » Cable cars are also a tourist attraction – the views!
- » Cable cars can range in capacity from 10 to 80 people per car, or even from 5 to 200!
- » Cable cars can be stacked and ready as and when needed.
- » Cable cars need no drivers
- » I think that is a really interesting idea
- » I think that the Northwest Arm is the place to start

WORKSHOP RESPONSES - TRANSIT

- » Springfield to Dal
- » Your purple lines (the Transit Priority Corridors) should go out to Spryfield Mall
- » Beyond Cowie Hill Road Herring Cove Road is less congested
- » It would be great to have a bus lane on Herring Cove Road, but I don't know how you would do it!
- » Parking and left turns on Quinpool Road block up the whole system
- » We already have no on street parking on Herring Cove Road!
- » We have two choices tear things down, or start transit off the roads
- » Cable cars are cheaper to operate, I think. New York has them now
- » Portland [(in Oregon)] University has one.
- » You could use the trail right-of-way by Chain Lake.
- » Three or four strong cable car corridors coupled with the buses
- » It will keep a lot of cars out of the city
- » If I want to get downtown fast - why sit on a bus with 40 stinky people?!
- » I make my own hours, but it took her one hour to get to the QEII [Hospital] So I drove her
- » The transit system doesn't work for a lot of people.
- » We have a complex geography
- » China has a monorail
- » Cable cars offer level boarding though dwell times are short
- » You could hang it off the bridge, and/or replace the ferries
- » Ferries - why not have more? Purcells Cove → Northwest Arm or Halifax downtown?
- » How about a Northwest Arm cable ferry?!
- » The "purple octopus map" should have a "tentacle" [Transit Priority Corridor] going further into Spryfield
- » Commuter rail is absolutely a good idea
- » I think so too
- » I think the congestion on Herring Cove Road goes beyond Cowie Hill Road. I get stuck near the Punch Bowl
- » Extend the Transit Priority Corridor at least to Ridgeview
- » So many can't get to the Peninsula because it hasn't been a priority
- » Williamswood had a bus but it was discontinued because it wasn't used!
- » We should have more, not fewer buses so folks will use it.
- » It's also about where do we want to concentrate development.
- » At some point we have to say that there's only so much we can do.
- » Ease the congestion for buses (not for everyone)
- » In Calgary, they started to make transit easier than driving, so people started to use transit
- » Why would you want a bus lane on Gottingen?!
- » How would the Transit Priority Corridors help users beyond where those corridors end?
- » I wish the #32 bus could serve more neighbourhoods
- » I wish a bus used Northwest Arm Drive!
- » [Have a bus] use Williams Lake Road to the Northwest Arm ferry
- » [Staff asked what people think of Mumford Terminal]
- » The Mumford parking lot is rarely full
- » Rich students from Toronto would be more likely to use rail. Poor students are being pushed out into the North End.
- » Better to have the students in the Bedford corridor than push out the real poor from Spryfield
- » Spryfield folks need to be able to get to the Peninsula where many of the social/medical services are, though we try to encourage offices catering to the poor to locate out here
- » In Toronto when they removed the boulevards, the number of accidents increased
- » Purcells Cove ferry: HRM owns 100 acres. How far down the pipe is that? It should be on the map.
- » We don't want a big ferry here! With cars!
- » How about a small impedestrian ferry? That would be okay.
- » Doughnut
- » HRM has tried to force development.
- » Since Purcells Cove Road won't be upgraded but Herring Cove Road is, this ferry and some way of alleviating the traffic on ... between Purcells Cove Road and Herring Cove Road
- » But that land is owned by the Nature Trust!
- » I live on Purcells Cove Road and have tried the bus, which takes one hour compared to eighteen minutes to drive

WORKSHOP RESPONSES - TRANSIT

- » Timing of the bus is wrong for arriving at work.
- » The connection is better home-bound, but if I miss it...!
- » A round-trip takes 30 minutes by car, compared to 3 or 4 hours by bus
- » Run smaller buses more frequently. Some people on Purcells Cove Road don't own a car because a promise was made to provide bus service
- » The bus service stops too early at 8pm
- » The Backlands should be accessible by bus for urban people wanting access to nature. Also historic sites should be accessible by bus
- » Have a bus making frequent laps.
- » Have a ferry taxi – HRM owns a number of access pads
- » They are afraid of offending neighbours [of municipal docks on the Northwest Arm]!
- » Some people canoe across the Arm
- » We should be able to use boats to cross the Arm. You don't include boats! You should!
- » But where do they leave their kayak or canoe when they get to the Halifax side?
- » We need more places where people can leave their boats. Norway uses boats like this
- » We have a high-density population in poverty, for whom cars are not an option. We take 300 high school students to the Halifax waterfront – many have never been there before! It takes 1.5 hours on the bus
- » I struggle with the idea of cutting the rural loop bus. Level the playing field! Consider poverty when you consider transit.
- » The ripple effects of the benefits are huge.
- » We have to use taxis to take our high-school students to university events
- » It's a chicken-and-egg problem.
- » Council approved a surtax for the loop bus, whether you use it or not. Where will that money go when they take off the loop? - to Bedford?
- » Busing is a public service. It's largely used by those without a lot of money
- » Better transit?
- » Should ask, "What would it take to get rid of your car?!" If you own your car, will you buy a bus pass? It's got nothing to do with density
- » We are a 3-car family. I'd like to be a 1-car family.
- » I could see a MusGo Rider-type service for the loop, but many have no telephone, not even a landline
- » But Musquodoboit Harbour is a different world from here!
- » MusGo Rider doesn't address the low-income population
- » My clients have food security issues.
- » Unused lots are counterproductive.
- » The biggest incentive is to see a bus go past you when you are stuck in traffic.
- » Small buses for outlying areas, running more frequently?
- » They use small buses in Boston and Edmonton.
- » Halifax Transit often replies "That's not in our business model." So, what does it take to change that "business model"?
- » But it costs the same for a driver, regardless of bus size, and they often switch buses and drivers. But if you ran more often, and later people would take it. Dedicate the driver and the minibus to that route.
- » Everyone on Purcells Cove Road shops at Spryfield Mall, but you can't get there by bus at present, though the Moving Forward Together Plan would fix that problem
- » [if they kept a bus on Purcells Cove Road beyond Williams Lake Road,] you could connect from the Purcells Cove Road bus to the proposed Williams Lake Road bus
- » Currently it would take 3 hours for a round-trip just to buy a stamp!
- » You'd be stuck for three hours at Joseph Howe Drive because of the reduced frequency.
- » We'd like to see [the #15 bus] kept!
- » Charge bus fares by zones, and leave no neighbourhood behind!
- » Add a Transit Priority Corridor [TPC] from Highfield Park to Burnside. The road is already wide as it is
- » Could the routes form a grid as well?
- » Could we use the Bicentennial Highway as a TPC? There are many new developments near the Marland Commons
- » Why not feed buses up [the hill] and behind [Marland Commons] – then on to Dunbrack/Northwest Arm Drive?
- » Mumford would delay buses so the Bayers Road bus lanes are important.
- » You'd be walking across two more lanes – with children. Don't lose sight of that.
- » How about the Bedford Highway?
- » Commuter rail would make a big difference there.
- » Add fill alongside the Bedford Basin, move the railway over, and widen the Bedford Highway
- » Bedford Highway has a bikeway but no sidewalk along that stretch
- » Do you have projections of how commuter rail and buses would affect Bedford Highway traffic?

WORKSHOP RESPONSES - TRANSIT

- » You wouldn't want commuter rail to take people off the buses.
- » Some things would be more subsidized than others.
- » Rail [gives] a[n opportunity] to spread things out. For example, the universities are out of space [and could decentralize]. Newfoundland has don't that.
- » But HRM wants downtown to grow, but with the parking it's hard to get there
- » We are subsidizing downtown parking.
- » And the bus lanes will decrease the parking
- » Are you looking at the tolls on approach routes [to downtown]?
- » The Cogswell Interchange redevelopment could be a big transportation hub
- » And it could be a rail hub too, if rail came in via the North End ~
- » It would be a better location than the Via station – especially if you are going to Dartmouth.
- » Buses could feed the trains.
- » Big cities offer good transfers, so the transfer penalty might not be that bad
- » HRM should inventory all the municipally owned landings on the Northwest Arm, especially on the Peninsula. They are being slowly privatized
- » The Northwest Arm Dingle-Dal ferry isn't on the map.
- » Turn commuter rail into a commuter bus, which would be more sensible. The commuter rail route ends just before the most critical point.
- » Make the railway cut one-way for buses in the morning and backhaul on the road system, and reverse in the afternoon. The railway is only single track. There's huge flexibility with buses, but not with rail.
- » Use the stations as intelligently as possible, for maximum efficiency.
- » Herring Cove Road is underutilized; put in a dedicated bus lane.
- » Does narrowing the lanes lower the speed?
- » The #15 bus comes every 61 minutes – and it still goes to Sears! It was once an Acadian Lines route
- » Why not use a smaller bus?
- » Loop every 3 or 4 of the #20 buses around onto the Purcells Cove Road
- » And reverse the loop according to the peak direction. Both roads get congested now. Just an idea!
- » Have a "waterbus" – one on the Thames in London, England did 40 mph! It's a catamaran, with several stops enroute. It's a small, fast vessel, with about 200 passengers.
- » There should be a network of ferry services
- » Halifax Peninsula got the ends of all the commuter routes. That's why these buses are empty
- » I pushed for a very frequent loop route for downtown Halifax. That would decrease the delays to the commuter buses
- » Put in a bus transfer point at Cogswell.
- » Is downtown parking a major source of municipal revenue? (No!)
- » "Winkle" people out of their cars!
- » I want 10,000 people on the Halterm site. Call it "Greenbank Rises Again" – Greenbank is the name of the community that Halterm replaced
- » Imperoyal at Shearwater doesn't want to clean up after abandoning its refinery so using it for a port would be attractive
- » Could we use rail/road bi-modal buses?
- » Do a trial for bike-assist technology! [regenerative-battery-powered electric motor that helps cyclists up steep hills]

DARTMOUTH SPORTSPLEX

Comments are typed as written.

Portland Street near Penhorn and the Circumferential Highway:

- » Current use link (A5)
- » Aspirations – move [to] a place due to development (proposed)
- » Between Penhorn and Baker Drive, that sidewalk on the overpass across the Circumferential Highway is horrific. It is crumbling and broken. I have a bit of vertigo, and the barrier isn't very high. Other places have fencing – if there was fencing I'd feel safe with my kids if I was a parent.
- » Who is supposed to plow that sidewalk? I used to walk in a'l weather, but it's never plowed on the overpass across the Circumferential Highway. It's narrow to start with, and the roadway snow plows pile snow on it. Sometimes the snow is as high as the railing, if not higher! Should I risk falling onto the freeway below, or being hit by a car on Portland Street? I haven't walked there now for years.
- » With all the redevelopment behind Sobeys and at Sears, there should be sidewalks provided!
- » There are no sidewalks except by Pizza Hut. MetroLink and daycare users run across Portland Street.
- » It's very scary. We have an office in that building – we tell people to walk along then cross, but there is no sidewalk!
- » That developer is proposing high-rise buildings.
- » But the City says we can't have a crosswalk, because there are traffic lights nearby.

Portland (downtown) (E1)

Highfield Park Drive:

- » The Burnside Circumferential pedestrian bridge is in the wrong location. It should have been put behind Tim Hortons. So people are still jaywalking across the Circumferential Highway.

Complete Streets

- » Ecology Action Centre
- » All ages and interests
- » Cycling Coalition
- » More than Buses
- » Mail box locations
- » Streetscape design
 - Limiting utilities, cables
 - Visual/look good
 - Eyelevel
 - Walk
- » Lower
- » Complete Communities
 - Stop prioritising cars
 - Narrow car travel lane
 - Shrink road width
 - Widen sidewalks
 - Spring Garden, widen road, limit cars
- » Quinpool
 - Civic role ½
 - Most pedestrian oriented ¾
 - Mix of uses – yes
 - Truck route
 - Emergency service
- » Move to more of a place
- » Town centre – gravitate towards
 - traffic down on Quinpool

WORKSHOP RESPONSES - COMPLETE STREETS

- widen sidewalk
 - loop buses round community
 - public space
 - wide road
 - bike lane important
 - protected bike lanes
- » Main Street – widen sidewalk older, limited incomes – seniors Start-up families → derno perfect for doing more
- » Use classifications to see who gets priority on the street
- » If you are going to make town centre
- » Bring people objective ??
- » Hard to look at priorities together
- » Minimize buses if necessary
- » First step – look to needs of area – seniors, users – businesses
- Stop prioritizing cars/parking (and fix areas that are suffering from decisions made 30-40 years ago)
 - C[omplete] S[treets] and utilities
 - Provincial/municipal jurisdictions
- » Speeds
- » Allocating space for all users
- » CHILDREN
- » Utilities
- » Prov/municipal jurisdictions
- » Stop prioritizing cars – barrier to ??????????????
- » Speed limits
- » Important destinations need to be considered along with “civic” value - schools, libraries, parks
- » Peds first
- » Hours of delivery and impact on our streets during[?] the day
- » SAFER streets was expressed as a priority for a participant He was hit by a vehicle as a pedestrian and therefore advocates safer streets
- » Nantucket to Woodland on Victoria is a busy road (gentleman has daily walk along route)
- » Victoria (currently) was placed on A2
- » Classified as either a major collector or arterial
- » Has a high linkage value due to the connection to the bridge, sportsplex, downtown Dartmouth, etc.
- » Priority of bikes is last as long as a bike connection is on an adjacent or nearby street
- » Participant expressed that Spring Garden should be pedestrian only
- » Possibly have truck deliver[ie]s on Spring Garden during certain periods of time during the day
- » Have a few days as a pilot project to test the pedestrian-only concept
- » Hawthorne
- Civic role because of school and the role the school has for community activities (given half point)
 - Connects to lakes and Hawthorne Elementary School
 - Aspirational, turn more into a place and less of a link. Prioritize people and not vehicles
 - Reduce speed of cars on Hawthorne (Coun } Sam Austin stated that this was expressed by residents when he went door-to-door during election)
 - Participant asked about how a street like Hawthorne would implement a Complete Streets design
 - Participant asked about the process of lowering the speed limit to prioritize pedestrians (increase pedestrian safety)
 - Participant suggested that streets that have pedestrians and cyclists as #1 and #2 priority should have reduced speed limits (hopes the city will greatly consider and implement infrastructure and policies that shows this priority)

WORKSHOP RESPONSES - COMPLETE STREETS

- » Gottingen
 - Civic role – public library
 - Participant suggests taking parking and widening sidewalk. Parking should be placed behind buildings
 - Participant states that Gottingen will always be a link but should be improved from the [perspective] stated above
 - Participants asked why local deliveries are not forced to deliver during a certain time period. Maybe it should be looked at.
 - Participant expressed that during events people [are] squished on sidewalks. Suggests widening sidewalks.
- » Robie (Spring Garden to Cunard)
 - Participants suggest bus lane
- » Herring Cove Road (Commercial)
 - Needs to be more pedestrian friendly
 - Expressed that residents want bike lanes to be reconsidered
 - Participant expressed that Herring Cove Road is too much like a highway

ITALIAN CULTURAL CENTRE

Comments are typed as written.

BEDFORD

Comments are typed as written.

- » Is it fair to say that cars are bad?
- » Lower Water Street – it's a Dangerous Good Route
 - Aspirational:
 - o trucks, if the Port moves, or via railcut
 - It's bumper-to-bumper
 - A lot of exciting waterfront construction projects
 - Transit options will therefore be more and more important
 - Waterfront Development Corporation (WDC) want 12-month activity
 - + construction zone by the museum
 - Priority
 - We only have so much right-of-way and parking should be lowest
 - The sidewalks are narrow, but pedestrians can also use the boardwalk
 - Complete the bike lane
 - More buses would bring more people to the water
 - Buses are better running along Lower Water than on Barrington
 - Or have all cars and no buses?
 - It's far from most of the trip generators, and it's one-way
 - Trucks should be last priority walking should be first (tourists)
 - Cars will continue to be important, like it or not.
 - How?
 - Pinch points – you are going to remove parking
 - Single lane is no big deal – often it's already like that anyway and it's one-way
- » Land use should be compatible with the street design.

WORKSHOP RESPONSES - COMPLETE STREETS

- Don't forget goods transport and inter-regional connectivity
- Bedford Highway Windsor Street Exchange to Kearney Lake Road
 - Aspiration:
 - Could be more of a gateway it's already one
 - Would like to improve both its Place and Link aspects

WORKSHOP RESPONSES - COMPLETE STREETS

- I wouldn't want more cargo.
- We need good pedestrian and bike access from the Peninsula side of the Windsor Street Exchange all the way out to Sunnyside past MSVU etc
- You could reduce the number of buses if you have 18 hour per day rail service. That would let you do other things with the street.
- Look at Bedford Highway and rail together.
- Priority
 - Not parking
 - #1 should be transit
 - #5 should be truck
 - Outbound on the Bedford Highway is like a parking lot!
 - 70% modal split means we'll still need somewhere for cars!
 - But bikes before cars, because there's a bike lane
 - Separate the bikes from the cars
 - No cars before bikes because bikes use less space
 - [shift all the priorities down a bit from "bus"]
 - You have to keep the road-rage down!
 - New pedestrian crossings that don't...
 - How does it all work together?
- » Agricola Street (and Gottingen)
 - We know that it's important both as a place and as a link.
 - But the order of magnitude is different from the Bedford Highway
 - Both streets can work together!
 - Agricola is a major link if you are a cyclist, but it's secondary for cars
 - Two segments: "Hipster" Agricola and "Tree-Lined, Divided" Agricola. The latter is great for bikes
 - Gottingen: Don't widen the car thoroughfares
 - The parking currently slows the cars
 - Leave the parking or use for a bike lane.
 - Keep Agricola relatively slow. Parking does this better than a bike lane ([or maybe] with the parking between it and the driving lanes)
 - Gottingen is far more northbound than southbound.
 - Should some of the buses be moved off Gottingen? So you have 2-way Gottingen and 2-way Barrington?
 - Complete Streets can't stop at the building line.
 - Do customers need parking? But not necessarily on the street!
 - Quinpool: Where would you put the parking?
 - Barrington and Gottingen could really benefit from wider sidewalks? We want things like planters
 - People live on Gottingen partly because they don't have to drive
- » Young Street - Windsor - Robie
- » Robie - Young to Inglis
- » Distracted walking - that's just Darwin! In the UK, there's a barrier that you have to walk around. There are also tactile cues
- » Physical barriers for everything
- » The roadway between the two [Commons] roundabouts was done well, with the separated bike lane
- » We need more roundabouts.
- » The Armoury roundabout gives you a great traffic cheat. Use the inner lane and go all the way round!
- » Traffic moves [through those roundabouts].
- » It's brilliant to have roundabouts
- » By holding the pedestrian back they work well
- » People learn and adapt [to roundabouts]
- » Well done!

WORKSHOP RESPONSES - COMPLETE STREETS

- » Göttingen-Navalea-Duffus should have been a roundabout
- » How about the Windsor Street Exchange as a roundabout?
- » I use Bayers and Commission Streets when I bike northwards off the Peninsula
- » Young Street – that section is a challenge
- » I'm a big fan of reversing lanes. A good street cross-section would be:
 - Bike lane
 - Traffic lane
 - Reversing lane
 - Traffic lane
 - Bike lane
 - Also the lanes can be narrower.
- » Avoid bike lanes on high-traffic streets unless they are physically separated
- » To encourage people to use transit, give them a lane.
- » Robie Street between Young Street and Inglis Street: width varies. Half of the Agricola bike lane could have on on Robie
- » You could have taken parking off Robie to do that.
- » Robie's narrow segment could have a bikeway and a reversing lane.
- » Roundabout at the northwest corner of the Commons.
- » If a road isn't a public use, what is?!
- » Don't lose the trees on Robie Street south of Quinpool.
- » I think the Willow Tree intersection should be a roundabout, but that won't be anytime soon!
- » Converting Armdale from a rotary to a roundabout has helped
- » No official policy
- » Benefits all users – AAA [All Ages and Abilities]
- » Not all streets apply
 - Bike lanes
- » Guiding principles – on-line
- » Jurisdictional review
- » Other policies
- » What works for Hal-fax

Places or Links

- » A lot of our streets are both
- » What about Windsor Street
 - Has bicycle lanes
 - Transit
 - Residential
- » Argyle destination
- » Bedford Highway
 - K[earney] L[ake] R[oad] +
 - – 3 lanes –
- » To accommodate one mode, we sometimes have to sacrifice another
- » WINDSOR – parking on side streets

SPRYFIELD

Comments are typed as written.

- » I'm adamant to keep four lanes on Herring Cove Road. Use other space for the bike lanes. Sidewalks are definitely the priority between St. Michael's Avenue and the next set of lights
- » HERRING COVE ROAD! - should go beyond Sussex Street, which itself could use some help!
- » City always seems to use Sussex Street as the edge of two sections
- » The whole road, between Roaches Pond and Cowie Hill Road
- » It should be uniform – we could use a daylong workshop on the inner end!

Existing:

- » It's the busiest street you have on the list I was amazed
- » It's more walkable where the trees have been put into the median
- » A2

Aspiration:

- » A1
- » I like bike lanes but the Province worked with what was available
- » I think the most important thing is sidewalks at present
- » And crosswalks
- » It's been made so traffic flows fast
- » Fast traffic is not good for turning in to businesses
- » It would be bumper-to-bumper with just two lanes
- » Two lanes plus a turning lane plus two bike lanes works best
- » I'm scared of that!
- » The pedestrian should feel safe
- » We have some roads with huge distances between crosswalks
- » But do we want to be Quinpool Road? It's complained about [because cars have to wait].
- » It's the left turns that delay Quinpool Road
- » Herring Cove Road works well for me
- » Thousands of new homes are going in
- » If we take away some width...
- » Why not use the boulevards and median for any special lanes?
- » Why are those trees there?!
- » If you make the community so people get in their cars they will bypass Spryfield and go to Bayers Lake [for shopping]
- » Cyclists will shop locally
- » Two or more traffic lanes is what I think we need
- » They showed that that would increase business 20%
- » Ask the business owners who have invested there
- » I don't want to take the risk.

Priorities:

- » Mostly pedestrians because everyone has to walk
- » Then transit and trucks
- » Cyclists last, because I want to be separated from the cars.

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

DARTMOUTH SPORTSPLEX

Comments are typed as written.

- » Support for improved connections to Macdonald Bridge
- » Greenways are a great experience (e.g., Halifax Urban Greenway) → why can't we use them more in urban areas as sidewalks? → looking for the physical separation from traffic
- » Need more ped crossings on Baker Drive → need to consider demographics in decision making – e.g., many seniors in the area → fewer walking trips but more dependent on walking → consider latent demand
- » Green Village Lane Subdivision → no safe ped connection to Green Village Plaza
- » Access from Dartmouth East to Shubert Park to Burnside → gap Waverley Rd to Portland St.
- » Cycling → concern about incl. painted bike lanes in an AAA network → need more clarity on definition of "AAA"
- » Support for Equity Lens in bike network criteria → how will we incorporate this criteria into the analysis.
- » Strategy to evaluate and monitor is important
- » Criteria consider off-peak demand to all destinations, not just employment
- » Concerns about safety on greenways → conflicts between pedestrians and bikes
- » Criteria define "key destinations"
- » Not just straight lines on pathways
- » Waverley Road
 - Cyclists
 - Too narrow
 - Recreation cyclists
 - Dangerous
- » Like the Schwepps Trail
- » Resting spots on trail network
- » Tire pumps
- » Amenities
- » Linking public spaces
- » Benches, public art
- » 10 things to do
- » Speed limit in busy areas (walking speed)
- » Alderney/Cimell – bad sidewalks
- » Dartmouth Crossing to south of Hwy - No pedestrian and cycling connections
- » Herring Cove to Sambro – narrow shoulder
- » South Woodside to Baker Drive
 - Pathway, but not cleared
 - Heavy use
- » Chebucto Lane to Quinpool
- » Disconnected bike lanes
- » Gaps in bike lanes
- » 2020 goal "[c]larity!"
- » Downs Avenue needs a sidewalk
- » Does Halifax have a threshold number for local street bikeways? /-1000 vehicles/day
- » Existing bike routes not well marked
- » Not integrated with Google maps.
- » Why was Agricola removed?
- » No bike lane, [and/?]or traffic calming
- » Benefit from Vancouver's learning curve
- » What is the "AAA" [All Ages and Abilities] infrastructure plan

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

ITALIAN CULTURAL CENTRE

Comments are typed as written.

- » Mccmac Blvd., Cogswell
 - "huge infrastructure
 - "need to tame
- » Segmented bikeways
- » Lakecrest proposal
- » Liverpool Street
- » Do you need sidewalks on both sides of residential streets
 - Remove sidewalk for bike lanes
- » No connection to Economic Strategy
- » Look to Europe for bike ideas
- » Wayfinding and signage needed
- » Publish maps of work in progress
- » Safety for walkers at night – lots of construction debris
- » Heat sidewalks and bike lanes
- » Covered pedestrian walkways – mark them and integrate with ped system
- » Address grade
 - Stairs
 - Escalators
 - Tourists can't get up hills
- » Build bike lanes on quieter streets
- » Better sidewalks during construction
- » Ped/bike through the naval base
- » Cyclists like back streets
 - Slower traffic
 - Less smog
- » North Street is not good
- » Smooth streets are better than rough
- » Biking on waterfront needs to be open to biking/walking 24/7
- » Motorized wheelchairs need to be thought of → on bike lanes?
- » Focus on all abilities
 - Disabled etc.
 - Kids
- » Kids biking to school on sidewalks
- » Create "no car zones" around schools
- » Look at legislation to change
- » How do you change habit to make more efficient route
- » Education to drivers regarding cyclists → law and conditions changing
- » Entitle car drivers
- » Don't create friction between drivers and cyclists
 - don't force cyclists to take busy road. Or put bike lanes.
 - Fragmented bike lanes
 - Better bike lane from Bedford → gap on Bedford Hwy needs to be fixed
- » Legislation needs to be amended to consider pedestrians and cyclists
- » Park and ride for bikes.
- » People and public pavements "art" – put it in the aspiration
- » Barrington – safe pedestrian crossings to bus stops.

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

- » Mid-block pedestrian crossings
- » Bike share integrated to transit makes both modes more useful → putting bikes on the bus bike racks is a hassle
- » Integrate transit fares with bike share fees
- » As process moves forward highlight the type of facility, even at a high level
- » It's hard to separate discussion of AT and Complete Streets and transit
 - More discussion about how networks for all modes interact
 - Also, 2014 AT Plan was developed before Complete Streets approach. How will Complete Streets approach change the preferred AT network?
- » Provide parking for car share in new developments
- » Allow developers to contribute \$ to transit and AT in place of building parking spaces
- » More data
- » Based on information provided so far it's hard to believe it will be AAA [All Ages and Abilities] What are the corridors without compromise?
- » Presentation of network → colours make it hard to read the network
- » Create a map with colour coded lines for type of facility

Cycling

- » Painted bike lane on arterial streets are not adequate → confusing on how we would achieve the objectives of an AAA network
- » Don't include painted bike lanes as a goal, but we may have to use them for a route segment if nothing else will work
- » Training for vehicle drivers should include information on interacting with bikes
- » Prioritize transit AT inside the Regional Centre with park and rides outside of Regional Centre
- » Support for #6 but should include bus stops, not just terminals → Transit and AT need to talk when locating or moving a bus stop
- » Barrington Street on East side in front of Irving shipyard → poor conditions for pedestrians
- » What is the monitoring and evaluation plan for the iMP? Need more detail
- » Proposed network misses some key destinations e.g., Halifax Infirmary → consider including Young Street, Summer Street, Jubilee/top of Sackville Street is a gap
- » Ensure zoning supports the idea of complete communities in all contexts
- » Sidewalk projects → consider opportunity and need for multi-use trails instead of sidewalk
 - E.g., Bayers Lake → need to fix problem for bikes and pedestrians at the same time
 - Investing in two modes removes perception that one mode is being favoured
- » Young people find it hard to get from home to work
 - The Mount [MSVU]
 - Connecting to Bedford Highway bike lane
- » Separated bike lanes
- » Can't bike with 8-year old on street
 - Need protected bike lanes for kids
- » Hard to get across Young Street
 - Need bike signals
- » Is there enough space on existing streets for bike
- » Destinations
 - Central Library
 - Rec Centres
- » Pedestrian
 - More crosswalks
- » Education
 - Re-teach drivers
- » bike counter
 - data
- » Separated and protected bike lanes
 - Especially for kids
- » would bike more if perceived safer

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

- » Windsor specifically should be protected
- » Relatively flat is better
- » Priority list is required
- » Pedestrian crossings need longer signal times - Young/Robie too slow
- » Need more scrambles
- » Sidewalks
 - Seasonality
 - Priority #1 roads are based on cars, not walkers
 - Should clear top pedestrian routes first
- » Operations should be more integrated
- » Bump outs are good, but upset operations
- » connect C[hain] O[f] L[akes] to Mainland.
- » Jubil[e]e better than Norwood Shirley for connectivity
- » Connect to Brunswick from Bridge
- » Agricola has potential – don't give up
- » Traffic lights better detection for bikes
- » Queen St tilt (sidewalk)
- » Local street bikeways have potential
- » Sidewalk access & cafes → wheelchairs
- » Wayfinding
- » Fluorescent bike lane paint
- » Need more painted crosswalks
- » Curb cuts and power chairs
 - Behind Tim Hortons by Village at Bayers Road Mall → desire line across the rail cut → what happened to plans to build a ped bridge?
 - COLT [Chain Of Lakes Trail] connection to St. Margaret's Bay Rd? → currently in development → approximately 2 year timeline to build → will provide access to Long Lake
- » Are we considering the pedestrian network? How do we achieve a network of safe and pleasant walking routes?
- » Macdonald Bridge approach on Halifax side feels very traffic focussed in the middle of a residential area.
- » Is crosswalk "fatigue" a real thing? → is there evidence?
 - Cogswell redevelopment is a great opportunity to find/build a gentle slope bike route out of downtown to North End
 - "Delighted" by idea of minimum grid network
 - Consider connection on Artz Street between Barrington Greenway and Brunswick → consider half signal for ped/bike crossing
 - Consider crosswalk mid-block across Cunard between Robie and North Park
 - Why not continue bikeway up Nantucket to Slayter?
 - Overall, bike proposal is exciting

BEDFORD

Comments are typed as written.

- » Greenways should be paved
 - Spending too much on maintenance
 - Bedford-Sackville Greeway gravel washes away every year
 - Users struggle with gravel
 - Not accessible to wheelchair users
 - Is porous pavement an option?

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

- » Gap in bikeway on Bedford Highway and Windsor Exchange is reason I don't commute by bike.
- » Marked crosswalk missing at off-ramp from northbound Joseph Howe Drive to eastbound Windsor Street Exchange.
- » Joseph Howe intersection onto Bedford Highway does not work for bikes.
- » AT lens was missing from design of Joseph Howe/Bedford Highway intersection and new traffic signals at new development
- » [Does] design of new communities (e.g., Bedford West) actually support AT? Are there services within walking distance and are there ways to walk or bike there safely?
- » Duke Street in Bedford → no sidewalks → from Rocky Lake to Walmart (Exit 4C/Bedford Commons St)
- » Pedestrian connections from transit to final destination is critical – All new commercial development should have safe AT connections to the front door!
- » Dunbrack Street → lots of room to move bikeway off-street on both sides (between trees and sidewalk)
- » Need to improve all-year maintenance on bike lanes, i.e. Washmill Lake → should be routine
- » When locating a school or any community facility → make sure you can walk and bike to it
- » Are you considering a quick build approach to building the network? → at the end of the day cyclists just want to feel safe
- » We have to solve loading issues if we are going to put bike facilities on main streets with commercial and civic destinations
- » Rocky Lake/Bedford Highway near Sunnyside Mall → very dangerous for pedestrian crossings.
- » Sackville Drive → why 4 lanes of traffic and no bike facility?
- » Need a safe cycling route from airport to city to serve tourists
- » Sackville does not get investment in AT infrastructure.
- » Avoid main arterials for cycling routes
- » Consider Kempt Road as a cycling connection from Windsor Exchange to Young Street to Agricola. Grade on Kempt is gradual
- » Utility corridor on (Bedford) Basin side of Bedford Highway → opportunity for Greenway?
- » Infrastructure for bikes need to be maintained → cycling 8-12 months/year is possible
- » Bike routes on arterials without protection won't attract riders
- » Any street with 4 lanes for traffic → consider a reversing lane to make room for bikes/transit. – eg.
 - Barrington north of North Street
 - Quinpool from Rotary to Connaught
- » Sidewalks Dutch Village Road → need is real, but constructability is a challenge → can we get it done by 2020? → there will be some impact on parking → can we offer an alternative?
- » Need to be conscious of the needs of businesses, e.g. impacts of construction
- » Proposed cycling network appears to connect to key destinations
- » Need a cycling connection from Bedford to Burnside
- » Meadowbrook → top of Hill - Sunrise Hill to Basinview → gap in sidewalk
- » Include skiing (cross-country) as a winter transportation option → designate a trail for skiing and leave it unplowed
- » Accommodate skateboarders as a mode of transportation
- » Consider raised bikeways next to sidewalks.
- » Designate times for loading outside of peak period
- » One day per year in July "Bike Day" → let families try biking in the city.
- » New sidewalks → make them wide enough so bobcat can plow without damaging lawns
- » Greenways with centre line seem to work well to keep cyclists and pedestrians separate
- » Keep community involved and engaged in developing Greenways → wants to see all current users able to continue using the Greenways
- » Demand for recreational trails needs to be addressed "ATR"
- » Painted lines are not going to protect cyclists in the urban area → need a physical barrier – eg. bike lane protected by barrier and parked cars.
- » 2-way bikeway on Bedford Highway with a curb
- » Safer crosswalks would get more people walking
- » Utility poles on Coburg Road obstruct the sidewalk
- » HRM needs more AT staff to implement AT projects → "at least 10"
- » When implementing transit lanes consider a permit for drivers that rely on travel by car for work
- » 3rd mode funding
 - Capital budget for roads and transit → take 10% and add for trail development
- » Lives in Sackville and works in Burnside → bike ride would be 20 minutes but no safe connection → Greenway alongside Burnside Connector would make commuting by bike very viable.

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

SPRYFIELD

Comments are typed as written.

- » Sidewalk to J. L. Ilsley High School (500 block of Herring Cove Road) - #1 sidewalk priority in this community
- » Poor connection between bus stops and services → need to go way down Herring Cove Road to get crosswalk – e.g., from bus stop to Legal Aid on other side of street.
- » All transportation decisions: [inverted pyramid diagram, labelled:]
 - Walkers wheelchairs
 - Cyclists
 - Transit
 - Car
- » Political equity needed → attention to providing services to underserved communities, like Spryfield
- » Herring Cove Road bike facility needs to be a protected type
- » Connection across Northwest Arm?
- » Don't put off Active Transportation improvements while waiting to decide if Herring Cove [Road] should be widened
- » Form of development needs to support Active Transportation
- » Opposition to Herring Cove bike lane was not at all universal
- » Work with retail community to build support
- » Need to balance where input is coming from:
 - Business association vs. residents vs. non profits vs. individual businesses etc
- » How do we hear from silent majority vs squeaky wheel?
- » Business Association holds same stance against any Herring Cove Active Transportation
- » Love community connectors (walkways between streets)
- » Greenway connection from COLT [Chain of Lakes Trail] TO Long Lake should definitely be a priority
 - There is an informal trail at Osborne that could be improved
 - Opportunity to put connection right on MacIntosh Run?
- » We generally do not have enough pedestrian/cyclists bridges in this city – e.g., need one at dam at end of Long Lake
- » Cyclists need opportunities away from traffic. E.g. greenways
- » Pedestrians and cyclists are vulnerable
- » more crosswalks along Herring Cove [Road] E.g., William Spry Centre has big bus stop on opposite side, but no way to get there.
- » Well-designed crosswalks can help slow down speeding cars
- » Bike lanes need to be connected
- » (No) Parking in bike lanes needs to be enforced
- » Bedford Highway: can we improve AT options?
- » Side guards on trucks needed
- » Do we always need to replace existing sidewalks? Can we postpone replacement a little while and use money saved for new sidewalks?
- » Why replace individual sidewalk panels? Sometimes it's cheaper to rip up a whole stretch in one go
- » Big opportunities if we move ports → AT down the [railway] cut?
- » Can we use Connaught as an AT route?

WORKSHOP RESPONSES - ACTIVE TRANSPORTATION

- » How do bike lanes work when people are coming out of driveways?
- » If we're using side streets for bike routes need very good wayfinding
- » Incomplete bike lane on Waverley Road
- » What can we do to improve driver awareness?
- » What can we do to improve cyclist and pedestrian visibility?
- » AT should include paddling
- » Sidewalk at Mumford → needed between terminal and Tim Horton's
- » Make sure maps are available for cyclists
- » Put priority on utilitarian cycling over recreational cycling
- » Need AT (and transit) connections to green spaces on fringe of city
- » A painted bike lane is not enough → does not feel safe
- » Montreal is a great example of safe, convenient cycling infrastructure
- » When building new sidewalks, we should be doing bike lanes at same time
- » Need integrated decisions on road design Road repaving needs to consider AT options
- » Concern about safety comes from traffic speed AND traffic volume
- » Solutions to protect cyclists in bike lanes from cars turning right without looking?
- » Risk of "Moving Forward Together" getting ahead of IMP How do we integrate IMP recommendations with other plans that are already under implementation?
- » Connection for AT across Northwest Arm
- » Need to use our harbour → facilities for boat storage → kayak/canoe and small motor boats
- » Bike along Purcells Cove Road, past Sambro to beaches
- » Fairview is underserved in terms of sidewalks E.g. connections needed to bus stop in front of Giant Tiger
- » Continue to expand sidewalk network in Burnside
- » Bedford Highway has disconnected sidewalk that needs connections
- » Do we need to pave all walking trails? → bad for joggers
- » Need to consider role of trail in whether or not we pave → Is it a connector or for recreation?
- » We don't need to widen Herring Cove Road Stop holding off on building sidewalks → 500 Block needs sidewalks now
- » IMP needs to be an action plan → budget and specific projects
- » If Purcells Cove bus is removed, redirect that money back into that specific community for AT infrastructure
- » Parkland money from subdivision should stay in the community
- » IMP does not explicitly mention safety This should be corrected going forward Safety is central to all of this.
- » Need to look at decisions as an interconnected system
- » Need to do IMP sessions with the universities and community colleges

WORKSHOP RESPONSES - OTHER

DARTMOUTH SPORTSPLEX

Comments are typed as written.

- » I don't have a car or licence any more, but I think that bus lanes will draw lots of protests from drivers, and that bike lanes will draw protests from truckers doing deliveries. The new University Avenue bike lane has already drawn complaints due to elderly people having trouble getting from their cars to the entrance of the Rebecca Cohn Auditorium in Halifax. But I do support bus lanes myself.
- » My daughter drives to and from work, but would rather face traffic on streets than use the freeways. She leaves the freeway driving to her husband!

ITALIAN CULTURAL CENTRE

Comments are typed as written.

- » Can the IMP establish a Hierarchy of Modes? (e.g., AT, then transit, then cars)
- » Some cities use a "Ready-Aim-Fire" implementation approach for Active Transportation, using low cost changes which can be easily tweaked, rather than a multi-year roll out of heavy infrastructure. Could we follow such an expedited approach here?
- » Could carpools share the bus lanes?
- » It's all paid for by property tax, so let's allocate investments accordingly.

BEDFORD

Comments are typed as written.

- » More HRM AT staff – we need at least 10 staff
- » ATR [Active Transportation and Recreation] must be addressed and corrected, Parks & Rec must give money to trails, for loop and rec trails – AT staff only do AT trails not ATR trails.
- » Buses to Industrial Parks must run to 1 AM in morning – my son must walk home every night
- » What buses do you take to go from Hubbards to go to Ecum Secum
- » AT funding must be increased to 3rd Mode funding – 11 million a year
- » We must finish TCT [Trans-Canada] trail system
- » We need trail spec for truly[?] all types
- » Subdivisions must build trails according to HRM Master Trail Plan – and to standards – We need AT and ATR trail standards in Red Brook
- » We need Master Trail Plan
- » Community group must be supported – Com[un]ication with Development
- » More Direct Delivery of trails
- » We need trail from Airport to Halifax and to Truro
- » We need to buy Hantsport Railway for AT
- » Need trail from Burnside to Bedford
- » We must complete BATH – Boardwalk Around [The] Harbour (Eastern Passage to Peggys Cove)
- » Lu[ca]svile Rd trail to Sackville and Hammonds Plain[s]
- » More money and staff for ATR from Parks and Recreation department
- » Community Development model must be supported
- » More staff support for HRTA [Halifax Regional Trails Association?]
- » HUGA [Halifax Urban Greenway Association] and COLTA [Chain Of Lakes Trail Association] must be connected
- » Separate trails for ATV [All Terrain Vehicles] – ATVs should not be allowed on trails for AT
- » Trail/s.dewalk over New Bridge [MacKay Bridge]
- » 185 [bus] must stop at corner North/Barrington
- » Need to acquire trail rights of ways for future trail use
- » Tried r[a]pid use we need trails
- » Separated bike lanes
- » Finish Sackville Greenway to Uniacke House

WORKSHOP RESPONSES - OTHER

- » Need 100 year plan for trails
- » AT Master Plan must be updated
- » Trail to McNabs Island, Second Lake, First Lake - Long Lake - Sandy Lake must be addressed
- » Western Shore Bedford Basin trail, alongside Basin
- » Bus to go into Malls, very hard for people with mobility [constraints] to walk, in rain, snow with parcels
- » Increased maintenance funding for trails and trail groups
- » Need 2 councillors to sit on HRTA [Halifax Regional Trails Association?]
- » Better advising and tourism support overseas for trail use here in HRM
- » Trail along Cobequid Road
- » Need HRM Councillor Champion
- » Sidewalk between Sackville Bedford
- » Trail alongside [Highway] 102 to Halifax
- » Trail to Burnside
- » Sidewalk up Rocky Lake [Road]
- » Need FRED [Free Rides Everywhere Downtown bus] around Sackville and Bedford
- » Bus after midnight
- » Interconnection between Sackville and Hammonds Plain - St. Margaret's Bay
- » A rec[re]ation tax
- » Trails should be part of Recreation Facility Study - trails not in Master Recreation Plan/Study
- » More bus lanes dedicated lanes
- » Need a Master and sub-master Plan for when subdivision[s] are built they must build trails to a[n] HRM Plan
- » We need a trail along Shubie River/Lakes to Term[?] and[?] Armst[?]
- » Shannon Park Ferry

SPRYFIELD

Comments are typed as written.

- » Articulated buses are heavy. Are the drivers informed of the size, weight and performance implications during training? Articulated buses are slow to respond to the gas pedal
- » Traffic delays the buses significantly. It's hard on the bus drivers
- » Everything is interdependent - we need an overall approach
- » Scrap commuter rail. In the future it makes sense, but not right now.
- » We need a better understanding of how the bus routes are interconnected with each other and with the zoning
- » Need real-time data - your data is at least a year old.
- » Community Transit: how often is it used? How far do people live from the core? When do they need to travel? Should it run 24/7? At the lowest demand times it could run less often - say every two hours. Experiment!
- » I'm not interested in the buses, just in traffic congestion
- » They increase our taxes because we live within 1 km of a bus - so if they take the bus off, will we pay less tax?
- » The buses and the traffic are interconnected
- » Will you be widening Purcells Cove Road?
- » Will there be a ferry from Purcells Cove to downtown Halifax?
- » I think HRM owns 100 acres that go right down to the Northwest Arm where the ferry could dock. Then put a road up through the Backlands, or beef up Purcells Cove Road

UNCLASSIFIED STICKY TAGS

- » Mackay Bridge
 - Burnside connections to Halifax
 - North end to Burnside
- » Cross peninsula overlap of buses
- » BRT
- » Hub at Scotia Square - reduce duplication
- » Too many buses on Spring Garden → leave this for AT or bus only
- » CPCS [commuter rail] study does not show cost of business as usual

WORKSHOP RESPONSES - OTHER

- » Buses on Gottingen reducing quality of street
- » Take parking off Gottingen

UNCLASSIFIED MAP SKETCHES AND NOTES

- » Walking & Bicycling: Priority Gaps in the Regional Greenway Network.
 - Sketched link between north end of Kearney Lake Road and Hubley-Timberlea area on the Timberlea trail
- » Bicycling: Proposed Network – Halifax Peninsula and Dartmouth:
 - Sketched link along Willow Park Spur right-of-way from Kempt Road over Massachusetts Avenue to Memorial Drive on Halifax Peninsula
 - Sketched link along Artz Street from Barrington Street to Brunswick Street on Halifax Peninsula
 - Sketched link from northeast end of proposed Albro Lake Bicycle Route to Monique Avenue where Greenway Network Vision link to Burnside begins
- » Transit Priority Corridors:
 - Sketched railway extension north from Via Station under downtown Halifax and under the Citadel, surfacing at the Willow Tree to run along Quinpool Road and re-join the railway cut where Quinpool Road passes over the existing railway to form a loop

WRITTEN COMMENTS AND DIAGRAMS

- » [Sketch illustrating how Penhorn Bus Terminal is isolated from pedestrians trying to reach it from Evergreen Heights. They have to deviate or jaywalk to cross Portland Street. Deviation involves a portion with no sidewalk on the south side of Portland Street (Top of sketch is south)]
- » Attended the final IMP workshop on Thursday. From discussion there, I understand that Sam[antha] Trask will be stepping out for a while. Any implications for Road Safety Plan progress, as described below? And, I mentioned to Rod MacPhail that nowhere in the IMP materials is 'safety' explicit. I also raised the point at one of the workshop tables. I trust my comment will be reflected in upcoming drafts. Thanks

What types of initiatives would help you adjust your commute schedule?

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- » Unfortunately, I need my vehicle for work and I have set hours, my commute schedule would not change. Perhaps promotion of retail stores and services in the downtown core that would keep some commuters in the city for a hour after work, reducing the peak
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- » I have a short commute at the moment and there is no way to change or adjust my schedule.
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- » Less arbitrary no parking signs in areas that absolutely should have parking
- » Less pie in the sky ideas/spending on transit measures that realistically aren't going to have a huge impact on the traffic problem
- » Designated Bike lanes and increased bus routes to outer communities like Prospect Road
- » The city should ramp up the TDM program to target major employers in non-manufacturing environments and educate them on the benefits of flexible work hours which are not limited to commuting.
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- » Definitely more transit and park and go spots in the Hammonds Plains area. Transportation for those who do not have a vehicle is very difficult, especially if you work "outside" the normal hours of 8-4 or 9-5pm.
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- » More frequent evenly-spaced bus schedules. Currently there are gaps with no buses then multiple buses will come at once on essentially the same routes (at least for sections I use) e.g. 17/52 on Lacewood; 80/81 on Bedford Highway; 18/35 from/to Flamingo Drive
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ONLINE COMMENTS

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- » Updated live bus schedule, reduced transit rate for off peak, HOT or Toll lanes.
- » Have a look at this thread of comments on reddit: https://www.reddit.com/r/halifax/comments/56j5z2/worst_transit_system_in_canada/
- » Retired/Not Applicable
- » Fast, frequent, reliable, user friendly transit.
- » "The Transit plan to reduce service to our area on the #15 bus to peak service only is only is not going to be helpful! Many people have already have changed work schedules, many would like to travel for other reasons, but can't schedule (medical/dental) appointments, shop, etc. between 6 and 9 am or get there and

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back between 3 and 6.

- » *Transit should travel to lakes, parks trails, etc., close to the city etc. where active transportation is possible. These are aspects of Halifax that make it a unique tourist destination.
- » *Transit is a public service that is especially important to those who not wealthy e.g. the younger and older demographics. These people must be of special concern in developing mobility plans. When Transit takes away a route it also removes access to bus service. This can be doubly unjust to those who are left without affordable alternatives, especially where life plans have been made with the expectation of bus service that has been in place for decades.
- » *We believe that much more could be done to increase bus ridership. We were able to make a 25% increase in ridership on our bus (even while ridership went down elsewhere across the system) through a campaign that involved advertising it, using transfers as raffle tickets for free passes, etc. It can be done!

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- » Retired Not Applicable
- » Fast, frequent, reliable user friendly transit
- » *The Transit plan to reduce service to our area on the #15 bus to peak service only is only is not going to be helpful! Many people have already have changed work schedules, many would like to travel for other reasons, but can't schedule (medical/dental) appointments, shop, etc. between 6 and 9 am or get there and back between 3 and 6.
- » *Transit should travel to lakes, parks trails, etc., close to the city etc. where active transportation is possible. These are aspects of Halifax that make it a unique tourist destination.
- » *Transit is a public service that is especially important to those who are not wealthy, e.g., the younger and older demographics. These people must be of special concern in developing mobility plans. When Transit takes away a route it also removes access to bus service. This can be doubly unjust to those who are left without affordable alternatives, especially where life plans have been made with the expectation of bus service that has been in place for decades.
- » *We believe that much more could be done to increase bus ridership. We were able to make a 25% increase in ridership on our bus (even while ridership went down elsewhere across the system) through a campaign that involved advertising it, using transfers as raffle tickets for free passes, etc. It can be done!
- » If The 15 bus is cut to peak times for the so-called majority, ridership will continue to decrease. People need options. Lives do not fit into time slots. Many people along this route have no transportation other than a bus which has been running for decades. Medical appointments are not flexible. More buses encourage ridership, not less. Halifax is clearly not serious about giving people options to using their cars.
- » We believe that much more could be done to increase bus ridership. We were able to make a 25% increase in ridership on part of the bus route (even while ridership went down elsewhere across the system) through a campaign that involved advertising it, using transfers as raffle tickets for free passes, etc. It can be done!
- » More bus lanes to reduce transit time
- » I would take public transit if it was available on one of the two Dartmouth corridors, Main St. There is transit on Main St but it redirects people to Portland. I cannot use it but would like to.
- » More frequent mid-day transit routes.
- » I currently own and use a car because the bus schedule for our area (route 15) is only hourly and last run out is 7:40pm. A full schedule, to later hours, and increased frequency at rush hours would incite me to get rid of my car and use only public transit.
- » That first bus stop on Main Street is not often a stop in the morning. Lots of times people get off on the second stop and have to back track up the hill to get to one of the most concentrated business areas on Main Street in Dartmouth.
- » I also would like to see a bus route that goes down Gordon Avenue, as there are lots of businesses on that area of Tacoma and no bus routes.
- » Buses more frequently than one per hour. Buses running later than 8:00 PM to allow staying on the peninsula for evening meetings. A bus that didn't have to spend 50% of its travel time on 15% of its route because it has to go via Mumford terminal. The capacity to transfer at the Herring Cove/Quinpool Road round-about. Small but frequent passenger ferries across the NW arm during all but the most stormy weather. The availability of planners who know how to work with communities who can do micro-level planning with them on problematic routes.
- » Provision of better, more integrated service would increase ridership, improve the flow of traffic, reduce the need for downtown parking and improve the air we breathe. Take transit only lanes and more bike lanes.
- » A bus system that did not get stuck in traffic and came by more often would certainly help. Better bus route network.
- » As someone who has to go around the rotary/roundabout, I have learned that it is impossible to count on traffic during the commuting period and been fortunate to be able to re-organize my schedule and my trips around that fact for many years - as a 10 yr one car, then two car, then one car family. Now a frequent bus-rider, I have also found rush hour unreliable for bus transfers, this important re: bus transfers. To reduce cars on road, I suggest a trip fee for accessing the city core as is available in other cities of the world. Also transit/ multi-rider lanes might work to show transit is faster than driving.
- » Buses that are available throughout the day NOT just the traditional "commuting" hours.
- » More frequent transit.

What types of initiatives would help you adjust your commute schedule?

Comments are typed as written.

- » But let's ensure these principles translate to tangible plans. Examples of what could flow from each principle would be helpful.

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- » However, I think different streets have different functions most cities have main "arteries" in and out that are only for traffic flow and everything else branches from them. Halifax does not have this, the main arteries are trying to be everything to everyone but are meeting the requirements of the city. A main artery needs to be created in the city a possible "ring road" that is only for traffic movement, it would have no parking or bike lanes and minimum pedestrian crossings. All of these above mentioned items would be on the branches off the main arteries.
- » All good
- » In particular need more support for bike lanes as active transit should not endanger the bodily safety of commuters. Halifax drivers frequently hit pedestrians and bikers, so creating safe biking spaces must be a priority.
- » We do not need to spend thousands of tax dollars on bike lanes for a tiny segment of the population. Bikes should be restricted to side streets and the main roads given back to motor vehicles to improve the flow of traffic. Reducing the streets and roads on the peninsula and mainland has done nothing but increase the amount of exhaust gases due to idling because of the longer lines of vehicles waiting to clear intersections due to the bike lanes for an insignificant number of riders.
- » Wayfinding and Signage are key to use of routes, new and old as there are always new users. Build it and they will come does not work efficiently... Signage is an important investment for success.
- » Streets are for cars
- » Currently Halifax has many streets that come nowhere near the goals. As an example most sidewalks through or near peninsula Halifax's asthma are used as bicycle ways, and further out I was informed at one of the IMP meetings the paved shoulders on the likes of Bedford Highway and Kerney Lake Road are not to be used by pedestrians as they are bicycle lanes only. Not only that few of Halifax's "interactive" traffic lights has been made convenient for either pedestrian or cyclist. It does not help these "interaction" traffic lights are on a very short cycle outside of busy times. This does not even consider the conflict of space between other modes.
- » These points seem to be trying to justify taking away car/bus road space to build such things as bike lanes and create public space on roads.
- » Bike lanes are a good idea when implemented correctly. So far we have not done that, and ridership remains low. Building bike lanes on arterial streets, thus reducing the number of lanes for cars/buses is counterproductive to mitigating the traffic problem. Removing an entire lane (that services thousands of people everyday all year round) to benefit dozens of others (arguably seasonably) is unjustifiable.
- » Build bike lanes in areas where lanes/parking doesn't need to be impacted or is minimally impacted. Consider alternatives like adjacent streets to arterial roads. Keep both sides of this argument happy. There is a happy medium. Right now the argument is very one sided (in favor of the cyclists).
- » Streets are not suitable public spaces in the majority of cases. Some streets, like Argyle perhaps could serve this purpose but this blanket statement is simply wrong. The primary role of a street is to move commuters and goods. Everything else is secondary.
- » I am glad to see that Halifax will now have policies for complete streets. HRM has to view the future streets through a different lens where people are the priority and not vehicles.
- » Looks great. Would like to specifically the language of "all ages and abilities," since that implies a certain minimum standard. Love the Connected Network piece. I don't like the wording of #3: it should specifically identify the value of streets as a place.
- » Thanks for your hard work on this.
- » A "pedestrian first" design guideline is needed. In addition, the complete streets guidelines need to consider what a street can become in the future. It may not be a place now, because the design is so car-oriented as to be unpleasant.
- » This is EXACTLY why Downs, from Winter to Brook, needs sidewalks.
- » Should also recognize that not all modes of transportation are equal and some are to be encouraged/supported over others (i.e. walking - biking - buses - cars in that order). Street design should not just "accommodate alternative transportation modes" but should "encourage" or "prioritize" alternative transportation modes.
- » Yes, as I mentioned on the previous page SAFETY is key.
- » All this seems like fancy worded common sense and seems pointless.
- » Sidewalks are part of streets.
- » Our neighbourhood really needs a sidewalk on Downs Ave from Winter to Brook. This is a main street to the school and there is no sidewalk. Families and kids alone walk this street while cars race drive up to drop off the kids at school. It is not safe for all the kids walking and there have been one too many close calls! It's only a matter of time till a child is seriously injured or killed!
- » Used raised ground at crosswalks where possible. I know it's harder to clear snow from them but not impossible. Sidewalks in the Springvale neighbourhood would really help the safety of kids in there area.
- » I would also like to see the Guiding Principles include zoning accommodations to allow better integration of residential and commercial. For instance, I live in Haliburton Hills, and I need to drive 5 minutes out of the subdivision if I want to get anything other than my mail. Kingswood is the same. I like living out here on a bigger lot and made the choice, but it does seem to me that better integration could mean that some smaller stores, a pub and coffee shop and the like would make for a more vibrant community with less reliance on cars.
- » Focus on the intersections first.
- » Sidewalks on busy streets are necessary.
- » Please put a sidewalk on Arlington Avenue. It is a main artery to access two schools and with all of the hills it is EXTREMELY dangerous for children and families to walk to schools and bus stops. As a resident of Arlington Avenue we cannot enjoy our front lawn without fear of one of our children or dog getting

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- too close to the street where vehicles drive VERY fast to get momentum to make it up the hills. This street is not safe for pedestrians
- » I am a resident on Downs Ave. in Halifax and there is a section of our street without a sidewalk. It poses a major safety concern multiple times a day as this street has two schools and a public park and pedestrian traffic is heavy
- » We need sidewalks in our subdivision so students can safely walk to school. Brook Street needs a sidewalk for the full length. Downs Avenue needs sidewalk full length. These and others in Fairmount/Springvale subdivision need sidewalks
- » Take your ideas to a seniors Centre such as Dartmouth or Spencer in Halifax...to get feedback from potential users and their understanding of complete streets...policy like free buses on Tuesday is very limiting...try a 10 ticket / month option so flexibility is more useful for all concerned...done elsewhere. Pointe Claire or Montreal.
- » Ask the students what their ideas are about complete streets...encourage the market who is or should be using the transit as to their needs
- » Just because there is a shiny new Transit terminal on Lacewood does not answer the needs of the community...bring on a workshop next round for Mainland North.
- » Sidewalks are part of the street space and could very well be used as such. Take a page from Kelowna BC's book. One sidewalk is for pedestrians and the sidewalk on the opposite side of the street is for non-motorized vehicles like bikes and scooters, like the bridge downtown. That way everyone has their own space, everyone is safe and nobody should have to worry about a different mode of transportation all of a sudden appearing in front of them.
- » No lane reductions needed or wanted on Herring Cove Rd in developing the IMP plan being developed
- » have less focus on moving cars and focus on moving people
- » Maybe a cycle/walking street along from the north to the south or a linear trail. One east-west also
- » Generally agree but it could be improved with a more explicit focus on safety. That is a first principle and should be treated as such, not subsumed within the AAA principle. It should be called out on its own. I can't imagine how a complete street could be designed without safety being part of every design consideration.
- » I also think we can rethink how our streets flow - maybe more roads can become one-way arteries, with a dedicated transit lane and bike lane. We can also do a lot with multi-modal paths to increase pedestrian and biker safety, without effecting parking or traffic
- » Connected networks are critical: including minimum grid of protected bicycle lanes
- » Streets require collaboration: agreed! Businesses should be encouraged to understand that reduced parking can be offset by increased active transportation and just as much if not more business by clients arriving by means other than cars
- » Fit the past that states "While it may not be practical to accommodate every need on every street, it is critical that good networks are available for all modes"
- » It is important to remember that not being able to accommodate every need on every street must apply equally to automobiles and it does to active transportation. Currently there are many roads where active transportation not only isn't encouraged, but is even banned (such as MacKay bridge). In order for this to be fair and justified, there must also be streets where the reverse is true. I know of none currently.
- » It is important to me that any tax incentives to help the business community contribute to these complete streets prioritize small, local businesses. With the right planning and tax incentives we can bring back a vibrant downtown. And it's small, local businesses that really create those thriving streets you're talking about. Not a row of Aldos and Subway's. Though they're okay too...but I wouldn't want to lose the Carleton's and Truly Tasty's and Black Market Boutiques
- » Otherwise it all sounds good!
- » I live off Oakmount Drive in Bedford where there is no sidewalk and a steep sharp turn. I find this to be VERY unsafe, especially in a residential neighbourhood
- » Especially I am completely the second point that we need to provide the streets to everyone in our city with friendly. I think whether we could enlarge the name sign of the streets and use the different color to indicate the direction of the streets. It is because it will be friendly and clear to newcomers and tourists as most of our streets are not the straight direction of the North, South or East and West.
- » I think bikes and pedestrians need to be considered more in street and city planning.
- » having a street with no cars would be great.
- » Yes. However, I feel that residents who have chosen to live on a main artery/traditional high traffic route into the core do need to accept that to some extent I see a move on the Peninsula to try to restrict traffic from people who cannot afford to live on the peninsula but still have a right to try to get to work
- » Streets need to prioritize movement of people, not movement of cars
- » *See above (answer to Q1) especially re the mobility needs of elderly and young people
- » and the importance of links to active transportation areas
- » *Re 5 above: "...engagement across municipal departments" There is a silo problem. We found that relevant Green Network planning interim recommendations were not known to the Transit planners...for example
- » These silos are created in part by budget processes. From a purely municipal point of view it may be cheaper to make Transit cuts, for example, that actually increase health care costs. There should be ways in which cost information and incentives can be flow though from one level of government to another. A budgets overseer might be helpful
- » Purcell's Cove Road is a prime example as a gateway to trails and recreation for people from the urban core. It gives access to such beauty spots as the Dingle, York Redoubt and Herring Cove as well as Williams Lake, a popular swimming destination. There are also many walking trails both along the coast and within the Backlands which provide unique experiences not available within many Canadian cities. We need to capitalize on our assets. If # 15 were to link up with Herring Cove buses it would also increase accessibility to Spyrield for residents along the Purcell's Cove Road, a boon for both communities
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York Redoubt and Herring Cove as well as Williams Lake, a popular swimming destination. There are also many walking trails both along the coast and within the Backlands which provide unique experiences not available within many Canadian cities. We need to capitalize on our assets. If # 15 were to link up with Herring Cove buses it would also increase accessibility to Spryfield for residents along the Purcell's Cove Road, a boon for both communities.

- » There needs to be a bike lane. Especially from that caged overpass when you enter Main Street from the Circle. I have commuted that way in the past and found it to be inconvenient to share the sidewalk with pedestrians or other cyclists, and perhaps a bit dangerous with the deep curb drop onto the roadway.
- » I also have noticed while driving that the entryway into the Sobeys directly across from the veterinarian clinic on Tacoma Drive is troublesome to exit and I have seen some close calls at that intersection. In England they have small rotaries which have a diameter of about 2 metres. They are simply a smooth round raised portion which slopes down to the road grade with no curb. This allows for small intersections to be a lot easier to pass. If one of those were there with yield signs I feel that area would run smoothly.
- » Partly. It seems to be very difficult to achieve respect for the land use plan, so urban sprawl continues. Perhaps some kind of tax discouraging people from bringing cars onto the peninsula would encourage them to use transit and discourage developers and councillors from ignoring the land use plan. Peninsula streets should provide priority for transit and active transportation. More effort should be made to provide long blocks with pedestrian crossings and land acquired for footpaths to cut through them. Bicycle paths could be put on medians like the one dividing Connaught.
- » These guiding principles make sense, I hope they use them to turn big mistakes into something good, such as Quinpool road from rotary Chebucto road to lanes of cars only, Connaught avenue or even wise road. They really just focused on cars and not people or cyclists.
- » I thought I would be in favour! (I also object to your American spell-check.) Generally I totally favour the more holistic view of complete streets. Clauses such as #2 that emphasize diversity are important and planning for such diversity, I'm not so sure. Streets without a mention of community priorities, residents and visitors, etc (e.g. in who is part of the collaboration in #5 above) has been a problem in this region in the past. Streets for Halifax planners has for far too long implied moving cars quickly - while other cities of the world for safety purposes are trying to slow down and eliminate car traffic. Sunshine is so important to streets if you are a walker. Why is it not mentioned? What about safety issues more generally? Would Jane Jacobs agree with your ideas of complete streets? If so, make that diversity and community voice more clear.
- » Not all streets or neighbourhoods need to be "Connected". There is nothing wrong with walking out of a small neighbourhood and taking a bus, or a tram, or a train. It is done all the time in Europe. I was just in Amsterdam and Dublin.
- » It's hard → I live in Hammonds Plains. I get a lift to a bus stop and take the bus to Dal from there.
- » Bike connections to MetroX
- » Off-peak service is not great
- » Bike share at transit stations to get you to the last mile
- » Bikeshare access for same card as transit
- » Transit hub at BMO Centre with enough parking
- » Too many buses on Portland
- » Not enough on Main → can't get from Main to Braemar to Waverly Road
- » Get cars off Portland
- » Don't build on Eastern Shore and expect to ??? in on Po[r]t[lan]d
- » Complete [Highway] 107
- » Needs to be a way to walk or [ride] bus between Main and Prince Albert/Waverly
- » Po[r]t[lan]d Street is a barrier
- » Can't walk from Cole Harbour Heritage Park to Belle Ave → need connectivity
- » Consider locating recreation and other municipal facilities to areas served by transit → how will we get to Dartmouth 4-Pad ONLY drive. NOT SUPPORTIVE OF SUSTAINABLE MOBILITY
- » IDEA → get grocery store to accept today's transfer for a 10% discount - equity - sustainability - in exchange for a free ad on a bus (inside)
- » Drives because of shift work (commute already shifted) → not comfortable taking transit in evening and transit is not available early enough in morning
- » My daughter won't do the bridge on bike (younger, less confident bike rider, but last summer lived in North End Dartmouth and worked in North End Halifax, but did not feel comfortable riding).
- » Works part time → so misses morning commute but bus services decrease at time she needs to get to work → so, she needs to drive.
- » No parking later in morning at Link park and-ride (or at least she heard that)
- » Integrated ferry and bus with one fare → that was great!
- » Promote
- » Hard to do multiple errands because
 - communities not complete
 - transit not linked to
- » Roads not build for bicycles → not comfortable bicycling.
- » "Leave no neighborhood behind" (connectivity)
- » Ask a bolder question "What would it take to get rid of your car?" (If you've invested in a car, you are likely to use it).

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- » ANSWER For bus transit – the key is frequency (at least at rush hour) and a full service schedule (i.e. service for full day, not ending early evening, for instance) This will allow you to work, and play (go out in the evening) using only transit
- » Connect residential areas with where they shop by transit: example – Purcell's Cove to Spryfield shopping district (Complete Community Concept)
- » Improve safety of bike lanes (painted lines don't feel safe. Prioritize high traffic/high speed area for bollards or some type of separation from traffic)
- » With the largest natural harbour in the world active transportation should include boating, as well as walking and biking. For that to occur, there needs to be some place to leave your boat
- » Example along the NW Arm Peninsula shore near public accesses also more finger piers downtown for day "parking" of boats
- » A water bus to Purcell's Cove (more use of largest natural harbour!) from downtown Halifax and/or Dartmouth and/or
- » A water bus between Dingle and public wharves on Peninsula NW Arm
- » I can drive to work from my house in 18 minutes. By bus it is 50 minutes → 2 hours each way. The bus schedules do not sync, the linking buses do not run at feasible hours, if I have a meeting after work the bus has stopped running by the time I need it. The #15 bus has been designed to frustrate
- » Make an interconnected bus system with a few corridors and lots of short circuit

Where do you think transit should be prioritized?

Comments are typed as written.

- » We need to expand the green section to include more of the purple- if only two small segments are the 100% priority transit corridors than it will take another plan to include more areas- just include more now and forgo the later review. The city is expanding- recognize that need now and include a larger area now.
- » Transit should be prioritized in an out of the city with separate lanes. See above comments on main traffic arteries
- » BRT all the way to Sackville
- » There is no place in our beautiful city where we can justify having separate lanes for buses. Our city was not built with large speeding buses in mind
- » The lack of use of the 102 is not helpful...this would help for Larry Uteck/Hammond's Plains users, also Sackville and perhaps Bedford
- » Existing suburbs
- » Agree with map for the most part. But believe Burnside Drive & Highfield Park Drive should be considered for a future corridor not the extension of Victoria at the base of the hill to Burnside.
- » Can't see the details. In the core (area of the Centre Plan)
- » Analyze the AVL data, and find where the worst delays are. Then prioritize those spots.
- » In my opinion the Bedford Highway as a priority corridor is a none starter. The road is not simply wide enough
- » In my opinion a better option is to funnel traffic from Bedford and Lower Sackville over Magazine Hill (new Burnside Connector will reduce traffic on Magazine Hill). Windmill Road to the McDonald bridge (Use center turning lane as a reversing lane during inbound commute). The McDonald bridge to have a dedicated HOV lane (used by all buses). Allow buses only to make a LEFT hand turn on to Brunswick Street.
- » Buses could also connect to Alderney ferry
- » Dartmouth Crossing Park and Ride. run shuttle bus to Woodside Ferry (bus would be going against rush traffic both morning and afternoon)
- » Dedicated bus lanes are great in areas where there are 3 or more lanes in either direction (and on newly constructed roads). However in areas where 2 lanes exist removing 1 lane will result in heavily increased traffic in the other. You may increase ridership by doing this (by a few percent) but you will not eliminate 50% of the cars on the road. Thus, you will end up making traffic worse
- » Looking at this map once again, we see a concentration of service in the core areas (which is needed) but a lack of service into the suburbs. The majority of traffic problems in the core (especially the peninsula) are created by people in the suburbs, just look at the bridges every morning. These are the people you need to be catering to. Provide transit options that are realistic, and make people want to use them. No one is going to take the bus from Eastern Passage to Downtown if they have another means of doing so. Driving this route as opposed to taking the bus saves 50% of the commute time. This is why you need park and rides, and express buses that only stop at major hubs. Further optimizing the ferries would help as well (again, parking garages on the Dartmouth side to be used as park and rides, and better connected bus service on the Halifax side).
- » Transit priorities like bus only lanes are long over due. Please implement asap
- » YES YES YES!
- » Bus lanes are especially important. We need a bus lane on Bayers Road, Robie Street and the MacDonald Bridge at the very least. A bus lane or HOV lane should be considered for the Herring Cove Road approach to the Rotary.
- » Priority is fine, but I want any kind of transit option down the Prospect Road. Currently there is none
- » The proposed network is a good starting point, but a route all the way across Young Street and further on to Devonshire to reach Barrington is necessary as that is a critical missing link in the Moving Forward Together plan. In addition, transit priority on North Barrington makes little sense as it is not a congested area and no corridor routes use that stretch
- » Transit should be prioritized at all intersections used by corridor bus routes. In the future we should look to add bus lanes at the peak hour along long stretches of road such as Quinpool, Oxford, and Robie, removing the parking during the peak hours to facilitate this
- » Finally, if we apply Toronto's lane standards to Bayers Road between the 102 and Connaught we can add transit lanes immediately. Two 3.25m curb lanes for transit with three 3m lanes for car traffic including a reversing centre lane can be accommodated within the existing right of way at low cost.

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- From the outside areas (Hammonds Plains, Prospect, Eastern Passage) All these areas (and more) come from outside the city and bottle neck at Bayers Rd for example. That bottle neck needs to be fixed
- In and out of downtown, particularly Bayers Rd and Armdale roundabout.
- The green and purple lines indicated should be priority corridors. There should be a "hub" model with transit hubs such as terminals or common destinations (e.g. Lacewood terminal, Halifax Shopping Centre, Scotia Square, Spryfield Mall or Rec Centre) and priority corridors with corresponding routes running from each hub to the nearest hub in each direction. Lower-priority routes can then run from the hubs to the surrounding communities
- I can't see the map well, it's too small and you can't make it bigger.
- From Bedford to downtown
- Roads should be configured to accommodate transit. I was struck by the proposed configuration for Bayers Road. A 4 metre widening would allow for 2 bus lanes. Brilliant. That is the kind of thinking we need
- I think for those living outside the HRM core - Prospect Rd, Hubble Lakeside, Timberlea, etc that drive then take the bus, there needs to be more transit Priority Corridors to the downtown core, i.e. to Scotia Square, Barrington St South, etc. The map is only showing one corridor going for the outskirts to the downtown area.
- Springvale/ fairmount subdivision
- Bike lanes on all heavy traffic streets should be a priority
- 1 option.....Out along 102 to Lacewood, back in/out to Larry Uteck and on to Lr Sackville...Express service or better. Not sure how to fit Bedford in, perhaps Sunnyside in/out and even BMO on HP Rd as a Parknade
- Washmill is overlooked. we didn't spend all that \$\$ to have it ignored.. now many new units built/coming on line with transit potential
- Our streets, especially in the downtown areas, are not wide enough for bus only lanes. If we had buses on the highways, or extra roads, then maybe it could be considered, but our city was built before buses were a thing. There is already too much congestion. Taking lanes from passenger vehicles to accommodate buses will only make that worse. People who rely on transit know that the times are estimates and should plan as such. I used the buses to get me to work for over 10 years and was only ever late if my bus didn't show up at all. That happened a total of twice in ten years. The problems with our transit system start at the routes. Why does it take almost 2 hours to get from Spryfield to Bayers lake? There is a road that connects them - North West Arm - yet not a single bus goes that way. That kind of logistic problem is where the changes need to be made, not in millions of dollars of road construction
- In high traffic areas like Bedford Hwy, Quinpool Rd, Robie St., Spring Gdn Rd, Herring Cove Rd
- make sure that there are connections being made to locations where new development is occurring and that the routes are in place before development occurs
- More transit outside the core, these are the people you want out of their cars, they tend to be sole drivers. More park and ride or bus terminals with local transit
- No comment.
- The bridges, Bayers Rd, Bedford Hwy, Oxford St.
- Transit should provide convenient and quick service to as many people as possible. Transit should also provide service to those most in need. I agree that two key opportunities for transit are Bayers Road and Gottingen. However, the street design approach put forward at the meeting does not address that buses should replace cars. In each example the number of lanes is increased. I think we should be taking the approach of taking away car lanes and adding bus lanes whenever possible. In the Bayers Road example, add two bus lanes but take away a car lane. It doesn't help our transportation problem to just add two bus lanes. We need to deal with the problem too - the car traffic. But, this bus service has to provide service to get people out of their cars and onto the bus. Gottingen Street has tons of potential as a bus route but we would have to look at moving that on-street parking somewhere else. Lastly, we need to consider how these bus links connect with transit outside of Halifax region. One of the big gaps with the overall transit system in NS is lack of connectivity
- There are several narrow streets in the city that could benefit from this sort of change. In particular, North St between Oxford and the MacDonald Bridge, Spring Garden Rd between Queen St and South Park, Ochterloney from the harbour up to Sullivan's Pond, Young St from Gottingen to Robie. Not only are buses on these streets slowing down traffic, the streets themselves are unsafe for cycling except in the quietest times of the day
- Note: image in this survey could not be enlarged for better evaluation.
- Portland st, Bedford highway and Joseph Howe Dr.
- It's hard to read this map, so I'll just trust that you've picked good streets. I like the idea of commuter rail to Bedford/Sackville. This would be a game-changer!
- All of HRM. Give people the option to not need 2 vehicles. Or one vehicle per person in the household.
- I hope the city could increase the bus service in the area of the Bayers lake, especially at Chain Lake Drive. At present, there is only the route 52 provide the services. However, the interval is too long. It is a real challenge for anyone who would like to Nova Scotia Access or other places in the region from the downtown but only taking the public transportation.
- Spring Garden and Barrington and routes to hospitals, universities and high schools.
- This looks good to me. don't neglect places outside the city like the bedford highway and other high traffic areas. The roundabout near mumford terminal should be prioritized too if possible.
- Windmill Road (Burnside), Magazine Hill/Bedford Bypass, Barrington Street, Spring Garden Road, Mackay and Macdonald Bridges
- That map is far too small to see at a reasonable scale. The regional growth centres don't need to be in there and the map should be zoomed in on the routes. Better service needs to be provided to bayers lake area. More hubs are needed to reduce congestion so overlapping bus routes can leap frog when over

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crowding on one bus happens and provide more centralized locations for changing lines this would help in allowing more routes covering a larger area with more options within walking distance to avoid overcrowded buses and buses running in packs of 3 or more

- It needs to move outside the capital district and recognize the needs of the whole urban core. All corridor buses should not be focused on service to the peninsula. Dartmouth needs North and South corridor routes to gain fast frequent and reliable service to Burnside. And I do not mean from Dartmouth within the Capital District but from Dartmouth East, Cole Harbour and Preston. Further there is an urgent need for a corridor route from Main at Montague Mines Road along Main Street to the Tacoma area and then Prince Albert Road to the ferry terminal. Main Street has already been earmarked as a complete community but fast frequent bus service is being denied in this plan. Portland Street is over capacity and in this plan more buses are traveling in and out of the Portland Street Terminal. Diverting some routes to Main Street would relieve some of the pressure on Portland in the area of the Portland Hills Terminal without having to try and fix Portland Street. Eastern Passage need Direct Fast and Frequent Service to Cole Harbour without having to go into Downtown Dartmouth.
- Crosstown connectivity - (1) Windsor Exchange from Bedford Hwy to Barrington, (2) Lady Hammond/Duffus/Devonshire to Barrington, (3) Young Ave to Barrington, (4) Joseph Howe from Armdale Rotary to Windsor Exchange (5) Dunbrack/Northwest Arm Drive from Kearney Lake to St. Margarets Bay Road
- It does not make sense to us to cut of the priority corridor a short way up Herring Cove Road when most of the shops, restaurants, medical, dental schools, and, indeed, the population are beyond that. What were they thinking?
- Far too limited. What is the point of only prioritizing the lowest portion of Herring Cove Road when there are several growing housing developments further out, not to mention the business district of Spryfield?
- Transit should travel to lakes, parks trails, etc. close to the city etc. where active transportation is possible. These are aspects of Halifax that make it a unique tourist destination.
- The industrial parks.
- People in the Eastern Shore need to get to Main St. They already have transit but it only takes them in one direction - to Portland. These communities have transit yet are isolated from other communities. They can only go to Halifax but they don't always want to.
- Improvements need to be made to get to multiple places within Dartmouth. For example getting from downtown Dartmouth to Port Wallace or Russel Lake.
- Herring cove road is not a priority.
- Agree with all except that Purcell's Cove Road - a tertiary highway and main artery of HRM - is left out. It needs to be retained.
- There definately needs to be easier transit access to the western end of Tacoma Drive, and perhaps a bus that also goes straight up Main Street. Perhaps via Tacoma Drive where it meets Main Street beyond the chinese restaurant. A lot of people walk that way carrying heavy items likely because the bus isn't as direct as it could be for such a well traveled shopping district.
- There should be a route from Herring Cove to William's Lake Road along Purcell's Cove.
- Road and return which would allow passengers to transfer to and from buses going towards the Rotary or the Spryfield Shopping centre. On week-ends this should run frequently enough that when buses with bicycle racks are full those wanting to bus and bike don't have to wait too long for another.
- In the city core with some extension to the suburbs, so basically the purple corridors in the map transit priority corridors make the most sense and hopefully they can add roads like Quinpool road or Agricola street in there as well. Its a shame the MFTP only has a couple of streets as part of their corridor plan.
- I think it should be a priority as a grandfathered service for Purcell's Cove. As someone who lives off the Purcell's Cove Road in [REDACTED] and has publicly advocated for transit in Halifax for over 40 years, I am furious that our area and even Spryfield is not on the transit map corridors. The importance of Purcell's Cove and ferry access to the peninsula dates back to 1848. Purcell's Cove was promised city bus service when we were annexed in Purcell's Cove against our will in the late 1960s. The bus was attractive because the existing Acadian Lines Service did not connect well with the city service and would have taken me 4 hours each way. The ferry was quicker at that time - but not realistic for a commute to the university where I worked. We bought our home in [REDACTED] and when I realized the air pollution from the bus 15, I comforted myself that I would at least have access to a bus when I was too old to drive [REDACTED]. [REDACTED] find that I no longer have buses at the hours that I need them. It used to run to 11:30 with 3 per hour during commuting hours. I have been "getting by" during the last year with rides from my husband after bus hours - an unreasonable 7:44 pm is the last bus from Mumford. I have missed that bus perhaps because of rush hour missed connections from downtown when I left a meeting an hour before. The bus 15 had not had adequate service for a city bus system because of problematic decisions by transit planners who made bad decisions over the last 10 years about bus 15. More later. I am being kicked off this computer because of holiday schedule - and this is the wrong time to have asked for input from the public.
- Spryfield does not get any service at all!!!! The map is almost stupid in that it appears to only think of a priority corridor at the bottom of Osborne Street, or Kline heights. Where the hell is a priority bus to turn around in that area and surely there are more dense areas further into Spryfield????
- There are three big missing transit priority links on this map: 1) Oxford and Coburg. Rte: 1 uses a lot of resources and serves over 12,000 riders a day. The 2009 IBI report recommended queue-jumps, transit signal priority and stop consolidation to speed up the service. This would make the route even more attractive, and the run times would shorten, increasing efficiency. 2) Herring Cove Road through Spryfield - there is a lot of ROW to play with here and high transit ridership. 3) Robie Street should be a SUPER aggressive transit priority corridor. Planning (land use by-laws) and transportation reserves should be set up to ensure that there is space in the ROW for potential bus lanes in both directions. Except for a short stretch between Almon and Cunard there is lots of ROW. Make sure that stretch between Almon and Cunard could be widened in the future (i.e. proper building setbacks).
- Also, please recommend strongly to look at bus lanes on Joe Howe at the same time as Bayers. So many important routes go through there, and are scheduled to go there in Moving Forward Together.

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- » Around the intersection of Young and Robie Street in Halifax, Around the intersection of North and Robie Street in Halifax, Halifax Shopping Centre
- » Around the intersection of Young and Robie Street in Halifax, Halifax Shopping Centre, Penhorn Mall site in Dartmouth
- » Around the intersection of North and Robie Street in Halifax, Halifax Shopping Centre, Penhorn Mall site in Dartmouth
- » Around the intersection of Young and Robie Street in Halifax, Around the intersection of North and Robie Street in Halifax, Other
- » Halifax Shopping Centre
- » Around the intersection of Young and Robie Street in Halifax, Around the intersection of North and Robie Street in Halifax, Halifax Shopping Centre
- » Halifax Shopping Centre
- » Around the intersection of North and Robie Street in Halifax, Halifax Shopping Centre, Other
- » Around the intersection of Young and Robie Street in Halifax
- » Westin, downtown
- » Spring Garden and Robie OR South Park,
- » Lacewood Terminal
- » Improved connections between the many different bus routes traveling the Fairview Overpass.
- » Bedford/Lower Sackville
- » Portland Hills terminal
- » Corner of Dutch Village and Joseph Howe
- » Hammonds Plains (Kingswood/Uplands park area)
- » Lacewood Terminal
- » With parking
- » I would like to see complete communities all over, like Oak Bay on Vancouver Island.
- » Beechville area or the Transit warehouse in Ragged Lake, to grab those that live in the outskirts but want to take the bus to downtown.
- » Lacewood terminal as a hub to serve the Rockingham and Mount Royale and everything in between.
- » Herring Cove Rd/Sambro Loop/Harrietsfield/Williamswood
- » Wyse Road in Dartmouth
- » Dartmouth Transit Terminal
- » Dunbrack St near 102, to provide park & ride options for outside communities
- » Agricola/Young, Quinpool/Bell/Robie, many many others
- » Around the intersection of Connaught and Chebucto
- » Woodside ferry area and Highfield/North Victoria rd area
- » Some consideration for those communities where car ownership is a barrier to transit already. For example Joseph Howe/Fairview area is a great candidate. And what about Mulgrave Park? Think about the people who really need these hubs the most
- » the Chain Lake Drive
- » Dalhousie University
- » Bayers Lake
- » Bayers Lake
- » Main Street Dartmouth Exists as a Complete Community under development why is it ignored
- » (1) Windsor Exchange, (2) Barrington Street at South Street, (3) Commodore Drive and Burnside Drive
- » Not my area of expertise!
- » Spryfield needs to have some kind of minor mobility hub. It is completely left out in the cold
- » Tacoma Drive, Dartmouth has a high walk score and is a hub and in the centre of Dartmouth. It needs a terminal!
- » Downtown Dartmouth, Downtown Halifax near ferry terminal
- » Tacoma Drive, Dartmouth
- » The Spryfield/Mainland South shopping Centre. The original Regional Plan designated this as the centre for Mainland South but many in Mainland South can't reach it by bus. Recommendations from the Herring Cove Road study should be implemented
- » Not sure but commuting areas near rotory and maybe that is the ma'l.
- » The Mumford Road as a hub is a "failed hub" and an insult to Spryfield, Herring Cove and NW Arm side residents out to Fergusons Cove. One can not even use a washroom there for heavens sake!!
- » Joseph Howe Road and Dutch Village Road - Fairview; MicMac Mall, Dartmouth

Where do you think new sidewalk connections should be located?

Comments are typed as written.

- » Place pedestrian crossings underground to minimize traffic disruption. Pedestrians crossings are the top congestion of traffic in the city. It is also safer for the

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public

- » None of these are proposed – they are all existing
- » Bedford Highway
- » Additional areas need to be considered.. University Ave., widen in front of IWK and other high foot traffic areas.
- » Bayers Lake Business Park to the shops, etc.
- » allow reconfiguration of walking access ..a safer shopping experience for walking and transit users
- » The panels/boards do not acknowledge age friendly concepts or all abilities, B-80 is not mentioned
- » Definite bias towards cycling. All trips start/end with walking ..create more user friendly walking with traffic calming and green spaces to make the journey more positive
- » Signage, maps and way finding ..check out Moncton/Riverview with positive but simple signage
- » Many residents live beyond the Regional Centre, there is a focus on this area only ..expand the reach for new ideas and Bold Moves
- » Check out the Larry Uteck area, create a safer pedestrian crossing away from the 102 that allows access to the pedway to Bedford West. Consider Bedford Highway for sidewalks as currently the bike lane is used, perhaps a multiuse pathway with separation from cars
- » Create a resource that can assist with way finding so alternate routes can be discovered and used by walkers and cyclists. Maps are key
- » To allow pedestrians to get to transit
- » Sometime needs to be done with the active transportation train connecting Bedford to Sackville, it needs a hard all year surface, needs winter maintenance and lighting in the under pass of Highway 102 Duke Road connecting Sackville to Bedford needs a sidewalk serving the Bedford shopping area nearby
- » Can't see the details. There needs to be a sidewalk on the south side of Prince
- » Albert Road
- » Where there are no sidewalks we should be considering multi-use trails. We should put in multi-use trails in the 5-15 year term until onstreet bike lanes are feasible. You can kill two birds with one stone by putting multi-use trails in areas with no AT facilities whatsoever
- » Lower Sackville/Bedford using the Burnside Connector if and when it is built.
- » Along all primary and secondary streets
- » All streets in Halifax Region should have a sidewalk on at least one side of the street
- » Downs Avenue
- » New sidewalk connections should be prioritized on major streets. Suburban cul-de-sacs without sidewalks should be considered for woonerf conversion rather than sidewalk installation due to cost and lack of vehicle traffic
- » Downs Ave, between Winter and Brook, 2 schools and a park with traffic zooming and kids on foot, very dangerous
- » Dutch Village Road, Bayers Lake
- » Downs Avenue in Halifax from Winter Street to Brook Street. This street is home to TWO elementary schools (Springvale and The Christian Academy), has a curved shape which decreases visibility, and is heavily travelled by cars and pedestrians. I have personally witnessed several close calls between pedestrians (children) and motorists.
- » As described on the first page, Downs Avenue, Halifax
- » There are two schools and a park on Downs Ave in the Fairmount area. The sidewalk on Downs ends at the foot of the hill on which the schools are located. It should extend to Brook Street, should run along Brook, and continue along the length of Crown Drive
- » Our neighbourhood really needs a sidewalk on Downs Ave from Winter to Brook. This is a main street to lite school and there is no sidewalk. Families and kids alone walk this street while cars race drive up to drop off the kids at school. It is not safe for all the kids walking and there have been one too many close calls! It's only a matter of time till a child is seriously injured or killed!
- » Arlington and Brook Street due to heavy traffic and pedestrian volume
- » Springvale neighbourhood
- » The graphic is too small to see
- » Complete the Main Street system, both sides from Fader to Forest Hills and from Montague to Cherry Brook
- » Downs Avenue
- » Brook Street
- » Winter Street
- » (all in Fairmount subdivision, which is getting increasingly busier, and which has 2 schools)
- » Downs Ave has a school, a playground and a bus stop, but only has sidewalks on part of the street on one side. This makes it dangerous for young children to walk to school, for parents to take their toddlers to the playground, and people have to stand on the street to wait for the bus
- » Arlington Avenue
- » Springvale/Fairmount subdivision
- » All transit stops deserve a sidewalk or trail connection
- » You have not considered the trails as viable connectors
- » I do not see any mention of 'access for all, B-80'
- » You have not suggested a 400 or 500 m connection target for neighbourhoods. Certainly target school areas so a reduction in car driven students are

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- discouraged...make no parking around schools during school times as students darting in and out is a hazard for all
- » Map too small to make a useful comment
 - » I'd like to see Old Sambro Road considered. Ever, There aren't even shoulders on most of the road so walking is unsafe. Doing it with a disabled child in a wheelchair or adaptive stroller is downright scary.
 - » Herring Cove Rd Spryfield
 - » Out side the core
 - » Join communities with schools
 - » Turn sidewalks into trails, allowing cycling, bedford hwy is a great example, min peds. Not really used. Check legislation
 - » I may agree with the proposed sidewalk connections but it is very difficult to read from the plan above. I do think that a critical generic sidewalk connection is the one at every intersection across the street. People need to cross streets when they walk and this is proven to be the most dangerous part of the trip. Considerable effort needs to be made to incorporate intersection designs that respect the context of the neighbourhood considering all modes. Again the design needs to include a focus on safety.
 - » St Margaret's Bay Road near Fenerty/Glengarry, Crown
 - » I selected Yes, but I'm not sure I understand this concept. More detail required. (Yes, I did read the PDFs)
 - » Image in survey could not be enlarged
 - » The most important area is Victoria Rd between Highfield and Burnside.
 - » We should just have lots of sidewalks all over, right?
 - » Oakmount Drive in Bedford needs a sidewalk.
 - » Chain Lake Drive
 - » Downs Avenue between Brook St and Winter St. There are two schools on this street and a bus route. The only place for anyone to walk, including children going to school, is on the street with vehicles. Today with the snow and ice I'm surprised no kids were hit by a car.
 - » Downs Avenue, Halifax
 - » 2 elementary schools and a bus route on this street!!
 - » Sidewalks should be everywhere???? So anywhere there isn't a sidewalk, put one.
 - » We need a sidewalk from Winter to Brook on Downs Ave. or Doull Avenue.
 - » Needed on lower section of Downs Ave and any other school zones that do not currently provide a sidewalk access.
 - » Again, can't see this map, these should be at least clickable and downloadable.
 - » Dartmouth East from Main Street to Prince Albert Road and the trails to Shubie as well as the beach on Lake Bank. Currently it is along a provincial highway ramp with cars moving at a speed between 80 kmh and 50 kmh on a curve.
 - » (1) Bayers Lake (2) Burnside/Dartmouth Crossing
 - » There are bike lanes on Purcell's Cove Rd as far as the Cove. This coastal route is highly used by bicyclists, but ends suddenly. These lanes should be continued past York Redoubt at least to Herring Cove itself, but ideally to the beaches at Crystal Crescent. (If that means negotiating with the Province - since it owns part of the road - then this is what Integrated Mobility is all about.)
 - » ~ On Herring Cove Road, much more should be done to make biking safe!
 - » More with n Dartmouth.
 - » Dartmouth Crossing is not pedestrian friendly
 - » Don't know. The scale is too small - can't really see well enough to comment.
 - » I think there should be crosswalks at key transit stops. Too often I see people jay walking to catch a bus. It is dangerous and can be amended.
 - » Sorry, the map is too small! Halifax should develop a share-a-bike program, perhaps one with motorized bikes as in some places in Europe.
 - » Pedestrian short-cuts should be considered where currently pedestrians have to walk around very long blocks. In some areas there are currently right-of-ways that might be acquired for this. A standard could be created and priority put first where important destinations are blocked for pedestrians by continuous uninterrupted residential or commercial construction. All new developments for over a certain size that could allow mid-block pedestrian paths linking streets should be required to do so.
 - » Sidewalk as proposed on Herring Cove Road should continue to take walkers to Pavia in Herring Cove
 - » dutch village road
 - » Can not even see them on your map. Sidewalk on Phillip street up to the CBC Surely long over due. There are almost no sidewalks along the road with all the Car dealerships in the N. end of Halifax. That is brilliant thinking lads that reflects the 1950s perfectly.
 - » In addition to above, between Olivett Street and the Halifax Shopping Centre (over the railroad tracks) More options across the Circ near Main Street and Tacoma. Across the railway tracks from Joe Howe Superstore to public housing.

Where do you think new bike path connections should be located?

Comments are typed as written.

- » However we need to learn lessons from other cities that have done this effectively. Check out Ottawa - with dedicated bike only road ways - that is something

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we should consider in Halifax. With all our pedestrian/bike and car accidents if we can get our own lane ways that would be ideal.

- » Bicycle lanes should not take priority over main traffic arteries. Bikes lanes should be based on number of users and where possible be shared with pedestrians not traffic for safety reasons. Most people are afraid to ride a bike in traffic, they need to be separated!
- » Lady Hammond → Duffus → Devonshire bike route to connect the north end east to west
- » Just make as many as possible.
- » There should be no bike lanes anywhere in our city. Restrict them to side streets and have the riders obtain vehicle insurance and licence their bikes as well as have a division of police officers assigned to ensure that these riders follow the Motor Vehicle Act (the rules that govern the operation of vehicles on our province's roadways). I am so tired of listening to bike riders complain about them having the right to be on the road, all while they roll through stop signs and red lights and many more moving violations without fear of any kind of punishment (tickets).
- » Through Parks and safer areas... off street
- » Question is confusing - new bike paths or new connections to existing routes?
- » Perhaps do some traffic calming and suggest one way streets which would allow cycling, away from heavy traffic corridors
- » Enforce cycling bylaws - use of bells, lights at night, etc so all can be safer, including other modes. No riding on sidewalks
- » Remove the University Ave protected lane adjacent to P. Colin and create a 2 way corridor on the other side of University
- » Off the road
- » Using all those side streets is going to create deadend where each 'line' ends at a major road. Caunnoagh (from Jubby to Baters Road) should become a bicycle facility, it is very wide, has minimal parking use, only a couple curd kickouts. Though the lanes do narrow at most major street intersection
- » Can't see the details. We definitely need a safe & viable bike connector between Mainland North (Bedford Highway) and the peninsula.
- » It really looks like there's a huge swath of residential Dartmouth with no connection. What about along Portland Street? What about between downtown and Southdale?
- » Also.. does this network have excellent connectivity to our transit network? It's hard for me to tell, but those connections should be great.
- » Lower Sackville/Bedford using the Burnside Connector if and when it is built and extend on to Burnside Drive
- » I support building bike lanes only as long as they do not require the removal of street lanes, or parking along main roads
- » This outline completely misses large population centers in Dartmouth/Cole Harbour/Woodlawn and seems to be way too extensive on the peninsula. How many lanes/parking spots will need to be removed to facilitate this? How will the city replace the lost parking? Why are cyclists (a small group) getting preference over the majority (car and transit users)? It seems as though this would make traffic worse for transit/car users for the benefit of the cyclists
- » These may be good cycling routes if/when traffic is reduced by means of better transit, but for the time being, it seems to be too much cycling infrastructure too quickly. Bikes are not the answer to this city's traffic problem. People in the suburbs (the main traffic causers) are not going to take their bike to work, it's too far. Nor does this proposed network even facilitate that possibility.
- » Please get this network constructed by 2020
- » But the bicycle corridor should go down Agricola, not Maynard. If the businesses fight the city on it and we need to compromise, fine, but we should start with the ideal route which is certainly Agricola. Already it is safer to bike on Maynard and yet most people bike on Agricola because it is the more natural route to and from most destinations (largely because many of those destinations are on Agricola itself).
- » We will need to do a lot of work with the business community to convince them that a bike lane will help them more than a few parking spots, but we have the facts and evidence on our side. Let's push for the best future we can have.
- » Very happy to see Pleasant Street here, because it hadn't made the AT Plan's 5 year plan
- » Down the Prospect Road. Currently there is none
- » Local Street bikeways are not suitable alternatives to protected bicycle lanes. Copy Calgary and Edmonton and build a protected network of on-street bicycle lanes on the major arterials
- » In addition, you are missing Young Street from this map. That means there is no safe bike route for anyone in north end Halifax to reach their local grocery store, or the rapidly changing district emerging on Young
- » Finally, Robie and Agricola are two major misses - they are two of the longest streets on the peninsula and need protected bicycle lanes along their entire length as part of any minimum grid network. Connaught Avenue is overbuilt and could take a protected bicycle lane now without losing capacity for vehicles
- » Outlying areas of the city as well
- » Bedford Highway - Lady Hammond Road
- » Connecting the "lower" part of Armdale with the Greenway Network (COLTA trails) would help allow families easier access to active transportation, including better options for commuting to school.
- » It also seems that it would make sense to connect the proposed route from the Armdale Rotary to the route leading to Bayers Road and Liverpool Street
- » LOVE the COLTA trail! :)
- » Quinpool and Oxford all the way downtown with parked cars as protection
- » I support a bicycle network but I can't see what is on that graphic. These should be pdfs that can be expanded for viewing
- » Consider redefining/renaming Greenway
- » Define a bike path.
- » Portland Street from the Circle to Alderney

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- » Baker Drive to Portland
- » Interchanges crossing the circ at Portland
- » There is currently no safe way to bike from Springvale/ Fairmount sub-division onto the peninsula. The roundabout, Joseph Howe, Bayers Rd, Mumford, etc are all dangerous for bikes. A bike lane connecting this area to the downtown core would reduce the number of people reliant on their vehicles
- » Bedford Hwy Bayern Lake
- » Are the connections targeted to bike use or adding bike to transit connections. makes a difference. In any case, until there are separated bike lanes, I will not be on the road, as a potential victim! Parks and traffic calming measures need to be ramped up asap to be effective. In neighbourhoods, make streets one way with bump outs, planters, etc and reduce traffic so cyclists feel welcome. The neighbours will get it after awhile. It works in other areas just fine!
- » More bike racks at schools so students are encouraged. provide incentives, bells for new users, etc.
- » I think we should look to Kelowna BC and instead make one sidewalk for bicycles, etc, and the other sidewalk for pedestrians. Cheaper, and uses already existing infrastructure
- » need route up Portland in Dartmouth
- » See note above concerning sidewalks
- » Only build active trails
- » Generally the grid looks reasonable but there appear to be gaps. Some of the network includes routes I currently use, Cunnpool, Vernon, University
- » The Armdale Roundabout! A bike/walk path along the arm to give us a safe way to get on and off the peninsula
- » If we want to get people commuting by bicycle, we need to make these routes as direct as possible. I agree that this map shows a connected bicycle system, but it almost seems as though bikes are being pushed off the main roads to make room for cars. I understand that we need to consider safety for cyclists. But, sticking bikes on the side streets doesn't always solve the problem. This all said, I do recognize that this is a pretty comprehensive cycling network that gets folks to many of the main destinations. A factor not explored in the recent workshop was what type of bike lanes will be used. This plays a factor as well.
- » High priority connecting Bedford to Halifax via some way thru Fairview Overpass, maybe bike bridge over train tracks. Bike route along Seaview Park, along Barrington to Devonshire to connect to proposed trail
- » Second big gap is the length of Glendale Drive in Sackville - desperately needs bike shoulders, the width is there, just needs paving
- » Crichton Ave and Woodland, and one or more connectors between them and over to Albro Lake Rd. and connect the Penhorn area to the downtown directly; and how about the south Dartmouth area? In fact, Dartmouth is as much in need of a grid, as opposed to a spine network, as Halifax is. Why the difference?
- » Also, there's not nearly enough connections to Burnside and Dartmouth Crossing. Are they being ignored in this stage of planning?
- » Image in survey could not be enlarged
- » Agricola
- » North
- » Chebucto
- » Connaught
- » A lot of the routes seem to be on side streets running adjacent to major thoroughfares (such as Slayter). This is only practical if the side street doesn't have more stop signs or traffic lights than the main road but often they do, not practical enough for me to use
- » Looks good!
- » I usually use Almon down past Connaught to go to the Halifax Shopping Centre. I think that's a better route, and would be great to have a bike lane there
- » Also, Jubilee is a pretty great street for biking
- » Can we have bike boxes at all the intersections? They're helpful for preventing being hit by cars who are turning right.
- » By the way, the existing bike lane on Hollis is seriously unsafe. I hate biking there because no one expects me on the left and some of those intersections are wacky!
- » Can we have a way of getting through the Windsor Exchange and to Bedford somehow?
- » Also, good signage on the bike route will be important, especially for spots that go through smaller residential streets, so people can navigate with ease. This is exciting!
- » Oxford St
- » Inglis St
- » Inglis street, the armdale/mumford roundabout and the roads that come off it (herring cove road, purcells cove road etc) Robie street
- » Tie in as much as possible with existing "Rails to Trails" infrastructure, pathways through existing park space, etc. to keep bicycles completely off streets whenever possible
- » Again, cant see this map, these should be at least clickable and downloadable
- » From Dartmouth East
- » Woodlawn Road from Portland St Northward to Caledonia Road then Breeze Drive to Waverley Road then into Shubie Park and then to Wright Ave to Dartmouth Crossing and Burnside
- » In separate fully protected bikeways
- » We do not think it is right to end the bicycle grid just past the Armdale rotary
- » There are bike lanes on Purcell's Cove Rd as far as the Cove. This coastal route is highly used, but ends suddenly. These lanes should be continued past York

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Redoubt at least to Herring Cove itself, but ideally to the beaches at Crystal Crescent. If that means negotiating with the Province (since it owns part of the road, then this is what Integrated Mobility is all about.)

- » * On Herring Cove Road, much more should be done to make biking safe.
- » Purcell's Cove Road is a prime cycling route. There are currently cycle lanes from the beginning of the road to Purcell's Cove. Then they suddenly stop. They need to continue all the way to Herring Cove at the very least and preferably on to Sambro. The Sambro loop is considered a first class scenic route well loved by cyclists. This could be used as a promotion for active tourists well as locals.
- » The MacDonald Bridge
- » Dartmouth is far from connected, with a quick glance one can see the lack of connections verses the network on the peninsula. The Tacoma - Main area is a hub of activity but it is not connected to the network, yet the 107 highway has a bike lane.
- » Further development in Dartmouth.
- » Herring cove road and Purcell's cove road
- » The 'loop' is ridden all the time by enthusiasts i.e. from roundabout down Purcell's cove road, through herring cove and back to the peninsula on herring cove road.
- » Agree with all shown but bike lane needs to extend all the way to York Redoubt - down Purcell's Cove Road. There are cyclists on that route daily - it is a very popular route - but the bike lane ends just before the Purcell's Cove Social Club.
- » Continue along the NE side of the NW Arm to the end of Point Pleasant Park and around the Park to the look off. Construct a bike path along the SW side of the NW Arm as far as possible.
- » The loop-- all the way from Purcell's Cove Road to Crystal Crescent Beach and back through Harnetsfield to the city.
- » They should be on the main roads, main arteries as well not on secondary streets. take for example Vancouver or Bogota or Amsterdam where they gave cyclists a piece of the main road infrastructure with protected lanes and they are leaders in ridership. Painting a line on a neighborhood road that is less transited is lazy it undermines biking and people who cycle will still end up next to regular traffic on the main roads because it makes more sense.
- » but you know I will bet we should get the sidewalks done first because the riders will need to seek refuge with our timid attempts at a bike lane giving a rider any real protection at all.
- » Dutch Village Road. Lots of ROW on Dunbrack for protected lanes. Need to have a major rethink of the Fairview Overpass area to connect peds/ bikes from peninsula to MSVU and the bottom part of Rockingham.
- » The map above is really sparse in Dartmouth, especially N/S options above Brightwood, and through the north end of Dartmouth.

Where do you think new greenway connections should be located?

Comments are typed as written.

- » Again make sure sidewalks meet up with where the connections end, that these opportunities are well advertised.
- » Hard to tell due to scale of map.
- » In higher density areas...such as Larry Uteck, Hammonds Plains Rd area, Washmill and connecting neighbourhoods in general.
- » Can't see the details.
- » Seems like excellent use of resources, to fill in the gaps.
- » I fail to see the value in this for the majority of people in the HRM. Is there currently any infrastructure along these routes? What is being proposed here? Why is existing infrastructure not enough? Am I to believe that there are large numbers of cyclists in Middle Musquodoboit who cycle into Halifax everyday?
- » Again, too much cycling infrastructure too quickly. Before large scale projects are proposed, it would be nice to have ridership data. This is very limited currently.
- » Completing these missing links must be a high priority.
- » Ch yeah. Pretty awesome stuff. I think it's funny you actually went above and beyond what Fusion proposed with the Little Easy. I guess we were being too conservative.
- » Down the Prospect Road. Currently there is none.
- » Greenway connections should be prioritized where they connect origins to destinations. Once we have a minimum network of greenways, we can invest in more recreational routes and on connections between greenways such as the missing link through Hammonds Plains, or North Preston to Porters Lake via Lake Echo.
- » Hard to see on the map at this scale, but I'd like to see Armada'e on the Chocolate Lake side of St. Margaret's Bay Road have better connections to the COLTA trail system. It is particularly terrifying to take my small children along sidewalk-less Crown Drive.
- » This is frustrating. I can't read any of these graphics.

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- » Define Greenway
- » These pictures are so small that they are unclear so honestly I have no idea if I agree or not
- » Maps are too small to be practical - needs more than a 5 min discussion at a small table of 2-3 - this needs to be discussed at a HRTA Session with Trails volunteers and users...bring it on! The plan is already out of date as new development is made when implementation could be built in...missed opportunities are expensive to patch up later!
- » The potential is greater as new communities are developed - Larry Uteck, Bedford West and Royal hemlocks but AT has been left off the planning agenda - all new development needs to be done through an AT lens - where is the planning tool that will make this happen? Do not leave it up to the the local community to rant and rave about this - it needs to be incorporated in all plans, not just the Centre Plan asap - New communities are missing out.
- » Do you expect everyone who lives in the Regional Centre to go out and buy a bike - needs to be signed and wayfinding created to show them the way...
- » need much stronger and more connections from urban areas to rural areas
- » Again, hard to read the plan above - Is there a connection between Long Lake Provincial Park and the Chain of Lakes Trail?
- » Eventually, Sambro
- » Image in survey could not be enlarged.
- » Yes! Connectivity to Bedford! A protected greenway will be great here, especially for MSVU students, and families living in all those condos that are going up, so they can use AT for commuting
- » Again, cant see th's map, these should be at least clickable and downloadable
- » Through Dartmouth East and Cole Harbour from the existng trails in Portland Hills Colby northward to connect to the trails through Shubie Park
- » It's not clear what "greenway connections" involves exactly. But it is disappointing that the beautiful coastal area along the west side of the Northwest Arm and all the way to Herring Cove is ignored. There are some beautiful trails along the coast from the (military) listening post to York Redoubt (but with gaps) - from there to the Navy Fire School (another gap); from the Lookoff to Herring Cove, and from the Cove itself to the green line of the envisioned priority area
- » Again, there are trails in the Backlands (the area between Spryfield and the Atlantic, going East) that could connect with these. Thanks for listening [REDACTED]
- » See previous comment
- » It's not clear what "greenway connections" involves exactly. But it is disappointing that the beautiful coastal area along the west side of the Northwest Arm and all the way to Herring Cove is ignored. There are some beautiful trails along the coast from the (military) Listening Post to York Redoubt (but with gaps) - from there to the Navy Fire School (then another gap); from the Look-off to Herring Cove. Finally a planning gap exists from the Cove itself to the green line of the envisioned priority area at Herring Cove Rd. Again, there are trails in the Backlands (the area between Spryfield and the Atlantic, going East) that could connect with these. Thanks for listening!
- » Kidson lake for connectivity
- » Don't know - scale too small - but I think I see a lane down to York Redoubt? If so - great
- » Sorry, this map is too small to be able to see - Small passenger ferries across the NW arm should accommodate bicycles and there should be bike paths that lead to their wharves.
- » General comment on this exercise - It would seem that amalgamation was not accompanied by sufficient thought or adequate planning capacity for this enormous area and an assumption that everyone outside the immediate periphery of the peninsula would use their cars. More emphasis needs to be put on how to increase transit ridership between destinations within these areas not just between them and the peninsula. There also needs to be a coastal communities development plan that integrates services, transportation, and physical planning with the objective of respecting the historical settlement pattern and built form, reducing dependence on cars, and the need to drive to central Halifax
- » Too difficult to see and understand - It would be beneficial to have a continuous trail from armdale roundabout to Herring Cove look off
- » This would be great, the city needs to close those gaps where the greenway network breaks up
- » you know I think the map is too damn small to use
- » Final comment Do not trust a survey that is only up for two weeks just before Xmas. It is as if you do not expect a respondent to make any difference at all when you so limit the survey
- » I would love to see more protected bike lanes that connect the inner-city neighbourhoods of Halifax/ Dartmouth to the regional Greenway Network. For example - a connection from the West End to Chain of Lakes Trail would be outstanding

----- WRITTEN SUBMISSIONS -----

MAILED-IN QUESTIONNAIRES

Where do you think new sidewalk connections should be located?

I live on the peninsula and am fine with side walks in the city.
I have heard my suburbs hiking friends complain about the lack of side walks.

4b)

Complete a minimum bicycle grid for all ages and abilities on the Halifax Peninsula, and a spine bicycle network in Dartmouth, inside the Regional Centre.

Wonderful idea

Do you agree with the proposed bicycle network?

- Yes
 No

Where do you think new bike path connections should be located?

Feeling comfortable in traffic (not necessarily safe), and not liking detours, I tend to use also traffic roads like Oxford, Rainpool, Rivie if they are more convenient.

4c)

Close priority gaps in the Regional Greenway Network.

Good idea

----- WRITTEN SUBMISSIONS -----

Do you agree with the proposed regional greenway network?

- Yes *cannot read it well enough.*
- No

Where do you think new greenway connections should be located?

Complete and improve network on Eastern Shore. Past Lawrence town beach (sea fork onward) trail is bad. I used it once with my son and grand-children.

What types of initiatives would help you adjust your commute schedule?

As an active senior I do use non peak hours (10-12 a.m.) to commute, before 3:30 p.m. to get to Dartmouth on the Auld bridge. I prefer to live where I do not need to use the transit system.

Question 2: Complete Streets

Do you agree with the draft Guiding Principles?

- Yes
- No

Question 3: Transit Priorities

3a) Implement

transit priority corridors. (For example: Bus only lanes, priority signals for buses, other roadway designs) Transit Priority Corridors: Streets where measures are taken to improve the efficiency of buses.

Very good and necessary idea. I would like to see more cars off the road and more bicycles on.

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KIDS' ZONE

Draw a picture of yourself on your way to school.



HALIFAX INTEGRATED MOBILITY PLAN

Dartmouth, NS

RE IMPROVED PUBLIC TRANSIT

I grew up in NS but had to leave to find work in 1959 so ended up in [redacted]. Returned to NS upon retirement and have been here 15 yrs. Love it here but not the transit system. Wondered why everyone had a car...which made the traffic so heavy.

Traffic and getting around by bus seems faster & easier in Halifax but is a nightmare in Dartmouth. I live on [redacted] actually. I along with 4 others take a bus at 6:45 AM 3 times a wk. to go to Bridge Terminal. We miss transferring to 61 at Penhorn because we get stuck at red light at Baker & Portland so miss the 61 and then have to take the 68 which for some reason sits awhile at Alderney. But it is still better and faster than my return at 8:30 which takes 30 mins. longer

I like the MICMAC MALL for shopping which is 10 mins away by car (which I don't have-never needed in [redacted]) but when the 57 is pulling in to Penhorn the 66 or 56 already at the light so I bring magazines to keep me occupied for next 30 mins. of waiting for next one. Choice will be more limited after Xmas when 56 gone. I never see less than 8-10 people getting on that bus especially around 9:30 AM so assume work in Dart. X'g. Was told one lady told me it takes her 2 hrs. to get home from work onwends!! I have been going to afternoon movies on Saturdays but stopped when the movie was longer than expected got the 56 right away, but got to Penhorn and had to wait one hour for next 57 as I got there shortly after 6. Guess I'll have to start going to 12 noon ones to make it home faster but then the 56 is going so I may have to give up my Saturday movies. Shame I don't shop in Dart. X'ing as too spread out for walking especially at my age.

I'm terribly disappointed that the Woodside ferry not working summer wends as that is when I seem to have my visitors from Mtl., Ottawa and St. John's. This past Sept they wanted to go on Sat. evening to Salty's and walk the Halifax water front. I said by the time we took 2 buses and hopefully made it to Alderney ferry on time and had supper, we'd have no time for a walk as we'd have to head back to take the ferry and 2 buses and the last one is at 11:20. For the past years I go alone to the Metro (Scotiabank) Centre for shows which normally finish at 10:30 PM meaning I have to leave the shows early by 40 mins to run down Duke St (age [redacted]) to either get the ferry or lat of 3 buses and hope I make it for the 11:20 s for sure don't carry a purse due to all the problems with assaults we hear and read so much about so carry \$20 bill in pocket. Sad. I hate waiting for my 3rd bus at Penhorn as the bus stops are so remote. When young guys there drinking I usually wait at Needs store or have called a taxi from there and charged the ridiculous fare of \$18 to exit 8 for Mt. Hope!! Sad state of affairs to enjoy entertainment here when retired. Most people won't go to downtown Halifax with their cars with me as they say no place to park. That's all I've heard of since coming back here so tend to do things alone rather than become a recluse!!

I've tried taking the Express bus but didn't find it that much faster. In [redacted], the express bus didn't change more & stopped at 9 AM and had their own lane on bridge made with cones. They resumed again around 3:30 until 7. It gives me the shudders to see the Express bus here empty most of the day. What a waste of a vehicle, driver, gas, time!

I was late for a Dr. appt. a few wks. ago allowing myself 45 mins. to get there. As my 57 entering Penhorn a Portland St. bus at the light of course the next one that came was the 68 which turns off Portland at Walmart so I got off and ran(?) rest of way to Forest Hills Clinic. Dr. mad I was 10 mi

2

late so next time I allowed myself an hour and that was perfect. By car it is only 10 mins. (in a taxi). Connections in Dartmouth are horrid.

Whoever in charge in making up time schedules should have it as part of his job description to once ~~in~~ a hot summer day like in August should have to take a bus and transfer 2 or 3 times in the heat and do same in late February and see how he likes it! Might change his tune. It is great taking the Woodside ferry over though today I waited 30 mins for 57 to get there(?) Nobody seemed to have any new schedules! Hate that the bus stop so far away from the ferry entrance and most times the ferry leaves and I have to wait for next one. Some bus drivers are kind enough to realize and let us out at entrance. It amazes me that I can catch a 94 and be at Dal in no time and a 4 and beat Munford and Halifax Shopping Centre in no time!!! But Halifax seems to be better run than Dartmouth when it comes to scheduling... When I first moved here I called Transit info and was told to take a 61 bus that becomes a 14 and it would take me to Munford & the shopping centre but not until it went all over the place and took me forever to get there and back. Then a clerk at the Bay told me to take a 52 at the terminal (after I took my first 2 buses) and that was faster but still time consuming so I didn't go often for sure. When Sir Sears leaves, guess I won't have to go there and will settle for MicMac and my one hour bus trips to get there & back!

I think the article in the paper re surface rail using existing rails sounds better especially for those on the Halifax side. I learned they are working on that for Ottawa. Ottawa has great bus service. It was my 1st choice for retirement but instead I came here to look after my elderly parents now gone. Really can't afford to leave now, never expected it to be so expensive here to live - food, rents, etc. higher than Mtl. & Ottawa. But I do like the people here and I like living here - great restaurants & entertainment that I love to take advantage of especially in summer & fall.

The bus drivers are great here most of them - friendly and helpful.

I hope you can make out all this done on my electric typewriter. Worked on a computer for 15 yrs. before retiring so don't want one in retirement and also gave up my cell phone when the power co. made increases 3 times in 18 mos. so something had to go and it was the cell phone. Everyone holds them in their hands like its an extension! All my calls can wait until I get home. Getting harder to find a public phone. Glad I'm at an age when I'll leave all this behind.

Thank you for listening

I've asked our Mr. Karsten to help us get a bus shelter as we are wide open to the elements at 6:45 AM - blowing rain & snow as an open field behind us so not even an open doorway for shelter and impossible to use an umbrella as always high winds there.

Comments on the Integrated Mobility Plan, December 7, 2016

Transportation is that which allows us to get from where we or our goods are to where we want ourselves or our goods to be. It does not exist in a vacuum. At its best it will allow our municipalities to grow and be shaped in the ways determined by the competing political forces be they environmental, historic preservation, developmental and others. Those designing any system will have to take into account competing forces, both willingness and ability of users and other beneficiaries to pay for any system and the effects on community values. We will have to be realistic about what is achievable and the time it will take to do so. We also must not fall into the trap of not exploring an alternative because it seems to costly but rather look at if it can be made to work at a cost users, beneficiaries and the general public are willing to pay.

I believe that preservation of view planes, historic preservation and increasing the density of Halifax downtown can co-exist. More difficult will be having affordable housing within decent public transportation range of jobs and upgrading many of the areas of employment such as Burnside and parts of Bayers Lake so that people can walk safely between the transit stop and their destination. In general given the large investment in many areas for infrastructure such as sewers and water lines, it makes sense to make the primary investment in any transportation facility aimed at serving areas where the other infrastructure already exists. Transportation facilities should reinforce public policy for what an area should be and should not do things such as put pressure on a historic area for major development. The transportation facilities and services should make it possible for lower-income people to get to available jobs within a reasonable time (an hour or less).

Rail can be very useful as a tool for providing both freight and passenger transportation. It can be faster than even Bus Rapid Transit and link some nodes at less cost...it is easier to electrify. It can be used as a way to move freight in and out of the downtown. There are institutional, ownership and technical considerations and limitations that can be dealt with if the vision and public need are present. We should be careful in anything dealing with rail infrastructure to make sure that we don't preclude or make excessively expensive future improvements. Thus when making major improvements to bridges over rail line clearances should be maintained for having at least double track and having standard voltage electrification (25,000 volts AC) with clearance for double stack containers and high wide loads.

Although I live in Annapolis County, I have an interest in seeing good public transportation in Halifax so that when my wife and I come into Halifax, we can go to separate things. I may well be taking the 89 Bedford after the meeting to meet my wife at the Kershen Goodman Public Library. Even at an every two hour frequency, this may work. Parenthetically, the 89 shows the problems faced by Halifax Transit because an 11 minute trip by car from the Sackville Public Library to this meeting at 202 Innovation Drive takes 52 minutes by the 80 Sackville and 89.

Some specific suggestions follow.

1. There should be no new highway or road construction including interchanges except to advantage transit such as providing adequate means for buses to access Halifax Shopping Centre and Mumford Terminal from Bayers Road. If a goal is to reduce the amount of parking in Downtown Halifax, it makes no sense to improve the road access to it. Also from an air pollution standpoint, it makes no sense to encourage sprawl development in areas economically difficult to impossible to serve by transit.

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2. There should be provision to get safely between transit stops and traffic generators such as day care centres, residential complexes and places of employment. Measures should include sidewalks and pedestrian crossings near the bus stops. City planners should ride the routes serving Burnside, Bayers Lake and others like the 22, 66, and 89 to see the problems people have getting between the bus and where they want to go.
3. A system of priority routes and transit stops should be established for snow clearance. The bus must be able to get to at least major stops and other priority stops and it must be safe to wait at them.
4. Zone fares should be considered so that shorter distance rides are less costly. One model might be the fare structure for New Jersey Transit bus where each zone is 4 miles by 4 miles, the first zone costs \$1.65 and the second zone is 95 cents more. In Halifax I would have free transfers and the same fare structure for all modes (rail, bus, ferry).
5. Determine what nodes can and should be connected by express bus.
6. All future transit centres should either part of a traffic generator (MicMac Mall and the Lacewood shopping centres are examples) or on street drive thru connected by pedestrian bridges if need be.
7. Consider having all container storage currently at Halterm moved inland connected by hourly rail shuttle. This would free up some land in the Point Pleasant Park area and remove trucks from downtown. The shuttle could also serve the transload facilities in Dartmouth.
8. Cooperate with private carriers to see if there is a market for all day service to areas such as Bridgewater or Windsor. I would like to see an every other hour bus between either Kentville or Wolfville and Halifax stopping somewhere in Windsor that is an easy on-off highway 101, Sackville or Bedford, Dartmouth Bridge Terminal and one or more bus stops in Downtown Halifax on the way to/from the Via station. It could be possible to integrate the fare structure with Halifax Transit such that 1 ticket would cover both the local bus and the inter-urban bus.
9. The web-site http://zierke.com/shuttle_route pages 43 – 48 give a suggestion as to what could be possible in the Halifax area. Since this was written in 2005, Stadler DMU equipment has been put in service by the Denton County Transit Authority that meets the United States Federal Railway Administration requirements for running on lines with mainline freight without time separation (freight only when passenger service isn't running) thus separation controlled by signals. Canada might allow the same for the Bombardier O-Train cars in Ottawa that are now surplus.
10. I.e Mans, France with a population of 146,105 and 293159 in the metropolitan area, Rouen, France with a population of 110,933 and 532,559 in the metropolitan area and Mulhouse, France with a population of 112,063 and 284,739 in the metropolitan area all have light rail systems that were built in the last 25 years. Mulhouse also has a tram-train that runs both on the national railroad and the light rail system. What matters is whether there are servable clusters of population and destinations attracting enough people to warrant having major transportation.

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Dated: Dec 22 2016

CREST Response to Integrated Mobility Study in lieu of Survey

A PURCELL'S COVE FERRY TO DOWNTOWN AND BIKE RACKS ON A TRAIN AT UNIVERSITY STATION.

Bold ideas for the Integrated Mobility Plan. Over the last month and representing public participation in decision making CREST (Communities and Residents for Sustainable Transportation Halifax) was fortunate to meet with senior transportation staff and also to attend an Integrated Mobility Plan Workshop.

In our meeting at Alderney Landing we reaffirmed the public's interest and desire for all forms of sustainable transportation for Halifax's future notably Commuter Rail and the proposed initiative to use the rail cut in a sustainable twenty-first century way as opposed to the 1970's idea of paving to make yet another road. We learned about the status of this issue and others and new factors contributing to transportation and integrated mobility planning including the Port of Halifax's independent study.

At the Workshop in Spryfield we participated in several transportation topics at tables which were both informative and well presented with good conversation ensuing. Transportation staff hosting the Workshop were impressive: young (for the most part!), bright, and personable and who really knew their stuff.

From conversation that night and based on CREST's on-going research and interest in promoting and representing the public on sustainable transportation issues for several years now come the following observations and hopefully constructive suggestions.

What was noticeable:

1. **Commuter Rail's Low Profile.** This exciting forward-looking concept with significant public support in Halifax as the Commuter Rail Study's follow-up meeting showed was barely visible from transportation staff. This is all the more surprising at this point as City Council to which staff answers has unanimously approved consideration of an unsolicited proposal from VIA to run a pilot project to partially relieve traffic congestion into Halifax. Not only that but the head of the Integrated Mobility Plan itself has come out as strongly supporting Commuter Rail as a serious option deserving support. VIA must be commended for this visionary proposal and needs a lot more encouragement from Councillors, from city staff, and the media.

At a Workshop table one map had an orange commuter rail line partially buried by a host of purple bus routes. This main rail line to the VIA station was not expanded to show another potential routing a spur line through Africville and along the waterfront to Irving Shipyard, or the potential rail shuttle along the Dartmouth waterfront between Burnside and Eastern Passage (and passing under the windows of transportation staff offices). At my table on bike lanes I brought up in addition to bike racks on buses the idea of bike racks on trains for commuting university students, Certainly, a panel at the back of the room

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showing Commuter Rail routes could have been part of the public workshops and a table with Commuter Rail as a topic for discussion would have been appropriate and timely. If there is a perception that there is not much public support for rail based on minimal discussion of the topic in all the public workshops held, then this factor of not actively promoting the concept needs to be considered.

2. The Freight Options Study. Another significant initiative being undertaken by transportation planning staff and key to the topic of integrated mobility was also not visible (or mentioned?). At a public meeting the public should be aware of all the parameters and what's currently on the table. What are freight options and how do they affect the plan and just as importantly citizens of Halifax? (Granted the study is new and was presented to the Transportation Committee around the same time as the Spryfield meeting). Key issues facing transportation in Halifax like truck congestion downtown: the future of Cogswell Interchange, paving the rail cut or using it to run a rail shuttle for containers, and future location of the port, etc. need discussion. Displays and conversation would have been informative and given those attending a greater sense of transparency on this. As well the whole study not just executive summary should be available on-line to the public and in the hands of all Councillors.

3. The Port of Halifax Study. It appears from media coverage that the Port Study will have a huge impact on any city study regarding transportation. (This may have been mentioned at the beginning of the night in the introduction which was missed). The significance of the Port Study as much as is known could have had a higher profile and explanation at the public workshops. While discussion at the tables were on other transportation topics it did not appear that citizens attending were greatly aware of these topics highlighted here and was staff prepared to engage in talking about them if they came up? A more recent related discussion point may be the Port of Sydney's plans and its potential impact.

Recommendations/Suggestions

1. As members of CREST and as taxpayers we would like to see as part of the Plan from this point forward that transportation staff be tasked to work on Commuter Rail to a greater extent and that it become a more important and serious component or option for integrated mobility. If Council is supporting this so far staff should be in synch and promoting it more actively, albeit that parts of the process may be sensitive and at times confidential. In addition CREST recommends that the public be kept informed of this work on Commuter Rail and its progress through regular updates by transportation staff. This could perhaps involve a committee representing citizens interested in sustainable transportation including CREST, Ecology Action Centre, Councillors, etc.
2. The Port's own study and the Port's relationship with the City need much more clarification, transparency, and public discussion and consultation. How does the City see this relationship? Who has the power? The Port and the city need to work together as equals. Because of its significance Council, city staff, and citizens need to be informed and involved in the decision making. As a major employer we all respect the fact that the Port is a hugely significant economic engine for Halifax. (I have been involved in port education for a number of years and this fall arranged a tour of Halterm for future NSCC students showcasing job opportunities in the

industry). At the same time Halifax's future built around sustainable integrated transportation needs to be considered as part of any Port Study or future plans. There needs to be a positive relationship between the Port and the City and not that one is more important than the other or that one side needs to defer to the other. Instead of waiting passively for the Port Study to be completed the City and Council should be proactive and outline what it hopes to see included that represents its interests and those of its citizens. CREST looks forward to public consultations and citizen participation in the Port of Halifax Study.

3. There needs to be greater transparency all around. There appears to be lots going on right now regarding sustainable transportation issues in Halifax. The roles and views of the multiple stakeholders involved need to be identified and understood for wise decision-making. Any and all information, studies, and opinions need to be openly shared with citizens and businesses who will be affected. One key stakeholder about which very little is known may be CN, owner of the rail line for VIA's proposed Commuter Rail and operator for the Freight Options proposed container shuttle train from Halterm. Where are they in this and have we heard? To what extent does CN have an interest in these green and innovative initiatives and also a civic responsibility to be involved? As wanting to be informed citizens what are we to make of the Commuter Rail Study's estimate of CN rental costs as being overly negative and higher than VIA's estimates?

Finally, a lighter and noteworthy historic fact that came up in side conversation after the public workshop has to be the story of the Northwest Arm Ferry. A councillor of the time and a transportation planner (and by times thesis advisor) combined to more or less singlehandedly start a passenger ferry service across the Northwest Arm for those wanting to beat the traffic at the Armdale Rotary. It was futuristic to say the least. Remarkably, this was somehow done independently and without the support of City Council. Hats go off to these two iconic figures for sustainable transportation in Halifax.

We appreciate the opportunity for input and hope it is helpful.

For CREST

...

Halifax

----- WRITTEN SUBMISSIONS -----

To: Mayor

Subject: Transit options

Hi,

With the horrible traffic in this city (and I have actually driven in many large cities in North America), I think you should look at another port city and their plan to improve the way people move around.

It is Seattle, WA.

They have a mix of very versatile, non-obstructive transit options, and driving and using transit there is wonderful.

I think it would be a good legacy to try to improve Halifax transit and help change the way people think about this city.

People shouldn't hate getting to work, and it shouldn't be stressful leaving for home at the end of the day.

Just my opinion.

Thanks,

...

Halifax.

28th April 2016

Competent Authority,
Bus Route Deciding Dept.
Metro Transit,
Halifax.

Dear Sir/Madam,

Negligence of decision makers of Halifax Metro Transit causing much inconvenience to daily

Bus commuters

Before the opening of the new Clayton Park Bus Terminal all the buses passes through the Previous Bus Terminal on the Willet St. Previous Bus Terminal gave tremendous convenience to

1. Thousands of passengers who reside in this community who get to their other connecting buses and get off from those buses at their departures which stop at this bus halt.
2. Distance passengers who wanted to get down at this bus halt to get done their errands since very essential shopping centres are located next to this bus stop
 - 2.a People who wants to go to the office of M/S. Diana Whalen MLA
 - 2.b Sobeys customers who purchase groceries and go back with heavy load
 - 2.c Two medical clinics (passengers who go there are sick people and possibly with mostly mobility issues.
 - 2.d Dental Clinics
 - 2.e Shoppers Drug Mart
 - 2.f Lawtor Drug Mart
 - 2.g Banks (RBC, Canada Trust, Pay Day Financial Services)
 - 2.h Hair salons
 - 2.i Tim Hortons and McDonalds.

Sometimes decision makers do not know that there are fairly good number of people Who depend on their services for daily meals.

Beside the above shopping centres there are much more shops and two churches for which passengers use this bus halt to reach those places.

When the new terminal started only route numbers 52 and 2, go through this previous hub.

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All the other bus routes now use different routes without coming to the previous hub. Passengers who want to come to this hub have to take minimum two buses. It waste their valuable time with lots of inconveniences. Specially passengers who are with lot of groceries and sick face lot of inconveniences.

So people who are in this area kindly request the competent authorities to arrange all the buses leaving and arriving the new terminal to come to the touch the Willet St. bus halt. Once any bus touches this Willet st. bus halt is not expected to stay long but consider as a normal bus halt. If you could work it out the public will be much pleased. Hope it will be not a heavy cost to Metro Transit.

Yours Truly,

c.c. Hon'ble M/s. Diana Whalen, MLA

Mr. Russell Walker, The Councilor Clayton Park Area

Very important Route # 16 and 89

From 10 Principles for Rebuilding Neighbourhood Retail

4 Honor the Pedestrian



Pedestrian movement creates shoppers to begin

There is nothing developed in an urban neighbourhood was considered to be better than nothing to exist. Regeneration has driven many communities to accept developments that are inappropriate for an urban street environment in an inappropriate pedestrian experience. Suburban-style pedestrian-deficient planning with large setbacks, parking lots that shield retail buildings from the street, parking lots that shield retail buildings from the street, inappropriate building design and scale, and lack of pedestrian amenities are some of the most significant mistakes that make many urban streets mean and scarcely walkable to shoppers.

Neighbourhood retailing that is meant to draw people into a neighbourhood, rather than simply improve it, is vital to retail quality and open-air activity, and often part of attracting the level of customer loyalty from the neighbourhood or beyond that is necessary for long-term growth. When pedestrians are not honored with a pleasant and enjoyable shopping experience, they usually choose competing locations that do a better job of meeting such an environment.

The first goal for a neighbourhood shopping street should be to satisfy the expectations and enhance the feelings of a neighbourhood's customers. Neighbourhood retail should not be structured in a way that encourages commuters to move quickly through the neighbourhood to reach other neighbourhoods. To other, neighbourhood streets have evolved in ways that make it easier and more enjoyable for shoppers and commuters to travel to other neighbourhoods than to stay and conveniently shop nearby.

■ Don't let traffic engineers rule the streets. Accommodating traffic is only one of many goals for successful shopping streets. Retail streets must balance the needs of the pedestrian and the needs of the automobile. Traffic must be calmed, and pedestrian amenities must be added for successful shopping streets to be viable.

■ Street width is an important determinant of retail success. In neighbourhood locations, wide streets form a great barrier to success since they make it difficult to establish either an intimate neighbourhood feel or a proximity connection.



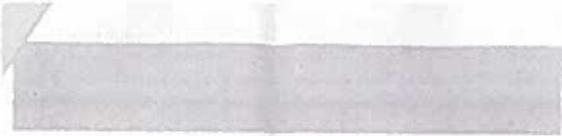
Successful single-lane retail streets are rare, so to improve chances for success, narrow the street or reconfigure a block and median that will do the best job of the street together into one retail experience and make it easier for customers to shop both sides of the street.

Landscaping and street interventions can be a useful investment opportunity to a neighbourhood's customers for pedestrians and drivers as in these streets. Photographs

■ Remember that street patterns also affect the pedestrian experience. In most cases, one-way streets should be converted to two-way streets to eliminate the recovery effect of one-way streets and give the streets more of a neighbourhood character.

■ Convenient parking must be designed to enhance the pedestrian experience and not detract from it. Traffic can be slowed by providing on-street parking. This type of configuration prevents shoppers from speeding traffic, allows shoppers to park in front of the store, and creates a stronger connection to the street.

■ Discourage multiple entrances to shops as they are accessible from the front sidewalk as well as from off-street parking areas.



- Pedestrian sidewalks should be added first along the blocks with the greatest concentration of activity or those with the greatest potential. In some cases, neighborhood shopping streets are too long and narrow blocks may no longer be suited for retail. In such cases, clearly designate the blocks that are targeted for widening and concentrate pedestrian amenities there first.
- Sidewalks should be wide enough to accommodate modern street vending providing enough space to allow an unimpeded pedestrian flow. Sidewalks should be paved at the curb line to allow wheelchair shoppers to stroll out to the shop windows. Resurfacing sidewalks with brick or patterned concrete also can have a positive effect.
- Creating the street is necessary to make it more comfortable for pedestrians. Improvements should include tree canopy that provides shade from dry sun, green streets where shoppers can linger and relax, and flowers and plants that add color and texture, tree benches, light standards, and parking lots.

VIABILITY

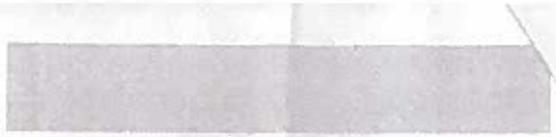
Encouraging to attract investment to an area, the city must do what it can to make the area more attractive. This means to do what it takes to get the ground to where they are interested in, and then work to find opportunities for a return on investment to not let the area fall into disrepair. The city should provide stability to the area and can take steps to attract investment.

ADAPTABILITY
 Buildings must look as though they belong to the neighborhood. Community in terms of scale, height, and placement should be more consistent when it is in a single block, and urban and suburban may vary and to blend into each other. The neighborhood character should be maintained by the design of buildings. Good urban features improve the quality of

the neighborhood in various ways. It can serve as a model of good design. People often think that urban architecture is automatically more fun than, from conventional standards, the standard would be to build a block in it. But what if it is not fun? Multiple of this would not necessarily be a good thing. Multiple of this would not necessarily be a good thing. Multiple of this would not necessarily be a good thing. Multiple of this would not necessarily be a good thing.

PERFORMANCE, INTEGRATION, AND DIVERSITY
 As to other design goals, such as sustainability, energy efficiency, and light standards, these are all important. As to other design goals, such as sustainability, energy efficiency, and light standards, these are all important. As to other design goals, such as sustainability, energy efficiency, and light standards, these are all important.

design elements of streets, such as the trees and greenery, lighting, and materials. A critical component to address is street lighting or lighting signs on buildings. There is a lot of talk about the importance of lighting, but the most important thing is to make sure that the lighting is not too bright and is not too dim. It should be a balance of light and shadow. A good lighting design can make a big difference in the way people feel about a neighborhood. It can make a big difference in the way people feel about a neighborhood. It can make a big difference in the way people feel about a neighborhood.

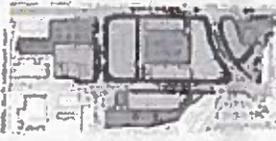


The city of San Rafael, California, encourages the development of housing as a way of bringing life to the neighborhood and creating a more vibrant and sustainable community.

- Landscaping, street furniture, and other pedestrian amenities should be thoughtfully designed as an asset to block retail right here for residents or shoppers.
- Sign's visibility for potential customers who are driving or walking by the store is as important for retail success as easy accessibility and parking.
- Lighting should be bright enough to ensure security in the evening, but outdoor lighting—often referred to as "store lighting"—should be limited to lower levels of light, which creates more inviting, less cluttered appearance, and a more inviting, comfortable, and welcoming feeling for shoppers.
- Set design standards and work with retailers regarding facade improvements, appropriate historic preservation measures, store signage, parking, window displays, and advertising. These details directly impact the customer experience.

5 Parking Is Power

Easy accessibility, high visibility, a sense of personal security, and adequate encouragement: parking are all preconditions for success in retailing, and without them retail likely will fail, regardless of the sophistication of the shopping environment or the quality of the location.



Parking is arguably the most important of these requirements because today's consumers, conditioned by their suburban shopping center experiences, expect nothing less than a guaranteed space close to their shopping destination every time they shop. Neighborhood streets that replicate the convenience and abundance of suburban parking— albeit in quite different configurations— will have edged one of the great distances that drive shopping decisions from their use the other: how can consumers get to the store?

An alternate form is the integrated structure of Washington, D.C., neighborhood parking located out to the city of Bethesda. This form is a distinctive, double-parkway and allows drivers to utilize much of the road's width.

Neighborhood parking is a geographic environment, where it is not designed to have large parking lots facing the street in front of the stores? How can conventional configurations be made that are clearly organized so that shoppers can find spaces in multiple locations that best to them?

A lot of parking accommodations without street. Street-level customers can park on the street, while shoppers arriving a longer way use part of the garage.



Use the street's parking requirements, but also recognize that parking needs will usually be less during neighborhood shopping events than in suburban shopping centers because more other shoppers will arrive on foot or by transit, bicycle or bicycle.

Recognize that parking needs also change over time. If a neighborhood gets improved transit service, parking needs may decline. Conversely, the introduction of additional retailers, changes in transit types, or a denser concentration of retailers on the street's popularity may also increase the number of parking spaces needed.

Provide access to a clear, evenly distributed supply of parking that includes on-street and off-street options. Encourage new employees to park away from store entrances.

On-street parking is critical for some retailers because it is the most convenient type of parking and provides the steady turnover of shoppers needed by stop-and-go retailers like coffee shops, dry cleaners, and specialty food stores.

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On-street parking—whether on- or off-street—should be designed to encourage people to use it. The time limits should be fairly relaxed so that the needed turnover actually occurs, but don't go overboard. Customers will shop elsewhere if they are turned off by unreasonable and inflexible adherence to the rules.

Off-street parking needs to be highly visible from the street, but it should not dominate the landscape, look as the retail district's main destination, or be located further than one block from store fronts.

Parking should be well lit, starting with clear signage directing customers to individual lots and lighting that is configured to ensure their personal safety and provide a well-lit area where they feel comfortable at night.

Alternative parking strategies—such as parking behind, above, or below the stores—should be considered in dense, high-value urban locations. If these configurations are used, parking must be seen as well-maintained, as visible as possible, and easily accessible or accessible only to those who need it.

Street parking should be planned to accommodate the parking needs of different groups of shoppers as they appear at different times of day. This will eliminate some empty spaces that otherwise would sit unused during periods of low activity.

Transit (bicycle-optional) shuttles, bus, light rail, and subway should be actively promoted by developers, retailers, and employers because it reduces parking needs, eases the street's visual clutter, and brings a greater diversity of demand.

Don't forget about bicycle parking. Bicycles are a growing part of the urban lifestyle and parking for them is always in demand. The need for bicycle parking is especially important in college communities and in neighborhoods with young, highly educated, and sophisticated residents.



On-street parking, along University Avenue, near Palm Beach, Florida.



The parking garage at University and College, Miami Beach, Florida.

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To: HRM Integrating Mobility Plan Team

From: It's More than Buses

Date: December 22, 2016.

Subject: Response to December 2016 public consultation.

IMTB was pleased to attend HRM's Integrated Mobility Plan public consultations on Nov. 30 and Dec. 1. We are very encouraged to see Halifax Transit staff developing ideas for transit priority that could, if done right, dramatically increase the quality of public transit in HRM, and dramatically increase the number of people who choose to take transit. At the same time, there were several ideas missing from the presentations that are essential to making HRM's transit better. What follows is a summary of what we liked and what we thought was missing.

Values and vision

1. *Integrated land use and transportation planning.* The single most serious omission from staff's presentations was a well-developed policy for integrating land use and transportation planning. HRM must adopt a policy that requires new major developments and civic infrastructure within the urban transit service boundary to be located on transit corridors. It must stop locating new developments and civic infrastructure where the land is cheap, and then trying to figure out how run new transit service out to those locations. The effect of the needed policy must be to prevent planning failures such as the recent decision to locate the Dartmouth four-pad arena far from any high-quality transit. Such decisions are pennywise but pound-foolish, since running high-quality transit service out to locations far from existing transit corridors forces Halifax Transit to take on enormous, ongoing operational costs. Those costs have the effect of degrading the quality of transit service everywhere else in the network.

2. *Inverted traffic pyramid.* By far the single most encouraging part of staff's presentations was the implicit commitment to transit priority measures and, more generally, prioritizing the needs of public transit over the free flow of private vehicle traffic. However, we believe HRM should explicitly enunciate that priority as a matter of policy. In particular, we believe that HRM should adopt the inverted traffic pyramid as a policy to guide any and all future transportation planning decisions.

Infrastructure

3. *Rail.* We are excited to see a strong commitment to developing plans for rail transit from Bedford to downtown Halifax.

4. *Bayers Road.* We are likewise excited to see plans for bus-only lanes on Bayers Road. We cannot overstate how strongly we believe those bus lanes are necessary. Our only concern is about possible construction timelines for those bus-only lanes. Getting buses moving faster than cars on Bayers Road is essential to making transit a better choice for more people, and this to increasing ridership. We believe HRM should commit to building those bus-only lanes as fast as possible.

5. *Robie Street.* We have been encouraged to see the ongoing implementation of transit priority measures on Robie Street. What was missing from the IMP presentations was a policy for reserving space on Robie Street to accommodate bus-only lanes that Halifax will certainly need in the future (whether that future is 10 years away or 30 years away). To ensure that sure busonly lanes remain an option for the Robie Street of the future, HRM must require that any new development on the east side of Robie Street, between Almon and Cunard, be set back from the road by sufficient space to allow for the construction of a bus-lane in the future.

6. *Dartmouth.* Missing from the IMP presentations were any ideas or plans for transit priority measures on corridors in Dartmouth, and any plans for a bus-only lane on the Dartmouth-side entrance to the MacDonald Bridge. Our understanding is that ideas for transit priority in Dartmouth will be included in the next round of IMP public consultations. We are eager to see those ideas. Transit priority corridors in Dartmouth, and getting transit through the bottleneck at the entrance to the MacDonald Bridge, are essential to building a high-quality transit network in HRM.

7. *Herring Cove Road.* We also believe Halifax Transit must start developing plans for transit priority on Herring Cove Road.

8. *A minimum standard for average route speeds.* Transit priority measures are not a one-size-fits-all solution. What transit priority measure is appropriate for a given location will depend on a number of context-sensitive factors. We are encouraged to see staff demonstrating that sensitivity

WRITTEN SUBMISSIONS

to context in their plans for Bayers Road and Robie Street. However, the transit system also needs standards. In particular, we believe Halifax Transit should adopt an explicit minimum average route speed for corridor routes and other high-ridership routes. That minimum average route speed would serve as a standard to tell staff when increased transit priority measures were required on a route: if the average speed of buses dropped below the minimum standard, staff would know they had to start developing plans for more aggressive transit priority measures to bring the average speed back up above the standard. Without such a minimum average route speed, there is no clear, unambiguous standard indicating when transit priority measures need to be implemented, nor how aggressive they need to be.

What I mainly wanted to say is that the way the city- with help- has made progress in increasing the bicycle paths, though long coming, has been very positive, and I hope one will continue against the odds. Cars seem to be getting more used to us now. I personally always liked to live in a small city like Halifax, not wanting to commute by car. However this is not possible for many.

Subject: Bus lanes

I fully support having dedicated bus-only lanes in the city and suggest that the idea could be taken further. Additional one-way streets downtown could allow for more bike lanes and bus lanes. We need to learn from European cities that have narrow streets, as Halifax does.

Subject: RE: Integrated Mobility

Hello,

I want to briefly state my support for Rod McPhail's proposal for a dedicated bus lane on Bayers Road between Windsor Street and the ramp to Highway 102. It think it's an excellent proposal that has the ability to greatly increase and encourage transit travel. I regularly commute by bus on this particular route and support the proposal 100%.

Subject: Traffic improvement

Hello,

I have always thought that traffic would move more easily if Quinpool Rd was inbound only (one way) from the rotary to the Willow tree intersection. The right hand lane would be buses and bicycles only. There would be left turning from the far left lane. No parking on Quinpool Rd. This would work well if the Willow tree intersection is made into a round about. Chebucto Rd would be one way outbound from Windsor street to th Armdale rotary. Again with dedicated bus and bicycle lane and no parking. A new bus would run a continuous loop from Mumford station, around the rotary down Quinpool downtown and then pick up Chebucto and back to Mumford station to connect to other buses.
Just a thought.

Subject: HRM Mobility Transportation Plan

Dear Editor;

HRM transportation seems to be getting away from promoting road widening, and getting back to ways to manage demand.

However, I don't see the critical mass existing to support ,for example,commuter trains from Bedford, or, unreliable high speed harbour ferry visions.

However, a monorail system could be established on the Peninsula, connected to a wheel of Park n Rides and bus routes. A monorail system on the peninsula would provide the critical mass.

I think a monorail system is worthy of infrastructure funding from all levels of government.

Yours truly,...

In the event that I'm not able to participate in one of these workshops, I'd like to offer the following observation. I would love to walk to work. However, I live in Clayton Park and to get over the railax, cut means I have a very unpleasant walk along 4 lane roads with heavy truck usage (pollution).

Do you agree? 🟢 🟡 🔴

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THE INTEGRATED MOBILITY PLAN

TIME TO SHAPE HALIFAX INTO A CITY FOR PEOPLE

This Council term will begin with major opportunities to transform the way people move and live in Halifax, the most prominent of which is the Integrated Mobility Plan. With a Council energized by new leadership, it's time to think about the "big moves" we can achieve to create a prosperous, just, and sustainable small city. Our groups have come together to identify the specific, major steps you can take to remake our streets into places for people. Beyond the Integrated Mobility Plan, there are opportunities to build on plans and funding sources that are already available to begin to make these changes now. Time to make it safe and inviting to walk, bike, take transit and to rely on car-sharing rather than car-ownership.

WE CALL ON HALIFAX TO:

Adopt Transformative Principles

- **Vision Zero:** Make the goal of achieving 0 traffic deaths through street design and slowing vehicle speeds the overarching priority of our transportation planning.
- **Inverted traffic pyramid:** Make walking the first priority for transportation planning, followed in order of priority by biking, transit, shared car services, and finally, private vehicles.
- **Complete Streets:** Adopt a Complete Street Policy including new street design standards that incorporate safe pedestrian crossings, wider sidewalks, bus lanes, and protected bike lanes.
- **Traffic diet:** Design road infrastructure within the Regional Centre to accommodate single-occupancy vehicle trips at 2016 levels and no more.

Make Transformative Investments in Infrastructure

- **Minimum Grid:** Fund Active Transportation sufficiently to establish a minimum grid of separated bike lanes in the Regional Centre that are safe for riders of all abilities and all ages within this term of Council.
- **Blue Route:** Achieve a 185km trail from Porters Lake to Lunenburg through downtown Halifax and Dartmouth by filling in just 12km of gap. Continue work on the Active Transportation plan's other greenway corridors to establish a regional network.
- **Bus Rapid Transit:** Establish a plan for a network of bus lanes, transit priority corridors, and infrastructure such as Bus Rapid Transit stations in time for the next round of Federal transit funding.



WRITTEN SUBMISSIONS

- **High Frequency Network:** Make major reforms to the Moving Forward Together Plan to achieve a cross-town network of bus corridors with an all-day frequency of 15 minutes or less. Hire an external expert to get it right. When it's ready, implement it in an efficient manner—not over multiple years.
- **Commuter Rail:** Start the planning process now for Transit Oriented Developments around future commuter rail stations.
- **On-street car-share parking:** Establish a permitting system for car-share vehicles to use on-street parking with the eventual goal of allowing one-way carshare trips.
- **Measurement:** Adopt or acquire technology to measure travel patterns across all modes of transportation. Measurement is necessary to achieve a cost effective system and to justify transformative investments.
- **Safe streets:** Reform the Red Book to include 30km/h street designs for residential streets. Cease measuring the success of streets in terms of traffic congestion ("Level of Service") and measure instead safety and total people moved by all modes.
- **Begin acquiring an electric bus fleet:** Do not wait for a long-term study; our main streets and air quality need it. Prevent Halifax Transit staff from wasting resources on a natural gas fleet.
- **Alternatives to Parking Requirements:** Require developers to provide funding for carshare, transit infrastructure, or other alternatives in lieu of parking requirements, where parking is not necessary.
- **Quickbuild Projects and Open Streets:** Provide support, including proper permitting, for temporary projects that can transform our streets for short periods of time in the interest of testing and evaluating design options.
- **Funding:** Seek out provincial and federal funding programs and partnerships to support investment in infrastructure.



SUPPORTING ORGANIZATIONS

- Bicycle Nova Scotia
- CarShare Atlantic
- Ecology Action Centre
- Fusion's Urban Development Action Team
- Halifax Cycling Coalition
- Heart and Stroke Foundation
- It's More Than Buses
- Our HRM Alliance
- Transport Action Atlantic
- Walk n' Roll



COLLECTIVE RESPONSE: INTEGRATED MOBILITY PLAN

The Integrated Mobility Plan is Halifax's greatest opportunity to become a healthy, sustainable city with 21st Century transportation. Because the plan focuses on the integration of transportation modes to form a more sustainable system in Halifax, the Ecology Action Centre, Halifax Cycling Coalition, Bicycle Nova Scotia, Walk N' Roll Halifax, It's More Than Buses, Heart & Stroke Foundation, CarShare Atlantic, and Transportation Action Atlantic came together to determine what big moves we'd like to see from the Integrated Mobility Plan. As a collective, we wish to express our excitement at the decisive proposals we have so far seen in the plan to create a complete network of transit corridors, bike lanes, and safe, walkable streets. We believe the plan has adopted the correct principles and rightly emphasizes creating streets for people and the integration of transportation and land use decisions.

To build on this work, our collective feels that more detail and deeper discussion is necessary for us to be confident that the implementation of the ideas presented will result in a dramatic shift in the way people get around in Halifax. In the engagement sessions, there was little discussion about designing networks for the different modes including alternative routes, how those networks complement each other, and how each of these actions will come together to truly create a multi-modal transportation system for Halifax. We ask that, after reviewing our feedback, staff host stakeholder engagement sessions that will allow us to delve into some of these questions and work together toward a more impactful Integrated Mobility Plan.

The feedback in this document is based on a set of principles and priorities that we, as a collective, determined crucial to the transformation of our transportation networks in Halifax. The original document that outlines these principles and priorities was presented to various members of the newly-elected council and has been attached for your purposes.

GOALS, MEASUREMENT, & EVALUATION

Not only do we need to be setting goals for reducing the number of car trips but also increasing the number of trips taken on foot, by bike, on transit, or through shared-mobility options like car sharing. We need to establish good baseline data and a way to measure the progress that is being made on the goals that have been set. Not only is this crucial for future decision-making and planning for sustainable transportation but it is necessary for evaluating any of the actions implemented from the Integrated Mobility Plan.

TRANSPORTATION DEMAND MANAGEMENT

What We Liked

- Proposed expansion of the SmartTrip programs. *More detail needed about how it will integrate with other actions.*

What Was Missing

- Information about how car sharing can and will be increased and integrated
- Information about how to support electric vehicles

COMPLETE STREETS

What We Liked

- Proposed adoption of Complete Streets guidelines for street design, including a prescribed design process
- Well-designed Complete Streets activity got people thinking about the function of different streets for different modes

What Was Missing

- Explicit focus on safety for people walking and people cycling. *A road safety strategy is a good start but a Vision Zero policy is crucial for ensuring that we take safe street design seriously.*
- Adoption of the pedestrian-first approach to street and network design. *There needs to be a stronger impetus for prioritizing the movement of people before cars.*
- Commercial and local residential street standards designed for 30km/h speed limits. *The province has indicated to the Active Transportation Advisory Committee that they will sign off on such standards if Halifax produces them in the Integrated Mobility Plan. It is paramount that we do not waste this opportunity to design our streets to be safe and to enforce safe driving on streets like Spring Garden.*

WRITTEN SUBMISSIONS

ACTIVE TRANSPORTATION

What We Liked

- Three year implementation goal for active transportation infrastructure and improvements
- Proposed regional greenway network and priority gaps to be addressed

What Was Missing

- Communication of the long-term vision for the cycling network in Halifax. *The minimum grid network that was presented for implementation in 2020 does not appear to constitute a functional minimum grid for the Peninsula.*
- More information required to demonstrate plan does not compromise directness and connectivity of minimum grid. *Key corridors including Agricola Street, Joseph Howe Drive, Boland Street and Portland Street have been left off the map. Robust discussion of rationale and potential reevaluation of these decisions is needed to build public confidence in the plan.*
- Communication of the type of facility being considered for each route in the minimum grid for cycling. *Staff should have some idea as to what is being considered based on traffic volumes and speeds along each street.*
- A plan to connect regional cycling routes to the Nova Scotia Blue Route
- Mechanisms or strategies for applying the equity lens to the implementation of active transportation infrastructure

TRANSIT PRIORITY

What We Liked

- Dedicated bus lane project on Bayers Road
- Option for commuter rail on the rail cut

What Was Missing

- Better transit connections, including transit priority, to the MacDonald Bridge on the Dartmouth side and to Dartmouth communities
- Measurable standards to determine what level of transit priority a route should receive, such as average bus speeds
- Communication of potential frequency along transit priority corridors
- Potential for community or rural transit to provide service to communities that need it most
- A clear strategy for integrating land use and transit in HRM to ensure that we continue to work towards a more sustainable pattern of development with respect to transportation
- Strategy for connecting to other transit systems operating within Nova Scotia

LAST THOUGHTS

The Integrated Mobility Plan has the ability to truly transform our transportation systems in Halifax. Based on the ideas presented in the last engagement sessions, the Plan seems poised to address many of the barriers that exist for people to walk, cycle, take transit, and use shared-mobility options like car sharing. More clarification and further thought is needed, however, to ensure that the Plan achieves the kind of impact that it intends to. As a collective, we appreciate the time taken to review our feedback and recommendations and look forward to discussing these ideas further with the Integrated Mobility Plan team.



HALIFAX

INTEGRATED
MOBILITY PLAN