



HALIFAX

INTEGRATED MOBILITY PLAN

Phase 3 Public Engagement

August 2017

Prepared for
Halifax Regional Municipality

Prepared by
O2 Planning + Design Inc.

Draft Plan

The third phase of public engagement for the Halifax region's Integrated Mobility Plan sought feedback on the draft Plan's key principles, directions and actions, and project evaluation criteria.

PUBLIC ENGAGEMENT OVERVIEW

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

Working towards this vision, the Integrated Mobility Plan project team hosted three rounds of public consultations culminating in a series of open houses in April 2017. At the six events, community members were invited to discuss the draft Plan's key principles, directions and actions, and project evaluation criteria.

The workshops were held at Cole Harbour Place, Halifax Central Library, Nova Scotia Community College Waterfront Campus (Woodside), Nova Scotia Community College Technology Campus (Leeds Street, Halifax), Ecole Secondaire du Sommet (Bedford West), and Acadia Hall (Lower Sackville). These locations were chosen for both their size and easy access, enabling surrounding residents and commuters from beyond the metro area to attend. Each location hosted one two-hour session, staffed by the IMP project team.

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

- » @hfxgov Twitter posts (44,500 followers)
- » Facebook event posts (12,819 people reached)
- » Facebook promoted ad (32,602 people reached; 75,349 impressions)
- » Digital screens at public facilities (40+ screens)
- » Posters in the Downtown core
- » Web banner on Halifax.ca
- » Halifax.ca/integratedmobility
- » Advertisements in Metro (44,000 daily readership)
- » Advertisements in Community Herald (141,590 circulation)

Over the course of six open houses, approximately 165 people committed two hours out of their day to discuss the draft Plan. 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 people to look at the online information panels and answer 10 questions:

- » What do you think about the directions and actions for...
 - » Land Use?
 - » Complete Streets?
 - » Transportation Demand Management?
 - » Active Transportation?
 - » Transit?
 - » Goods Movement?
 - » Road Network?
 - » Parking?
- » Do you agree with how the draft Prioritization Model evaluates projects?
- » What do you like about the draft Prioritization Model? How would you change it?

In total 179 people completed part, or all, of this survey.

OVERVIEW

In addition to the workshops and online survey, seven groups and individuals made a phone call or submitted emails, letters or other material outlining their thoughts for the Integrated Mobility Plan.

This What We Heard Report is divided into three sections:

- » **Key Insights & Next Steps:** This section includes project team observations from the workshops and the survey, as well as next project steps.
- » **Public Comments:** This section summarizes non-place specific ideas relating to land use, complete streets, transportation demand management, active transportation, transit, goods movement, the road network, parking, the draft Prioritization Model and other ideas. Responses are grouped into themes and (x) refers to how often that response was mentioned.
- » **Suggested Connections:** This section lists all the suggested place-specific transportation connections received during the engagement period. These responses are also grouped into themes and (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 Halifax region.

Overall, responses revealed that there is strong support for the directions and actions of the draft Plan and participants are keen to see it implemented. Many participants noted the importance of integrating land use, community design and sustainable transportation options.

The two hour workshops were well-received and the project team received very useful comments to inform further analysis and planning. Participants provided a variety of comments ranging from general goals, considerations, insights and ideas, to suggestions for actions and directions.

Responses and suggestions in the online survey matched very closely to what was identified by people at the workshops. Of note, 1034 people visited the survey page and 179 (17%) of those people completed all, or part of the survey. This is the highest number of survey responses received for an Integrated Mobility Plan engagement phase, compared to 165 responses for the first phase and 74 responses for the second survey. However, the response rate was the lowest, compared to 25% for the first survey and 35% for the second survey.

There were several comments about the small size of the text on the information panels, particularly the panel on the draft prioritization model, and 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. Several people also reported difficulty accessing the online survey. Future engagements for other projects should anticipate and iron out such technical issues to avoid hindering full participation.

OVERVIEW

Key points raised during this engagement include:

LAND USE

- » Many people supported and were excited about the concept of Complete Communities, with shops and services within reach of active transportation and transit. Others felt like the actions and directions were too urban-focused.

COMPLETE STREETS

- » Updating the Red Book (municipal street design specifications) to prioritize walking, cycling and transit when allocating road right-of-way was welcomed by many people.
- » Engaging people on street design and redesign was welcomed, although there was some concern this may delay simple projects.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

- » Flexible work practices are generally supported although there was uncertainty about HRM's ability to influence employers.
- » TDM must be coupled with improving the transit system for people to choose it as a mode.

ACTIVE TRANSPORTATION

- » As with the last survey, 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.

TRANSIT

- » There is support for commuter rail, but some feel that we should focus instead on optimizing the bus system.
- » Transit must be competitive with driving for people to choose it over their cars.

GOODS MOVEMENT

- » People are interested in options that would lead to fewer transport trucks in the downtown.
- » The project team should consider the potential for off-peak truck deliveries and pick-ups.

ROAD NETWORK

- » Managing instead of eliminating congestion was supported, and people thought that the focus on people instead of cars was refreshing. Some felt that the directions and actions were too vague.

PARKING

- » There was significant interest in using information technology to help people find and pay for parking spaces.
- » Comments were often divided: some people felt that parking availability should be reduced, while others felt there should be more spaces.

DRAFT PRIORITIZATION MODEL

- » Unfortunately a number of people noted that the small size of the text on the example prioritization model made it difficult for them to provide comments.
- » People liked that projects would be evaluated against the Four Pillars of Integrated Mobility, although some people felt that more objective or measurable criteria should be included.

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. The information collected at the workshops and through the online survey and submissions will help shape the final plan that will be put forward to Regional Council in the fall of 2017.

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

PUBLIC COMMENTS

What do you think about the directions and actions for...

Land Use?

Things I really like or support

- » The directions and actions in general (42)
- » Transit oriented/complete communities (14)
- » Commuter rail (8)
- » Curbing sprawl (4)
- » Reduced car dependency (3)
- » Transit Priority Corridors (3)
- » Station Area Plans (1)
- » Prioritizing active transportation/transit over cars (1)
- » Fewer cars in the downtown (1)
- » Plan includes land use (1)
- » Increasing housing density (1)
- » Limiting creation of new roads (1)
- » Linking transit and high-density employment areas (1)
- » Greenways (1)
- » Active transportation infrastructure (1)
- » Focus on people instead of cars (1)
- » Commuter transportation options for Bedford (1)

Things to improve or change

- » Directions and actions are vague (5)
- » Too much focus on urban areas (6)
- » Not enough demand for transit oriented/complete communities (5)
- » Unlikely to reduce car dependency (4)
- » Not enough people to support commuter rail in Dartmouth (2)
- » Transit priority corridors will negatively affect neighbourhoods/quality of life (2)
- » Favours developers (2)
- » Focus more on active transportation (2)
- » Transit oriented communities will negatively impact neighbourhoods (1)

- » More family homes, not high-rise buildings (1)
- » Unlikely to increase cycling or transit use (1)
- » Commuter rail too expensive (1)
- » City too small to support rapid transit (1)
- » Still extend roads to less dense areas (1)
- » Large areas without transit (1)
- » Roads reduce congestion not housing and transit (1)
- » Not relevant for Eastern Passage (1)
- » Some Transit Priority Corridors are in low density areas (1)
- » Many identified areas for transit oriented communities are already developed (1)
- » Ferry route should be more defined (1)
- » Map does not show proposed bus terminal in Middle Sackville (1)

Land use planning

- » Get planning right for TOCs, then add bus lanes/commuter rail (1)
- » Plan communities so transit service can begin soon after development (1)
- » Transformative changes instead of small changes (1)
- » Plan and acquire land now to link communities to rail and ferries (1)
- » Plan and acquire land now for transit routes (1)
- » Coordinate land use planning/housing policy to protect rental and affordable housing in TOCs (1)
- » Allow basement apartments to increase density and transit ridership (1)
- » Greater barriers to development in areas that can't be served by transit (1)
- » Proactive not reactive (1)
- » Higher development charges for development outside the core (1)
- » Don't grow in Green Network Plan greenbelt areas (1)
- » Collaborate with province to site public facilities (1)
- » Buildings must be accessible for all (1)

- » Proactive transportation planning needed (e.g. planning now for Bayers Park Health Centre) (1)
- » Locate office/employment outside the downtown (1)

Community design and planning

- » Increase density with tall buildings (3)
- » Work/home should be easily accessible by transit (2)
- » Ensure developments support active transportation/transit (2)
- » Buildings should have adequate pedestrian access (2)
- » Include accessible pedestrian routes in each site plan for any business (1)
- » No large parking lots between buildings and sidewalks/transit stops (1)
- » Grocery stores within walking distance of transit (1)
- » Hospitals/clinics within walking distance of transit (1)
- » Compact, "town centre" communities (1)
- » Appealing housing in areas conducive to vehicle-free living (1)
- » Increasing density should not be at cost of historic buildings (1)
- » Green space is essential (1)
- » Better access to lakes (1)

Transit Oriented Communities (TOCs)

- » Need great transit service (3)
- » Frequent service to TOCs (2)
- » Support with reliable services like rail and ferry (1)
- » Why are TOCs located on lakes and protected undeveloped areas? (1)
- » Complete communities Bedford West and South? (1)
- » Less appropriate for families (1)
- » Medium-height buildings not tall (1)
- » Residents in TOC areas may need encouragement/support to accept greater density (1)
- » Generous amounts of Park & Ride parking (1)



Total Ideas:

191

Land Use

Continued

Other ideas

- » Need options for people in rural areas (2)
- » Seems very long term (1)
- » Focus more on transportation (1)
- » Focus on decreasing road infrastructure rather than curbing sprawl (1)
- » Focus on improving transit (1)
- » Downtown living too expensive for families (1)
- » Should consider Burnside-Sackville highway (1)
- » Encourage working from home (1)
- » Use rail cut for commuter rail/trucking to avoid road expansion (1)
- » Car-free access for seniors to hospitals/stores (1)
- » Culture shift needed (1)

Implementing the directions and actions

- » Success depends on implementation (2)
- » Devote staff resources (1)
- » Worry that implementation will take too long, allowing poor development to occur (1)
- » Engage communities that surround transit terminals (1)
- » Implement without alteration (1)
- » Engage people who don't use transit to find out why (1)
- » Law should require walkways and crosswalks connecting bus stops and city sidewalks to store fronts (1)



What do you think about the directions and actions for...

Complete Streets

Things I really like or support

- » The directions and actions in general (44)
- » Prioritizing walking, bicycling and transit when allocating road right-of-way space (12)
- » Engaging the public/stakeholders when redesigning streets (8)
- » Focusing on people instead of cars (4)
- » Prioritizing active transportation (2)
- » Multi-modal level of service (2)
- » Updating the Red Book (2)
- » Urban forestry (2)
- » Being innovative through design (1)
- » I will walk and cycle more (1)
- » Complete Streets Guiding Principles (1)
- » These ideas will attract people to Halifax (1)
- » Making it easier/safer to move around without a car (1)
- » Bicycle lanes and greenspace will make city more beautiful (1)
- » Strategy to measure and evaluate the effectiveness of Complete Streets (1)
- » Greenscaping (1)

Things to improve or change

- » Actions and directions are vague (7)
- » Too much focus on cyclists/special interest groups (4)
- » Too much focus on the downtown (4)
- » Will cause traffic congestion (3)
- » Not everyone can walk or cycle (e.g. people with limited mobility) (3)
- » Bicycle lanes/removing parking hurts businesses (2)
- » Don't remove parking for bicycle

- lanes/wider sidewalks (1)
- » Consultation not needed for simple projects (1)
- » Bicycle lanes remove parking needed by aging residents (1)
- » Focus on street repair, not active transportation infrastructure (1)
- » Removing parking reduces accessibility (1)
- » Design streets for personal commute systems (e.g. mini-self-driving cars), not all modes (1)
- » Ignores needs of drivers (1)
- » Already too many bicycle lanes (1)
- » Complete Streets not a good use of resources when most people drive (1)
- » Directions and actions don't connect (1)
- » Unclear if actions are mandatory (1)

General comments

- » Increase cost of driving/make less convenient (3)
- » Walking is as important as cycling (2)
- » Support more engagement but worry people will resist change (1)
- » Aging population needs better transit (1)
- » Reduce car dependency (1)
- » Improve transit (1)
- » Improve congestion (1)

General planning

- » Encourage active transportation (2)
- » More emphasis on commuter rail (2)
- » Curb urban sprawl (2)
- » Not all streets can be complete (use quieter side streets instead) (1)
- » Climate-specific design for public roads, walkways and bikeways (1)
- » Take a "Vision Zero" approach, not "Towards Zero" (1)
- » Complete Streets must be safe streets (1)
- » Encourage cycling (1)
- » Redesign car-oriented Growth Centres (1)

- » Address residential "cut-through" streets (1)
- » High rise buildings create wind tunnels (1)
- » Prioritize safe routes for children to walk to school (1)
- » Prioritize dedicated transit lanes (1)
- » Balance needs of pedestrians and drivers (1)
- » Construct Complete Streets prior to development (1)
- » Stay current and do continuous improvement (1)
- » More advanced warning for street closures (1)
- » Design around Green Network links (1)

Components

- » Bicycle lanes (5)
- » Street trees/landscaping (4)
- » Crosswalks (2)
- » Reversing lanes (2)
- » Centre boulevards (2)
- » Transit lanes (1)
- » Wide sidewalks (1)
- » Gathering places (1)
- » Fewer parking lots (1)
- » Better transit shelters (1)
- » Sidewalks on each side (1)
- » Greenspace (1)

Design and planning

- » Slower traffic speeds (6)
- » Narrower streets (5)
- » Repurpose street parking for bicycle and transit lanes (3)
- » Traffic calming (2)
- » Pedestrian-friendly (2)
- » Human scale (1)
- » More underground/multi-level parking structures (1)
- » More distance between pedestrians and vehicles (1)
- » Bury utilities (1)
- » Grid system (1)
- » Separate vehicle transit and bicycle lanes (1)
- » Design for 75% transit use, 25% vehicle use (1)
- » Need changes to traffic engineering priorities (1)
- » Easier to design new Complete



Total Ideas:

221

Complete Streets

Continued

- Streets that achieve through redesign (1)
- » Widen some roads (1)
- » Difficult to predict impacts of diverse street designs (1)
- » Must be practical (1)
- » Convert some narrow streets to one-way and add cycling lane (1)
- » Less bright street lighting (1)
- » Remove street parking on some streets to improve traffic flow and cyclist safety (1)
- » Bicycle lanes trump parking (1)
- » Car-free streets (1)
- » Make active transportation safe and pleasant (1)
- » Design for all modes (1)

Functions

- » Streets can be destinations (1)
- » Some streets can prioritize car use to make other streets more walkable/cyclable (1)

Implementing the directions and actions

- » Community team of professionals and volunteers (1)
- » Focused action needed (1)
- » Implement even if some people oppose (1)
- » Political will/staff commitment needed (1)
- » Forward thinking needed (1)
- » Don't favour developers (1)
- » Implementation will be difficult and expensive (1)
- » Keep pressure on for a default posted speed (1)
- » Change provincial laws to reduce residential speed limits (1)
- » Time and space to experience public pavement in new ways (e.g. SWTICH: Open Street Sundays)

Other comments

- » Interested in future of Bedford Highway (1)



Total Ideas:
221

What do you think about the directions and actions for...

Transportation Demand Management

Things I really like or support

- » The directions and actions in general (49)
- » Flexible work arrangements (flexible hours) (8)
- » Expanding car share locations (6)
- » Employer transit pass program (EPass) (6)
- » Working with schools/universities (5)
- » Flexible work arrangements (telecommuting) (4)
- » Sustainable commuting modes (3)
- » Bicycle share (2)
- » Programs for youth (2)
- » Fewer cars on the road (1)
- » Working with employers (1)
- » Employer ridesharing programs (1)
- » Flexible work practice pilot program (1)
- » Reducing demand to avoid extension of road infrastructure (expensive) (1)
- » Ride share (1)

Things to improve or change

- » Directions and actions are vague (3)
- » Unlikely to shift behavior (7)
- » HRM has limited ability to impact work practices (6)
- » TDM limits options (2)
- » Will work for urban dwellers but not rural (2)
- » Wrong focus (1)
- » Promote public awareness of travel options, rather than try to change work patterns (1)
- » Car share not a concern for HRM (1)
- » Car share outside the core defeats purpose of removing cars from the core (1)
- » Too youth-focused, include seniors (1)
- » Ride sharing doesn't

accommodate emergencies/ flexible hours well (1)

- » Not enough car share locations for it to be viable (1)
- » TDM not a good use of resources (1)
- » Working with schools/universities unlikely to be effective (1)
- » Flexible work hours not feasible for many businesses (1)
- » Plan focuses too much on transit (1)

General comments

- » Schedules of daily life make taking transit difficult (2)
- » Difficult to change behavior (2)
- » Lower priority than transit and active transportation (2)
- » Other modes must be convenient (1)
- » TDM important for peninsula with limited routes to and from (1)
- » Difficult to change work routines (1)
- » There are more commuting choices in the downtown (1)
- » Culture shift needed before people will take transit (1)
- » Transit important for shopping/ medical appointments, not just commuting (1)
- » Only traffic problems in Halifax are during peak times (1)

Incentives

- » Discounted bus fares for students (3)
- » For carpooling (1)
- » For parents who drive children (1)
- » Free transit for seniors (1)
- » Introduce carpool lanes, require at least 3 people (1)

Discourage driving

- » Make driving less convenient (3)
- » Congestion pricing (2)
- » Tolls (2)
- » Car-free corridors at peak hours (1)
- » Schools/universities should provide less parking (1)
- » Raise MacDonald Bridge toll to encourage ferry use (1)
- » Increase cost of parking (1)
- » Increase cost of driving (1)
- » Ban non-commercial vehicles during weekdays (1)

Bicycle Share

- » Less convenient with mandatory helmet use (2)
- » Delay program until network more complete (1)
- » Bike share app (make sure tourists can use with non-Canadian number) (1)

Car Share

- » All development should provide a car share space in exchange for reduced parking requirements (1)
- » Guaranteed ride home programs (1)
- » One-way carshare (e.g. Car2Go) (1)
- » Enable through regulatory changes (parking exemptions, use of priority lanes) (1)
- » Add locations near urban transit service boundary (1)

Employer Programs

- » Work with local businesses to designate carpool spots near popular bus routes (1)
- » Secure bicycle parking (1)
- » Lower cost of transit pass (1)
- » Flexible work arrangements most realistic for large companies (1)
- » Encouraging employers to provide flexible work arrangements will take time but it is worth it (1)



Total Ideas:
226

Transportation Demand Management

Continued

Education and Promotion

- » PSAs (Public Service Announcements) for street diversions, new routes etc should always include a map (2)
- » Better PSAs for road construction (2)
- » For drivers on sharing the road (1)
- » Campaigns for sustainable modes (1)
- » Encourage professionals to take transit (1)
- » Promote/encourage transit use during large city events (1)
- » Better promote SmartTrip program (1)
- » Bicycle lanes to peninsula, then travel by bus (1)
- » Zoning to encourage home businesses (1)
- » Don't locate healthcare facilities in car-dependent areas (1)
- » Tax all residents for free transit use with a Nova Scotia ID (1)
- » Road construction during evening areas, especially in busy areas (1)
- » Focus on Burnside, many people work there and transit is limited (1)
- » Would use Park & Ride more often if able to buy a day pass (1)
- » E-passes for income assistance clients (1)
- » Provide maps showing alternative routes when closures occur (1)

Other ideas

- » Focus on improving transit (13)
- » More Park & Ride (5)
- » Better transit service for people who work weekends/shift work (3)
- » Focus on commuter rail (2)
- » Free parking at Alderney ferry terminal (1)
- » More ferry service (1)
- » Support with better bicycle infrastructure (1)
- » Free round trip transit from Park & Ride to downtown (1)
- » More office/commercial in downtown Dartmouth to balance traffic (1)
- » Work with province to site major employers/destinations (1)
- » Flexible work arrangements for provincial employees (1)
- » SmartTrip for provincial employees (1)
- » Prioritize schools for upgrades to active transportation infrastructure (1)
- » Complete Communities (1)
- » Keep bicycles out of high traffic areas (1)

Implementing the directions and actions

- » Needs support of employers (3)
- » Set targets for trips moved off peak (1)
- » Difficult but necessary to implement (1)



Total Ideas:
226

PUBLIC COMMENTS

What do you think about the directions and actions for...

Active Transportation

Things I really like or support

- » The directions and actions in general (35)
- » Focus on active transportation (3)
- » Greenways (2)
- » AAA (All Ages and Abilities) bicycle network (2)
- » Sidewalk on Herring Cove Road (2)
- » Sidewalk on Dutch Village Road (2)
- » Sidewalk on Windmill Road (1)
- » Winter maintenance strategy for bicycling facilities (1)
- » Dartmouth to Porters Lake connection (1)
- » Musquodoboit Harbour to Porters Lake connection (1)
- » Expansion of bicycle network (1)
- » Bicycle share system (1)
- » Giving walking and cycling equal priority to vehicles (1)
- » Connection from Burnside to Bedford/Sackville (1)
- » Dartmouth-Halifax connection (1)

Things to improve or change

- » Don't invest in cycling (cold, rainy weather) (4)
- » Don't invest in cycling (ridership is too low) (4)
- » Active transportation not suitable option for aging population (2)
- » Bicycle lanes take away parking and driving lanes (2)
- » Focus on transit instead (2)
- » Network too expensive (1)
- » Already too many bicycle lanes (1)
- » Active transportation not practical with weather and commuting distances (1)
- » Not everyone can walk or cycle (1)
- » Doesn't address Eastern Passage, Cow Bay or Rainbow Haven Provincial Park (1)
- » Maynard Street residents and cyclists not convinced about contra flow bike lanes – it may surprise or annoy drivers who are not used to it (1)

- » Add connection for cycling to Herring Cove Road to 2020 Network (1)
- » Add Mainland Linear Trail to 2020 Network (1)
- » No ideas about snow storage, which is along some of our trails/trailheads (1)
- » Trails and Greenways - maps are out of date (1)
- » Actions and directions are vague (1)

General Active Transportation

- » Improve safety (8)
- » Great physical activity (2)
- » Improve connectivity (2)
- » Focus on downtown not commuter routes (1)
- » Provide commuter routes (1)
- » Age-friendly principles (1)
- » Corridors for walking and cycling only (1)
- » Don't remove car parking (1)
- » Don't use trailheads for snow storage (1)
- » Improve rural sidewalks and road shoulders (1)
- » Address steep grades/topography (1)
- » Properties near active transportation corridors should allow through-traffic (e.g. NS Power building provides waterfront access) (1)
- » Improve crossings over 100 series highways (1)
- » Pedestrians and cyclists must take responsibility for safety (1)
- » Prioritize walking over cycling (1)
- » Use routes for recreation too (1)
- » Use existing infrastructure (e.g. old rail right-of-ways) (1)
- » Active transportation-only routes during peak hours (e.g. Spring Garden Road) (1)
- » Trails (1)
- » Improving transit will increase active transportation (transit users must walk to and from stops) (1)
- » High school students without busing should be able to safely walk/cycle to school (1)
- » Integrate into community design (1)
- » Inherently less accessible but for most can be part of a healthy lifestyle (1)

- » Grade essential for wheelchair access, current trail system only ~10% accessible (1)
- » Crime Prevention through Environmental Design (CPTED) (1)

Amenities

- » Benches (2)
- » Integrate native plantings into rest spots (1)
- » Lighting (1)
- » Shade (1)
- » Bus bicycle racks (1)
- » Bicycle repair stations (1)
- » Greenery (1)
- » Public art/interesting bicycle racks (1)

General Cycling

- » Improve safety (2)
- » Better infrastructure will encourage more cycling (2)
- » Cyclists should have a license (2)
- » Armdale traffic circle is difficult to bicycle (2)
- » Lobby province to drop helmet law for adults (2)
- » Interest in bike connection from Woodside to Shearwater base (1)
- » Address bicycle safety (lights and helmets) (1)
- » Entering/exiting the peninsula on a bicycle is difficult (1)
- » Should be taxed (1)
- » Enforce cycling laws (1)
- » Don't allow cycling on roads (1)
- » Support cycling (1)

Bicycle Lanes

- » Protected bicycle lanes (10)
- » Off-street pathways (7)
- » Multi-use pathways (5)
- » More bicycle lanes (4)
- » On quieter streets (4)
- » On main/arterial streets (3)
- » Allow bicycling on sidewalks (3)
- » Wider bicycle lanes (2)
- » All Ages & Abilities (2)
- » Improve connectivity (2)
- » Should be safe for children to use (2)
- » Address steep grades/topography (2)
- » Improve winter maintenance (1)
- » Grid of protected lanes (1)
- » Implement complete network, not piecemeal (1)
- » Connect bicycle lanes (1)



Total Ideas
285

Active Transportation

Continued

- » Traffic calming on protected and local routes (1)
- » Better design for bicycles to merge with traffic when bicycle pathways end (e.g. bottom of Mt. Hope needs improvements) (1)
- » Design so lanes do not pass through pull-off bus stops (1)
- » Not on downtown two-way streets (1)
- » Only install if they don't reduce traffic lanes (1)
- » Bicycle lane strategy should be more aggressive (1)
- » Fix pot holes quickly (1)
- » Enforce no parking in bicycle lanes (1)
- » Shared crosswalks (1)
- » Difficult to cycle to and from peninsula (1)
- » More recreation pathways (1)
- » Maintenance (1)
- » Address pedestrian/cyclist conflicts (pedestrians can endanger cyclists) (1)

General Pedestrian

- » Improve safety (1)
- » Traffic calming for safety (1)
- » Weatherproof walkways in downtown core (1)
- » Walking Charter and Walk 21 (1)
- » Halifax needs more focus on walking (1)
- » Who is the IMP Team's walking advocate? (1)

Sidewalks and Crossings

- » Improve winter maintenance (6)
- » Should make walking safe and enjoyable (3)
- » Should be wheelchair/scooter friendly (2)
- » Focus on repairing existing sidewalks (2)
- » Design for easier snow removal (1)
- » Clear snow from main sidewalks before roads (1)

- » Repair/rehabilitate sidewalks for people with less mobility (1)
- » Use snowfences (1)
- » Improve throughout the city (1)
- » More greenery between roads and sidewalks (1)
- » Should be beautiful (1)
- » More sidewalks (1)
- » Bumpouts will make snow removal difficult (1)
- » Pedestrian-activated crossings at lights are a barrier (have to wait for next cycle if button pressed too late) (1)
- » Move crosswalk sign posts so they don't conceal pedestrians (1)
- » Roundabouts are not walkable (1)
- » Pedestrian tunnels in high traffic areas (e.g. Clayton Park West to Bayers Lake) (1)
- » Cogswell crosswalk improvement works great (1)
- » Safe surfaces for walking in all seasons (1)

Supportive Road Design

- » Traffic calming (4)
- » Slower traffic speeds (2)
- » Slower traffic speeds in the core (1)
- » Narrower roads (1)
- » Don't widen roads/build large interchanges (1)
- » More Park & Rides to reduce driving in the downtown (1)
- » Designate some streets car-free during peak hours to make cycling safer (1)
- » Wayfinding/signage to help visitors and newcomers (1)

Regulations

- » Need clear regulations on skateboarding (2)
- » Zero tolerance for cab and courier curbside stops (1)
- » Photo radar to enforce speed limits (1)
- » Amend bylaws to make it clear where it is legal for wheelchairs, scooters, skateboards to be on streets/sidewalks (1)

Implementing the directions and actions

- » Speed up implementation (3)
- » Devote staff and budget resources (2)
- » Implement despite negative input of some (2)
- » Consult pedestrians/cyclists to avoid poorly designed infrastructure (e.g. dangerous bicycle lane on Hollis) (1)
- » Set targets and evaluate (1)
- » Monitor number of pedestrians and cyclists on certain routes (e.g. bridge) (1)
- » Will be expensive to implement (1)
- » Short and long-term strategies needed (1)
- » Continue to engage public (1)
- » Evaluate use/cost of winter bicycle lane maintenance (1)
- » More government investment (1)
- » Create website where pedestrians and cyclists can log problems (1)
- » Encourage Councilors to engage with residents (1)
- » Prepare interim report for AT Priorities Plan prior to 2022 (1)

Education

- » Promote active transportation (2)
- » Would like to learn about rules for electric scooters, skateboards and bicycles (1)
- » Would like to learn about recharging stations (1)
- » Education to help people consider needs of others using different modes (1)
- » Focus on safety culture (1)
- » Promote 1 metre distance between vehicles and cyclists (1)
- » Promote 511 services to report dangerous driving and parking infractions (1)
- » Education for drivers on sharing the road (1)

Other ideas

- » More bus shelters (1)
- » Current bus shelters let in wind/rain (1)
- » Free parking at Alderney Ferry terminal (1)
- » Centre Plan should set targets for GHG emissions reductions (1)



Total Ideas
285

PUBLIC COMMENTS

What do you think about the directions and actions for...

Transit

Things I really like or support

- » The directions and actions in general (41)
- » Commuter rail (23)
- » Dedicated transit corridors/lanes (12)
- » Prioritizing transit (10)
- » Bus Rapid Transit (8)
- » Transit Priority Measures (4)
- » North Dartmouth ferry (3)
- » Transit Priority Corridors (2)
- » Commuter rail to downtown Halifax (2)
- » Using Dartmouth rail line for commuter rail (1)
- » Transit Priority Corridor to Bedford (1)
- » Reallocating parking to transit (but only during peak hours) (1)
- » Maximizing dedicated right-of-ways for transit (1)

Things to improve or change

- » Dedicated transit lanes take away lanes for vehicles (5)
- » Roads are too narrow for transit lanes (5)
- » Commuter rail (not feasible) (5)
- » Commuter rail to Dartmouth (3)
- » Transit lanes on peninsula could impact neighbourhoods (2)
- » Ferry study should consider other locations than North Dartmouth (1)
- » Roads too narrow near harbour to prioritize transit (1)
- » Commuter rail (too expensive) (1)
- » Transit priority corridors expose residents to air pollution (1)
- » Dedicated transit lanes hurt businesses, not enough ridership (1)
- » General (1)

General

- » Options needed to reduce car trips to the downtown (1)

- » Will be difficult to change habits of drivers (1)
- » Balance improvements to transit with driving (1)

General Transit Improvements

- » Must be competitive with driving (11)
- » Major improvements needed (7)
- » Integrate walking, cycling and transit (2)
- » Use transit app to make more user-friendly (3)
- » Focus on the peninsula (1)
- » Equitable system (1)
- » Accessibility (1)
- » Learn from other cities (1)
- » Improve weekend service (1)
- » Improve transit (1)
- » Don't remove existing routes for higher order transit (1)

Bus Transit

- » More frequent (5)
- » Improve route speeds (3)
- » More direct routes/express buses (3)
- » Better connections (3)
- » Mini-buses on less busy routes (3)
- » Extend service hours (2)
- » Time-of-day bus lanes at peak hours (2) Need a system designed for rural areas (2)
- » 24-hour service (2)
- » Improve reliability (1)
- » Real-time transit information (1)
- » Bus lanes on wide/new streets only (1)
- » Don't remove parking for transit lanes (1)
- » Current local and longer distance service is excellent (1)
- » Transit priority measures band-aid solutions (bus lanes better) (1)
- » Better commuter corridors (1)
- » Bus bays to improve traffic flow (1)
- » Air conditioning (1)
- » More transit priority measures (1)
- » Improve total travel time (1)
- » Ability to top-up transit pass online (1)
- » Minimum service frequencies for Transit Priority Routes (1)
- » Don't remove established routes

(e.g. 15) (1)

- » Add service to areas without before improving service in areas that have it (1)
- » Dedicated transit lanes to and from the peninsula (1)
- » Focus resources on densely populated routes (1)
- » Provide suitable alternatives if parking removed for bus lane (1)

Routing

- » Use a zone system (1)
- » Hub and spoke approach (1)
- » Provide neighbourhood service to terminals, link terminals with faster, more frequent service (1)

Stops

- » Heated stops (2)
- » More bus shelters (1)
- » Better bus shelters (1)
- » More sheltered stops (1)
- » Must be accessible (1)

Terminals

- » More amenities (e.g. washrooms, coffee, information) (2)
- » Compact and efficient to help people make connections (1)
- » Should be inviting (landscaping, lighting, benches) (1)
- » "Virtual transit terminals" occur where high frequency routes intersect (1)
- » Good walking/cycling connections to terminals (1)
- » Smaller terminals with amenities better than very large terminals (1)
- » Discount retail rents in terminals, require minimum hours and good lighting (1)
- » Terminals should be more accessible (in terms of location) (1)

Park & Ride

- » More Park & Ride (2)
- » More spaces (1)

Fares

- » Free transit for seniors (1)
- » Tax cars to provide each resident with a transit pass (1)



Transit

Continued

- » Must be cheaper than driving (1)
- » Reduce cost of fares (1)

Commuter Rail

- » Concerned population density too low to support (2)
- » Major track/signaling improvements needed (1)
- » Should enter north end of downtown so people can avoid a bus transfer (1)
- » Should terminate at Halifax Ferry Terminal so people can avoid a bus transfer (1)

Ferry

- » More ferries (2)
- » Maintain current service (1)
- » Maintain infrastructure (1)
- » Electric ferries (1)
- » Trip from Bedford/Shannon Park too long to compete with driving (1)
- » Should be more accessible (in terms of location) (1)
- » More terminals (1)
- » Free ferry across the harbor (1)

Preferences

- » Transit lanes instead of bicycle lanes (2)
- » Commuter rail instead of buses (2)
- » Commuter rail/BRT to downtown Halifax before Dartmouth commuter rail line and expanded ferry service (1)
- » Better transit before commuter rail (1)
- » Commuter rail instead of BRT (1)
- » BRT instead of commuter rail (1)
- » Commuter rail instead of cycling improvements (1)
- » Ferries instead of buses (1)
- » Increase ferry/bus services instead of introducing commuter rail in Dartmouth (1)

Other ideas

- » Skytrain like Vancouver (1)
- » Study light rail (1)
- » Focus on better road maintenance to improve traffic flow (1)
- » Focus on traffic rule enforcement to improve traffic flow (1)
- » Focus on heavily discouraging traffic in the downtown (1)
- » No diesel buses (1)
- » Trolleys (1)
- » Reduce convenience of driving to encourage transit use (1)

Implementing the directions and actions

- » Take action (3)
- » Time targets for BRT and transit priority measures (1)
- » Implement aggressively (1)
- » Move quickly on options that can be implemented immediately (1)
- » Age/form of city will make implementation challenging (1)



Total Ideas:
276

What do you think about the directions and actions for...

Goods Movement

Things I really like or support

- » The directions and actions in general (24)
- » Truck corridor along the rail cut (16)
- » Cross harbour truck ferry (15)
- » Shuttling containers by rail (13)
- » Rail infrastructure great resource for goods movement (5)

Things to improve or change

- » Directions and actions are vague (12)
- » No action needed, truck traffic is not a problem (3)
- » Truck ferry (too costly) (3)
- » Truck ferry (not feasible) (2)
- » Truck ferry (use bridges instead) (2)
- » Don't make goods movement more expensive (2)
- » Truck corridor along rail cut/rail shuttle not compatible with commuter rail (1)
- » Using rail cut not feasible due to collaboration required (1)
- » Relocating South End Terminal not feasible (1)
- » Truck corridor along rail cut (dangerous for children) (1)
- » Truck corridor along rail cut (does not meet goal of minimizing community/environmental impact) (1)
- » Truck corridor along rail cut (pollution) (1)
- » Truck corridor along rail cut (poor use of rail cut) (1)
- » Truck ferry (1)
- » Ideas too narrow, consider transport routes and non-peak hours (1)

Preference

- » Rail transport instead of truck corridor along the rail cut (5)

- » Relocate South End terminal instead of truck ferry (1)
- » Use rail cut capacity for light rail system instead of truck corridor (1)

Ports

- » Use current location of South End terminal for residential/commercial development and parkland (5)
- » Relocate South End terminal (3)
- » Relocate South End terminal (to Dartmouth) (3)
- » Interested to see port master plan (2)
- » Relocate South End terminal (for better access to major highways) (1)
- » Relocate South End terminal (to Bedford Basin and use rail from there) (1)
- » Relocate the South End terminal (to Eastern Passage where there is rail) (1)
- » South End terminal must remain viable and have better truck access (1)
- » Port Authority should work to reduce number of trucks in the downtown (1)
- » Ports could do more to lessen community impacts (1)
- » Stop infill of harbour and reinvigorate shoreline ecology (1)

Trucks

- » Fewer/no trucks in the downtown (33)
- » Move/deliver goods at non-peak times (12)
- » Don't allow trucks on the bridge between 7 and 8 am (1)
- » Truck corridor should not remove active transportation opportunities (1)
- » Truck corridor should not remove green space (1)
- » Trucks should have side guards for safety (1)
- » Streets with a mix of trucks and bicycle traffic should have a protected bicycle lane (1)
- » Bumpouts cause collisions with trucks (1)

Current Issues with Trucking

- » Traffic congestion (7)
- » Pedestrian and cyclist enjoyment/safety (5)
- » Wear on roads (4)
- » Environmental impacts (3)
- » Noise (3)
- » Aesthetics/public realm impacts (2)
- » Narrow streets (2)
- » Tourism impacts (2)
- » General safety (1)
- » Traffic congestion (rotary) (1)

Other Ideas

- » Use rail line for goods and commuter rail (4)
 - » Dedicated truck route (2)
 - » Another bridge across the harbor (1)
 - » Use smaller container ships to transport goods from Point Pleasant terminal to Africville terminal and then to trucks/rail (1)
 - » Charge large trucks to enter the downtown for reasons other than local deliveries (1)
 - » More goods moved by cargo bicycle in the downtown (1)
 - » Move rail line from valuable oceanfront property (1)
 - » Need plan for last-mile goods movement to keep trucks out of bicycle lanes and off major streets during rush hour (1)
 - » Shuttle Halterm containers to Ceres and truck from Ceres only (1)
 - » Under harbour truck/rail tunnel might be an option in the future (1)
 - » Use old Dartmouth refinery for commercial sea traffic (1)
 - » Re-route rail line in downtown Dartmouth to industrial land and convert to a linear park (1)
- ### General
- » Prioritize people over goods (1)
 - » Goods movement too often ignored (2)
 - » Balance efficiency of goods movement with impact to the city (1)



Goods Movement

Continued

- » Learn how other cities get goods downtown (e.g. Paris) (1)
- » HRM has little control over container terminal locations (1)
- » Movement of goods should be largely hidden from people (1)
- » Move goods without disrupting traffic (1)
- » Ensure you don't negatively impact good industries (1)
- » Terminal locations make it difficult to reduce downtown trucking (1)

Ideas on specific locations

- » Yield sign at Marginal Road on to Lower Water Street often ignored by trucks (1)
- » Prohibit large trucks from using Quimpool, even for deliveries (1)
- » North End disproportionately affected by trucks (1)
- » Better protect bicycle lane on Hollis or remove truck traffic (1)
- » Developments like Queen's Marquee are making goods movement worse (1)

Implementing the directions and actions

- » Plans (e.g. port master plan, Centre Plan) should connect with and support IMP (1)

Engagement

- » How would truck corridor along the rail cut affect commuter rail? (3)
- » What is the port master plan? (1)
- » Consult transportation industry directly, I don't have expertise (1)



Total Ideas:
251

What do you think about the directions and actions for the...

Road Network

Things I really like or support

- » The directions and actions in general (44)
- » Managing instead of eliminating congestion (5)
- » Roads should work for all modes of travel (4)
- » Updating the Red Book (3)
- » Prioritizing people over vehicles (2)
- » Prioritizing modes other than driving (2)
- » Incorporating best practices into transportation design (1)
- » Evaluating road networks in a consistent way (1)
- » Focus on moving people and goods instead of vehicles (1)
- » Prioritizing active transportation (1)
- » Road safety strategies (1)

Things to improve or change

- » Actions and directions are vague (7)
- » Not feasible to implement (limited resources/narrow streets/bedroom communities) (2)
- » General (1)
- » Ignores needs of people outside the urban core (1)

General

- » People like/need cars (5)
- » Don't extend roads/limit road expansion (4)
- » Repair existing roads (3)
- » Improve congestion (1)
- » Improve congestion by restricting vehicular traffic onto the peninsula (1)
- » Improve safety by restricting vehicular traffic onto the peninsula (1)
- » Direction should say "New roads

- MUST work for all modes of travel" (1)
- » Reduce cut-through use of residential streets (1)
- » Experiment with best practices (1)
- » Partner/learn from small city in England (1)
- » Transportation infrastructure reports to council should include potential for induced demand (1)
- » More parking needed (1)
- » Consider needs of people with limited mobility (1)
- » No large commercial trucks in downtown Halifax (1)
- » New/widened roads will not relieve congestion (1)
- » Reducing congestion is good for the economy (1)
- » Update infrastructure to modern standards in the city (1)
- » Success is moving people quickly and efficiently (1)
- » New roads okay if they accommodate other modes of transportation (1)
- » New roads should not interfere with parks or anything culturally significant (1)
- » Difficult to change habits (1)
- » Rehabilitate particularly bad roadways (1)
- » Incorporate urban forest initiatives into road planning (1)

Road Design

- » Don't widen roads (3)
- » Make roads as narrow as possible (2)
- » Some roads (e.g. Bayers Road) will have to be widened (1)
- » Design streets for 40 km/h or less (1)
- » Design roads for non-peak hour traffic (1)
- » Aim for continuous improvement of the Red Book (1)
- » Incorporate NACTO (National Association of City Transportation Officials) guidelines into Red Book (1)
- » Incorporate accessibility into Red Book (1)
- » Incorporate Complete Streets into

- Red Book (1)
- » New Red Book standards for urban core (1)
- » Road redesign policies should consider parking (1)
- » View roads as public space and upgrade design and maintain accordingly (1)
- » Reduce driving through infrastructure design (1)
- » Integrate transit priority and HOV lanes in key areas (1)
- » Will be difficult to accommodate all modes on older, narrower city roads (1)
- » Elevated roadways (1)
- » Strategic road widening needed for traffic bottlenecks (1)
- » Cars and bicycles do not mix unless road is wide or one-way (1)
- » Incorporate cycling lanes on secondary streets (1)
- » Shorter blocks (1)
- » Convert sections of roads to plazas, bicycle- and pedestrian-only pathways (1)
- » Traffic calming on residential streets (1)

Intersections

- » More roundabouts (7)
- » Roundabouts are confusing for drivers (2)
- » Design roundabouts with pedestrians/cyclists in mind (2)
- » Roundabouts are not walkable (2)
- » More roundabouts - they are fun for cyclists and safe for pedestrians (1)
- » Roundabouts are great for traffic movement but pedestrian crossings are poor (1)
- » Improve roundabout design for vehicles and pedestrians (1)
- » Roundabout in Fall River did not improve traffic (1)
- » Dotted lines to indicate lane location (1)
- » Larger, more visible signage (1)
- » More smart intersections like Larry Uteck (1)
- » More "Dutch" roundabouts (1)
- » Work with NSCC data students to update the traffic light system (1)



Road Network

Continued

- » Roundabouts by Citadel Hill/Cogswell and Cunard/North Park improvements over old intersections (1)

Ideas on other options

- » Improve transit (3)
- » Make driving less convenient (4)
- » Incentives for carpooling (2)
- » Improve active transportation/transit (2)
- » Improve TDM measures (1)
- » Improve ridesharing options (1)
- » Replace street parking on main corridors with bicycle and transit lanes (1)
- » More carpool lots (1)
- » More Park & ride (1)
- » HRM spends too much on roads in relation to active transportation and transit (1)
- » Driving the most common mode only because other modes are not prioritized (1)
- » Cars are a preferred choice because they are often the only convenient way to access destinations (1)
- » Options other than driving must be safe and convenient (1)
- » Subsidize taxi fares for hospital visits (1)
- » Provide parking outside the peninsula and have regular commuter transportation to the downtown (1)
- » Consider snow and poor conditions when planning for other modes (1)
- » Cyclists slow traffic considerably during rush hour (1)
- » Incentives/rewards for using options other than single-occupant cars (1)
- » Prioritize bicycle lanes in the downtown (1)

- » Electric-assist bicycle rentals to help with hills (1)
- » Introduce municipal tax benefits for car sharing companies (1)
- » Promote Halifax transit to boost public image (1)
- » Active transportation and transit should be safe, attractive and joyful (1)
- » Reduce parking while improving other options (1)
- » Carshare parking spaces in high density areas (1)

Cost of Driving

- » No tolls (1)
- » Congestion fee (1)
- » Increase cost of licensing and taxes (1)

Relationship to land use planning

- » Good land use planning can minimize need for new car-oriented infrastructure (2)
- » Locating outpatient clinics in Bayers Lake not in line with IMP (1)
- » Encourage businesses and hospitals to locate outside of the peninsula (1)
- » Coordinate land use and transportation planning (1)
- » Development on the Halifax peninsula worsens congestion (1)
- » Don't locate office buildings outside the downtown (1)

Specific Locations & Roads

- » To and from peninsula is congested (2)
- » Address congested Bedford Highway (2)
- » Don't reduce parking on Almon Street (1)
- » Happy to see removal of Cogswell interchange (1)
- » Chebucto road widening not in line with the IMP (1)
- » Bridges are major traffic bottlenecks (1)
- » Like the orange pedestrian flags at crossings on Herring Cove Road (1)

- » Windsor Street exchange does not work well (1)
- » Harbour bridges work well except on/off ramps during peak periods (1)

Regulations

- » Reduce speed limits to 30 km/h (1)
- » Ban non-commercial vehicles except for weeknights and weekends (1)
- » Pedestrians should only be allowed to cross at signalized intersections (1)

Implementing the directions and actions

- » Too many studies, take action (2)
- » Take action soon (1)
- » Skeptical that progress is being made on making roads active transportation friendly (1)
- » Data collection should look at design issues that contribute to collisions (1)
- » Better data on pedestrian and cyclist safety (1)
- » Make Red Book user friendly and available to the public (1)
- » Work with universities and use big data (1)
- » Municipality should take action if residents identify cut-through issues with residential streets (rather than rely on traffic volume thresholds) (1)
- » Phase projects so they don't take place all at once (1)
- » Road Network: - Province \$390M is greater than twinning, HRM is \$750M which equals 1000 Buses, modelling (1)

Education

- » Reduce congestion through driver education (how to merge/how to make a right turn onto a two-lane road) (1)



Total Ideas:
230

What do you think about the directions and actions for...

Parking

Things I really like or support

- » The directions and actions in general (31)
- » Use technology to optimize use of existing parking spaces (e.g. real-time availability signs, smartphone apps) (11)
- » Removing on-street parking for bicycle lanes and transit (3)
- » Priorities for curbside parking management (2)
- » Removing on-street parking for transit (1)
- » Removing on-street parking for bicycle lanes (1)
- » Removing on-street parking for bicycle lanes and better sidewalks (1)

Things to improve or change

- » Retain street parking, other options not viable for many people (3)
- » Directions and actions are vague (2)
- » The directions and actions in general (2)
- » Removing parking will hurt downtown businesses (2)
- » No options for commuters living outside the core (1)
- » Not fair to limit parking for residents (1)
- » Don't spend tax dollars on parking studies (1)
- » Carshare spots could worsen parking problems (1)
- » Removing parking a burden for rural residents visiting the core (1)

Issues

- » Parking issues difficult to solve (2)
- » Difficult to change habits (1)
- » Parking is a challenge - some areas have too little, some too much (1)
- » Technology is important but not

everyone has a cell phone or computer (1)

- » All-day commuter parking ties up residential spaces (1)

Parking Availability

- » Reduce parking in the downtown and provide more Park & Ride to compensate (7)
- » Increase availability (6)
- » More underground/multi-level parking (6)
- » Lack of parking is a deterrent to going to the downtown (5)
- » More Park & Ride (5)
- » More all-day commuter parking (4)
- » Reduce parking availability (3)
- » Reduce street parking (2)
- » Reduce all-day street parking (2)
- » Difficult to find downtown parking (2)
- » More handicapped spaces (2)
- » Removing parking impacts people with mobility issues (1)
- » More handicapped spaces at hospitals and clinics (1)
- » Reducing parking does not hurt businesses (1)
- » Remove street parking from the downtown (1)
- » Reduce all-day street parking in the downtown (1)
- » Remove street parking and replace with parking lots (1)
- » Remove street parking (1)
- » If parking removed from streets replace with underground parking (1)
- » Remove pick up/drop off locations from streets (1)
- » More 2 hour parking (1)
- » Halifax does a good job balancing bicycle lanes with parking (1)
- » Not difficult to find downtown parking (1)
- » More parking near hospitals/clinics (1)
- » Apartments/condos need more visitor parking for home visit services (1)
- » Apartments/condos should provide some public parking (1)
- » New development should provide

20% public parking + 80% tenant parking (1)

Pricing

- » Dynamic pricing according to market demand (3)
- » More free parking (3)
- » High parking prices hurt businesses (3)
- » Reduce parking lot prices to reduce street parking (2)
- » No free non-residential parking (2)
- » Reduce cost of parking (2)
- » Increase cost of parking (2)
- » Parking is already too expensive in the downtown (1)
- » Monthly parking discounts for carpooling (1)
- » More free parking to encourage people to come downtown (1)
- » No free parking (1)
- » Free Park & Rides in the summer (1)
- » Reduce cost of parking at hospital parking lots to reduce demand for nearby street parking (1)
- » Free parking at hospitals for emergency room visits (1)
- » Free parking for small cars, scooters and motorcycles (e.g. PASS card) (1)
- » Reduce cost of parking for students (1)
- » Limited free residential parking (1)
- » Parking should cost more than transit and active transportation (1)
- » Base pricing on the book High Cost of Free Parking (1)

Planning & Design

- » Encourage underground parking for new development (2)
- » Don't allow surface parking lots in downtown (sterilize streetscape, inefficient land use) (2)
- » Learn from other cities (2)
- » Make parking garages more attractive (1)
- » Electrical charging stations in all parking areas (1)
- » Safety issues with parking garages (1)
- » Spaces in parking garages often



Parking

Continued

- » too small for SUVs and trucks (1)
- » Village style suburban cores with underground parking (1)
- » More shared parking (1)
- » Shared loading zones for small businesses in congested areas (1)
- » Implement improved payment technology for transit before doing the same for parking (1)
- » Develop policies for other areas like malls, hospitals, Burnside, etc... (1)
- » Use and promote extra private spaces for public parking (e.g. apartment parking spaces) (1)
- » Better wayfinding for parking (1)
- » Removing parking for bicycle lanes not appropriate in residential areas. Lower speeds and share the road policies instead (1)
- » Provide vision for parking that car owners can expect (1)
- » Convert parking on roads with minimal parking to bicycle lanes (e.g. Portland, between Circ. and downtown) (1)
- » Limit traffic to Halifax peninsula by locating employment in outlying business parks (1)
- » Use MacPass to pay for downtown parking (1)

Reduce demand for parking

- » Improve transit (8)
- » Make driving less convenient (3)
- » Don't remove parking until non-driving options more viable (3)
- » Don't allow/restrict vehicles in the downtown (2)
- » Allow bicycling on sidewalks (1)
- » Pedestrian-only streets in the downtown (1)
- » Parking is only a valuable resource when other modes are not prioritized (1)
- » Provide viable walking, cycling and transit options, then raise price of parking (1)

- » Integrate transit planning with major regional destinations (1)
- » Congestion fees (1)
- » Tolls (1)
- » Improve ferry service (1)
- » Add bus connection between Halifax ferry terminal and dockyard (1)
- » Employers should support carpooling and transit use (1)

Sustainable Modes

- » Make bicycle parking a priority (1)
- » More bicycle parking (1)
- » More covered bicycle parking (1)
- » Active transportation is more important than parking (1)
- » Provide accessible/free parking for lower impact vehicles (motorcycles, scooters, bicycles) (1)
- » Dedicated motorcycle and rideshare parking (1)
- » Repurpose parking meters for bicycle parking (1)
- » Repurpose taxi stands for ridesharing services (1)
- » Extend length of bus stops for accordion buses (1)
- » Ferry a good option to access downtown on weekend (1)

Education

- » For drivers to check for cyclists before opening doors (1)
- » To prevent conflicts between pedestrians/cyclists/parked cars/shop owners (1)

Regulations

- » Permit parking for residents (3)
- » More enforcement of parking violations (2)
- » Enforce No Parking Zones (1)
- » More No Idling zones (1)
- » More zoned parking permits (1)
- » Assign drivers to colour-coded parking spaces (1)
- » More parking enforcement staff (1)
- » Full day parking bans in winter on narrow roads (1)
- » Remove minimum parking bylaws (1)

- » Allow parking on congested roads only during non-peak hours (1)

Curbside Parking Management (from engagement panel)

- » Residents' needs should be equal to service needs (1)
- » Move residents' needs below high turn-over parking in the future (1)
- » Residents' needs should be above service needs (1)
- » All-day commuter parking should be at the bottom of the list (1)
- » Taxi stands should not have priority over residential or high turnover parking (1)

Specific Locations

- » Should not have removed street parking for bicycle lanes on University Ave. (4)
- » More parking around Quinpool (1)
- » More parking near V.G. hospital (1)

Implementing the directions and actions

- » Use clear evaluation measures (e.g. number of spaces) (1)
- » More data needed (1)
- » Please in new parking approach and include communication/education (1)
- » Take action soon (1)
- » Use parking revenue for traffic and parking improvements (1)
- » Use parking revenue for bicycle lanes and dedicated bus lanes (1)

Other ideas

- » Repurpose old meters as "kindness meters" (1)

P

Total Ideas:
250

Draft Prioritization Model

Do you agree with how the draft Prioritization Model evaluates projects?



What do you like about it?

- » Projects evaluated against 4 Pillars of Integrated Mobility (11)
- » Comprehensive (8)
- » Considers effect on mode choice (5)
- » Connected Pillar (3)
- » Sustainable Pillar (2)
- » Focus on people not cars (2)
- » Simplicity (2)
- » Healthy Pillar (1)
- » Accountability (1)
- » Monitoring (1)
- » Scores projects based on the Plan (1)
- » Considers experience of people (1)
- » Convenience not overemphasized (1)
- » Considers current and future impacts (1)
- » Forward thinking (1)
- » Limits bias (1)
- » Councilors will evaluate (1)
- » Asks appropriate questions (1)
- » Focus on livable cities (1)

- » Considers environmental sustainability (1)
- » Considers impacts to more vulnerable people (1)
- » Well balanced (1)
- » Doesn't prioritize cost (1)

How would you change it?

Model should include or consider...

- » All types of communities under Connected Pillar (1)
- » Aesthetics (1)
- » Cost-effectiveness (1)
- » Cyclist comfort (1)
- » Demand (1)
- » Equity (1)
- » If project contributes to urban sprawl (1)
- » Inverted triangle (1)
- » "Pedestrian-first" (1)
- » Safety as main Pillar (1)
- » Social connectivity (1)
- » Quality of life (1)
- » Specifics about transit connections under Connected (1)
- » More emphasis on Connected and Affordable (1)
- » More emphasis on Connected (1)
- » Less emphasis on Affordable (1)
- » Less emphasis on Healthy (1)

Other suggestions

- » Measurable/more detailed criteria (7)
- » Weight scores (2)
- » Don't consider safety, it's a personal responsibility (1)
- » Weight Healthy as 4/5 and Experience as 4 to make model about life, not cars (1)
- » Tired of four pillar approach (1)
- » Timelines for key milestones (1)
- » Don't prioritize other modes over cars (1)
- » Don't prioritize other modes over cars in older parts of the city (not realistic) (1)
- » Don't prioritize bicycles over vehicles (1)
- » Don't prioritize cyclists and pedestrians over cars outside of the downtown (1)
- » Replace "single-occupant vehicles"

- with cars in general (1)
- » Public instead of staff/Council approval of projects (1)
- » Consider negative impacts of projects (1)
- » Mandatory thresholds for projects to proceed (1)
- » Definition of active living is too narrow (1)
- » Use plain language (1)
- » Clearly state how projects will be prioritized/funds allocated (1)
- » Use test cases to evaluate projects (1)
- » Wider score range (1-10) for more precision (1)
- » Describe "Connected" in more detail (1)
- » Seems biased against rural areas (1)
- » Doesn't align with what residents need (1)
- » Will be challenging to evaluate the Pillars (1)

Other considerations

- » Concerned low scoring projects will still proceed (4)
- » Need up to date baseline data (1)
- » Unsure how "Experience" will be evaluated (1)
- » Will model be applied to new subdivisions? (Unsure how they will pass) (1)
- » Common sense needed to avoid screening out projects that don't fit the mold (1)
- » Evaluate project success after completion (1)
- » Critical thought needed for project review (1)
- » Make sure model isn't biased toward projects that just affect the peninsula (1)

Engagement

- » Text is too small (14)
- » Model too complicated for me to comment (6)

General Comments

Integrated Mobility Plan

- » Include transit fare structure in the Plan (1)
- » More consultation needed (1)
- » Youth consultations (1)
- » Acknowledge volunteer efforts to improve active transportation (1)
- » More participatory mapping and input into the plan (1)

Engagement Panels

- » Difficult to read map (16)
- » Text too small to read (5)
- » Use plain language (4)
- » Map text should be html, not images (1)
- » More charts and diagrams, less words (1)

Definitions

- » Define Complete Street (3)
- » Define greenway network (1)
- » Define Street Classification System (1)
- » Unclear what it means to manage congestion versus eliminate it (1)
- » Unclear if "all modes" means just walking and cycling, or also scooters, wheelchairs, inline skating etc. (1)



Total Ideas:
30

PLACE SPECIFIC SUGGESTIONS

Route suggestions for...

Active Transportation

Active Transportation Route Suggestions

- » To Bayers Lake (2)
- » Across the Northwest Arm (1)
- » Along Beaver Bank-East Hants corridor (1)
- » Better access to MacDonald Bridge on Halifax side (1)
- » Between Burnside and Mic Mac Mill (1)
- » Between Clayton Park and Downtown (1)
- » Between Cole Harbour and Dartmouth Crossing (1)
- » Between Downtown and COLT (Chain of Lakes Trail) (1)
- » From Clayton Park to downtown (1)
- » More bicycle lanes in downtown Dartmouth (1)
- » To Burnside (1)
- » To Eastern Passage (1)
- » To Fall River Park & Ride (1)
- » To Hammonds Plains and Sackville (1)
- » To Windsor Junction (1)

Bicycle Route Suggestions

- » Along Agricola (protected lane) (2)
- » Across Northwest Arm (1)
- » Along Inglis Street (connect Seaport area and downtown with greenway along the rail cut) (1)
- » Along Main Street Dartmouth (1)
- » Between Beaufort Ave. to Dalhousie University (1)
- » Between Beaufort Ave. to Saint Mary's University (1)
- » Between Bedford Highway and Halifax peninsula (1)
- » Between Dalhousie University and Saint Mary's University (1)
- » Between Downtown and Bedford (1)
- » Between Downtown and North End (1)

- » Between Downtown and Purcells Cove (1)
- » Between Downtown and Sackville (1)
- » Between Downtown and Tantallon (1)
- » Between Point Pleasant Park and Chain of Lakes Trail (1)
- » Complete bicycle lanes from Bedford to peninsula (1)
- » In North End to complete grid (1)
- » MacDonald Bridge ramp (2)
- » Through Arndale Rotary (1)
- » To Bayers Road (1)
- » To Bedford (1)
- » To Cole Harbour (1)
- » To Portland Estates (1)
- » To Shubie Park (1)

Pedestrian Route Suggestions

- » Along Alderney Drive, from Kings Wharf to Portland (1)
- » Along Bedford Highway, outside MSVU (1)
- » Along Downs Avenue (1)
- » Along east side of Bedford Highway (1)
- » Along north side of Bayers Road, between Windsor and Oxford (1)
- » Extend proposed Windmill Road connection to Akerley Blvd. (1)
- » Extend proposed Windmill Road connection to Wright Ave. (1)
- » In Burnside (1)
- » In Preston (1)
- » In Eastern Passage (1)



Total Ideas:

51

PLACE SPECIFIC SUGGESTIONS

Route suggestions for...

Transit

Commuter Rail

- » To Sackville (3)
- » Extend Dartmouth route to Eastern Passage (1)

Ferries

- » To Bedford (3)
- » Between Shannon Park and Africville (1)
- » Circular route between Woodside > Morris > Lower Water/Duke > Alderney Landing (1)
- » New dock at foot of Morris Street (1)
- » To Birch Cove/Mill Cove (1)
- » To the Dockyard (1)
- » To Eastern Passage (1)
- » To Kearney Lake Road (1)
- » To Rockingham (1)

Bus Transit Routes

- » To Fall River (8)
- » To Waverley (3)
- » To Tantallon (2)
- » Along Barrington (1)
- » Along Gottingen (1)
- » Between Barrington Street and Clayton Park West (1)
- » Between Bayers Lake and Spryfield (1)
- » Between Burnside and Clayton Park (1)
- » Between Burnside and Cole Harbour (1)
- » Between Burnside and Dartmouth East (1)
- » Between Burnside and Eastern Passage (1)
- » Between Cole Harbour and Portland Hills (Park & Ride at each end) (1)
- » Between Kearney Lake Road and Old Sambro Road (1)
- » Between north and south Dartmouth (1)
- » Between Regional Centre and Forest Hills (1)

- » Between Regional Centre and Sackville (1)
- » In mainland South (1)
- » Internal shuttle bus at Dartmouth Crossing (1)
- » More express service to suburbs (1)
- » Over MacKay Bridge (1)
- » Past Mic Mac Mall (1)
- » Through the North End and over the MacKay Bridge to Burnside (1)
- » To the airport (1)
- » To Bayers Lake (1)
- » To Bayers Lake (VG replacement) (1)
- » To Bedford (1)
- » To Burnside (1)
- » To Cole Harbour (1)
- » To Cow Bay (1)
- » To Dartmouth Crossing (1)
- » To Downtown Dartmouth (1)
- » To Eastern Passage (1)
- » To Fall River through Shubie Park (1)
- » To Fletcher Lake (1)
- » To Hammond's Plain (1)
- » To Hatchet Lake (1)
- » To Herring Cove (1)
- » To Rainbow Haven Provincial Park (1)
- » To Russell Lake (1)
- » To Timberlea (1)
- » To Wellington (1)

Transit Priority Routes

- » Along Gottingen (1)
- » Along Sackville Street (leave Spring Garden Road for active transportation) (1)
- » On eastern side of Bedford Basin (1)
- » To Downtown Dartmouth (1)
- » To Lower Sackville (1)
- » Through Spryfield on Herring Cove Road (1)

Bus Rapid Transit

- » Use #102 (1)
- » Spryfield / Herring Cove Road (1)
- » More connections from the suburbs (1)

Route Improvement

- » Extend service hours for the #B7 (1)
- » Increase frequency of #84 downtown express route (1)
- » Keep MacKay Bridge shuttle (1)
- » Run #84 along Dartmouth Road instead of 103 Hwy (1)

Park & Ride

- » At Lacewood (1)
- » Between airport and city (1)
- » More parking at Woodside (1)
- » West side of transit service boundary (1)

Transit Oriented Communities

- » Albro Lake area (1)
- » Downtown Dartmouth (1)
- » Hammonds Plains (bus service inadequate, need a car) (1)
- » Move Lacewood TOC (Transit Oriented Community) to Lacewood and Dunbrack (more redevelopment potential) (1)



Total Ideas:
87

Other Ideas

Complete Streets

- » Bedford Highway (1)
- » Chebucto Road (1)
- » Connaught Avenue (1)
- » Quinpool Road (1)

Suggested Car-Free Corridors at Peak Hours

- » Chebucto Road (1)
- » MacDonald Bridge (1)

Roads

- » New road between Ketch Harbour
Road to St. Margaret's Bay area (1)

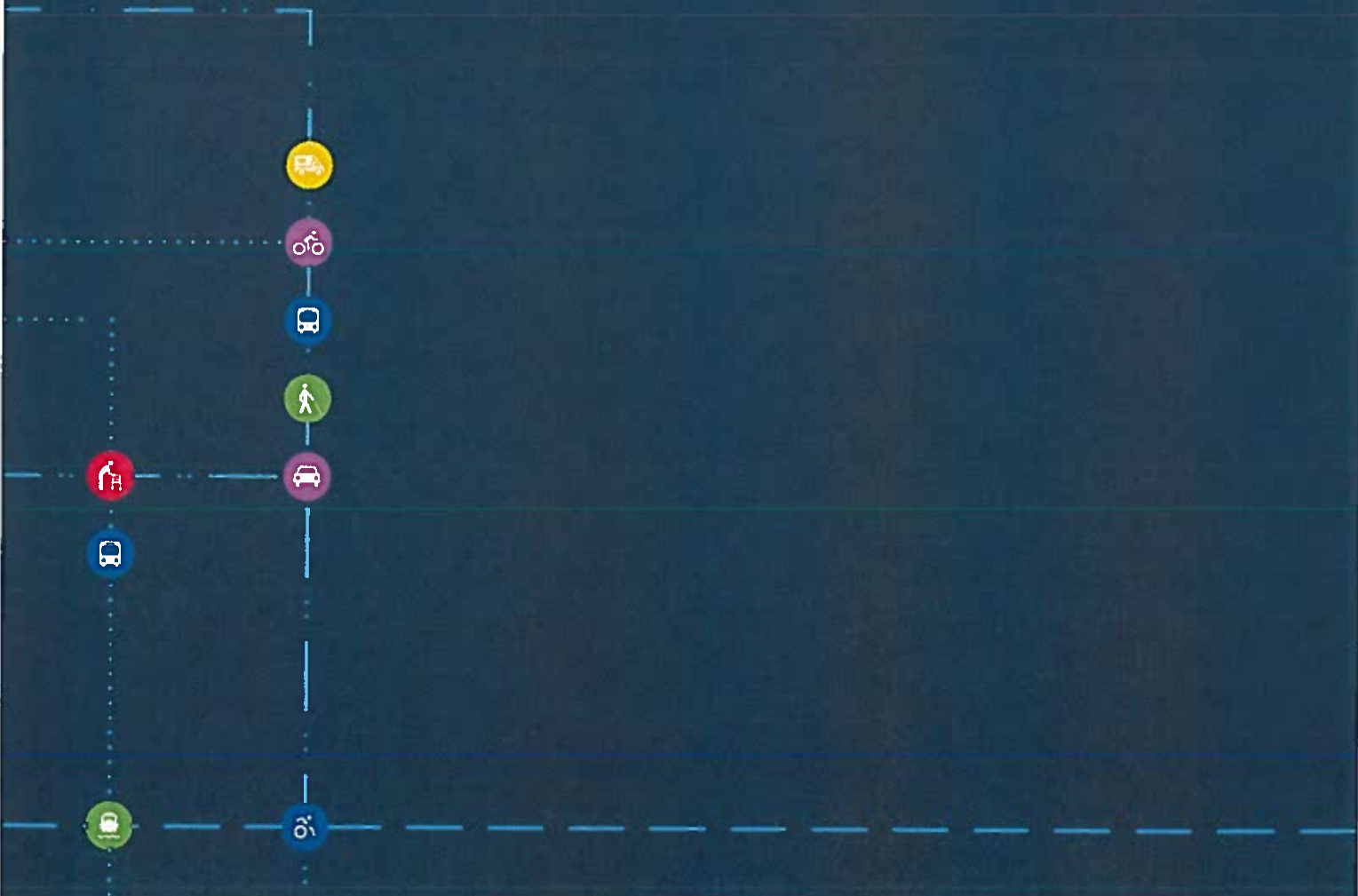
Total Ideas

HALIFAX

INTEGRATED
MOBILITY PLAN

Appendix A

Phase 3 Public Engagement Verbatim Comments



WORKSHOP RESPONSES

COLE HARBOUR PLACE (APRIL 19, 2017)

Comments are typed as written.

Active Transportation

- » Need to address issue with AT access (sidewalks) to private businesses so that people do not have to walk through parking lots
 - » Maybe consider AT access as a requirement of development agreements
- » Need to tell council what is required rather than what is recommended
- » Need better AT connections over the Circumferential Highway

Transportation Demand Management

- » School trips as part of TDM

Complete Streets

- » Keep pressure on for a DEFAULT posted speed
- » Change provincial laws to reduce residential speed limits
- » 40 kph on our neighbourhood street and where people gather
- » Complete Streets must be safe streets
- » Bicycle Lanes Trumps Parking!

Business Improvement Districts

Comments from the Main Street BID

- » Loves the language of the plan
- » BIDs are already planning "complete communities". The city needs to reconnect and partner with the BIDs to begin implementing these plans. The Main Street BID has resources and funding.
- » Dartmouth East is generally targeted as being fragile (low employment and income). Need to provide services to this area such as transit terminal, etc.

General

- » Attendees of past phases of public engagement wished they were contacted via e-mail about Phase 3
- » Why are we on the outside of the boundary (referring to the Regional Centre boundary presented on the poster maps)?
 - » The attendees of the Cole Harbour session were concerned that they were being underrepresented/ignored due to the Regional Centre boundary on the poster maps. Staff stated the proposed projects and improvements for the area to clarify that the area was not being ignored
 - » Details would have been lost if the entire municipality was displayed on the poster maps

Transit

- » Need better transit service in Burnside. There is employment difficulty due to the fact that transit service is not great and not everyone can afford a vehicle
- » Bus announcements at the ferry terminals should announce the stop as the ferry terminal name rather than the nearby street crossing

Data

- » Have surveys been completed that provide data on where people work, live and shop? The city cannot make the assumption that everyone works on the Halifax Peninsula.
 - » Staff mentioned that this data will be obtained from the household survey created through the partnership with DalTRAC

WORKSHOP RESPONSES

HALIFAX CENTRAL LIBRARY (April 20, 2017)

Comments are typed as written.

Staffing

- » Will the IMP recommend staffing changes to council?
 - » More staff is required to implement the plan. Three options are: (1) Hire new people (2) Assign current staff to IMP projects (3) Hire consultants.

Complete Streets

- » An attendee was concerned about the walkability of streets, in terms of places to sit, local businesses, etc.
- » Concerned that the focus on high density development will be detrimental to small businesses. Need to make informed decisions that will not hurt local businesses. If parking is removed from storefronts during "regular" working hours, not all businesses can afford to hire someone to accept deliveries in the early hours of the morning (food businesses was used as an example)
 - » HRM will be setting up a meeting with small businesses to address the issues that will be seen with redesigning streets

Active Transportation

- » What is a greenway?
 - » A greenway is a multi-use pathway that shares travel space with pedestrians and cyclists. An example is the Chain Lakes Greenway
- » The current bike helmet law discourages potential riders and the implementation of bike share. Consider changing the law so that only individuals 16 years and under are required to wear helmets
- » A Bedford Basin Commuter bike route would be ideally integrated with the proposed/potential commuter RAIL corridor, e.g. stations with bike depots at regular intervals
- » We need an Active TRANSPORTATION Route (Bike-walk) along the Bedford Highway that connects peninsular bike routes to/from suburban bike routes on west side of the BASIN
- » Chain of Lakes to Mainland North Connector?
- » Pedestrian signals should be able to change to "walk" even if you arrive after light turns green – ex. Duffus & Novalea
- » Affordable intervention
- » No infrastructure cost
- » Sends respectful message to pedestrians

Transit

- » Purcells Cove area has a "high need but not high demand" for transit. How do we service these areas?
 - » Halifax Transit staff need to continue to provide information to council to address these concerns
 - » New transit data will help address this concern
- » If a transit corridor on Gottingen Street is implemented the businesses will not survive without on-street parking. Consider redesigning the MacDonald Bridge ramp to accommodate busses so that they are not all required to travel on Gottingen Street
- » What alternative ways have you looked at making transit more affordable/accessible?
- » Trade garbage/litter collected for bus tickets
- » Thinking outside the box
- » Things like that have been done elsewhere – why not here
- » Frequency and span of service?
- » So we talk about limited money to do things and wanting to link transit with development
 - » How are you planning to involve developers on these major projects? Private Public Partnerships
 - » Can't just say it's not economically feasible
- » [Transit Priority] Corridor on McKay Bridge?

Vehicle Speed

- » Great presentation. Love IMP direction. 8.80 movement. Huge amount of street infrastructure. Large concern is vehicle speed. Need to enforce speed limit to make streets safer
 - » Council has requested the province's permission to reduce local road speeds to 40km/hr.
 - » There will be a requirement for enforcement

- » Sidewalk upgrades internal battle with ROW components, bike lanes, benches, vehicle lanes, trees, etc.

Accessibility

- » It is a nightmare navigating the city in a wheelchair. Important to consider the accessibility conditions. Bayers Lake Business Park is a difficult area. Unwelcoming and dangerous.
- » The accessibility bus service has been deteriorating. Need to book a week in advance. (Note: I believe a comment was made about being fined if you are not at the entrance of the building when bus arrives for pick-up).
- » Curb cuts are not always cleared of snow (ex: Mumford Terminal).
- » In regards to the bike lane implemented on University Avenue, misleading information was presented to council. Persons with disabilities and Dal's Accessibility Office were not consulted on the project. Quite a number of handicapped parking spots were relocated and are currently being abused by non-handicapped individuals.
- » Red Book redesign will help address accessibility issues.
- » Main accessibility barriers are in the winter time. Bus terminals curb cuts are not cleared.

Partnerships

- » Lot of great things... But, decision are being made in terms of infrastructure locations. Examples of poor decisions for infrastructure locations are the four pad arena and community clinic location in Bayers Lake (main access is by driving). What are the concrete steps being taken to build a partnership with the province to ensure that the location of services are being decided based on IMP ideas?
 - » Unfortunately, the city does not have the power to change the decisions made by the province. We can only make recommendations.
 - » Need to create a better partnership with the province.

Roadway Network

- » Anything considering the Cowie Hill access to Herring Cove Road? Cowie Hill recently modified. With the current conditions and development the road needs to be widened. Could also add bicycle lane with widening.
 - » Part of the plan is to minimize the widening of roads to manage congestion.
- » More talk on implementation.
- » So let's do it.
- » How and who implements.
- » Everyone needs to be working towards the same goal.

Project Evaluation Matrix

- » Have you actually used the project matrix to evaluate projects?
 - » Staff Reply: We provide an example (Centre Plan) but did not want to evaluate every project if the public believes the matrix is insufficient. We want to receive the public's feedback before actually implementing the matrix.
- » The thing that struck me is that this matrix does not talk about people. Would love to see a column about youth, seniors, persons with various abilities. This plan focuses a lot on modes but should have a specific area on people.
- » Should be sig. part of plan – Commercial Delivery, Repair Vehicles – Rail containers out of port.
- » Add 3 factors for evaluation.
 - » Equity – including access to cars/income/disability/youth.
 - » Preserve history existing business and neighbourhoods (this is bedrock[?]) for complete communities.
 - » Resilience – plan for emergency – eg. No mass transit to snowstorms, etc.
- » The scoring criteria should change from 0, 1, 2 or 3 to 0 or 1. Simple yes or no. This removes subjectivity associated with words like "some" or "most". I've done similar criteria models and can have a more detailed discussion. Paul Burgess – please email me at [redacted].
- » To assist the pillars need to be specific and quantifiable. Example: Connected - meet mobility needs – yes or no.

Draft Prioritization Model

Use your input on the draft prioritization model. Work through the activity and leave your thoughts on the back!

1

Identify the project

2

How does this project meet the pillars?

Use the relevant project information and provide a score based on the scoring table.

3

Will it work for multiple forms of mobility?

Will it improve people's experience?

Use the relevant project information and provide a score based on the scoring table.

4

Provide comments.

Add your own notes and a final comment.

PROJECT	PILLARS				IMPACTS		SCORE & COMMENTS
	CONNECTED	HEALTHY	AFFORDABLE	SUSTAINABLE	MODE CHOICE (LBR)	EXPERIENCE (PLAC. USER)	

PILLARS SCORING CRITERIA

- 0 Does not further the intentions associated with the pillar
- 1 Furthers some intentions with significant trade-offs
- 2 Furthers most of the intentions with limited trade-offs
- 3 Furthers the intentions of the pillar with only minor trade-offs

HOW AUTO MODE / CHOICE SCORING CRITERIA

- 0 Only improves mobility for single transport vehicles
- 1 Improves mobility for 1 non auto mode
- 2 Improves mobility for 2 or more non auto modes
- 3 Improves mobility for 3 or more non auto modes

EXPERIENCE SCORING CRITERIA

- 0 Negatively impacts a user's experience of the place/service
- 1 Slightly improves the experience with significant trade-offs
- 2 Moderately improves the experience with some trade-offs
- 3 Greatly improves the experience with minor trade-offs

NOTE: The total score can be used to quickly compare the overall impact or provide a general overview. However, the score does not tell the whole story. The individual factors and solutions should be considered together to make informed, thoughtful decisions for integrated mobility.

Keep--> add 5

No.--> delete

I agree that there is too much left subjective here. But, on/off decisions will not help that!

0 or 1 only -> removes subjectivity

Would like to see this pulled out:
-abled
-disabled
-youth
-...

WORKSHOP RESPONSES

NSCC Institute of Technology Campus, Leeds St., Halifax (April 20, 2017)

Comments are typed as written.

Public Questions

- » Co-operate with BIDs to implement IMP
 - » ex. North End Business Association worked with city re: Gottingen St bus traffic
- » Dense communities are required to reduce car dependence
- » interest in viability of bike share program in Halifax
- » Interest in data measuring the impacts of the North Park roundabouts
 - » Desire for more concrete data and evidence to illustrate the benefits of projects in order to justify the costs
 - » Anecdotal evidence is not enough
- » Curiosity about the feasibility of LRT in Halifax
 - » Alternative to driving needed to get people on and off the peninsula and alleviate choke points
 - » People would choose a fast dependable solution over cars
 - » Ex. Kitchener Waterloo getting LRT
 - » Understanding that LRT may not be the most affordable solution, while commuter rail and BRT are more realistic for Halifax

Other Comments Noted

- » I'm impressed with how much you're showing us at this round of consultations compared to the last round!
- » All my activities and responsibilities are scattered all over metro, so I have to use a car for it all. I wish I could do at least some of it without having to drive
- » Daycare locations are critically important for reducing the need to drive
- » The "Sandwich Generation" (those caring for young children as well as ageing parents) is large and growing, so you must plan for it. For example, I've tried to walk in Bedford where I live, but with a stroller and a senior with me, and a child on a bike, we're all at different speeds. Then the sidewalk just ends. There's a steep hill so I dare not let go of the stroller! So different aspects of the same mode can happen simultaneously on the same trip, depending on the abilities of each person in the group
- » I wish they'd spend less money on plowing my local street's roadway down to bare pavement and use it instead for more useful things like walking facilities!
- » How will your evaluation matrix count things like sense of belonging? That's very important – to feel known by, and associated with, those around you, including your neighbours
- » The VG relocation will help those who come from out of town, though Coberquid Medical Centre may have been a better location
- » I attended a previous round of consultations, so was surprised that I wasn't notified directly about this round. I thought there was some kind of contact list so we could stay up to date. I found out about this session indirectly through an advocacy group

Sticky Tags

- » Culture shift from cars → AT starts with child – school age
- » Cross-sectoral collaboration
 - » Health planning
 - » Education
 - » School board reviews (need schools to attract)
 - » Business (real estate)

Complete Street

- » Need to consider varying abilities/ages of users to travel together simultaneously (i.e., wheelchair, stroller, walk)
- » Sandwich Generation [often need to walk seniors and children together]
- » Prioritize parking for parents and persons with disabilities – parkades awkward for these audiences
- » For cycling: I want to bike with my son without worry
- » Access Pillar – Does the project include or improve access for persons with
 - » Mobility impairment
 - » Sensory impairment
 - » Cognitive impairment
 - » (1 point for each)
- » Is there a way to ensure that all 4 pillars must have ranking for a project to be considered – because all pillars important and connected.
- » Open up prompts for pillars so matrix can be applied to development approvals
- » IMPACTS – Experience

WORKSHOP RESPONSES

- consider 'sense of belonging' as a criteria
- protective factor for all ages, decrease violence/crime

- Affordable Pillar – consider – Is the project accessible/equitable to all people?
- If do bike share please don't undermine bike helmet law "All heads are valuable"
- Bus Routes → Can some stops be taken out in areas that do not intersect transfer points? This would speed up the movement on peninsula and keep buses more on schedule. Would rather walk 2 more blocks than spend time waiting thinking should have walked the whole distance as it is usually faster if less than 2-3 kms.
- Show measurable changes that these type of developments produce – use 2 North Park St roundabouts and streetscape as example – before vs after [#] of accidents, congestion measures, private investment, etc.

WORKSHOP RESPONSES

Draft Prioritization Model

We'll use your input in the draft prioritization model. Walk through the activity and make your thoughts on the page!

1
Identify the project

2
How does this project meet the pillars?
List the relevant project information and provide a comment for the individual pillars.

3
Will it work? (for example forms of mobility)?
Will it improve people's experience?
List the relevant project information and provide a comment for the overall impact.

4
Provide comments.
Add up the score and provide comments.

PROJECT	PILLARS				IMPACTS		SCORE & COMMENTS
	CONNECTED	HEALTHY	AFFORDABLE	OPTIMIZABLE	MODE (FORMS OF MOBILITY)	EXPERIENCE (PLAN, PURPOSE)	
North/ South AAA Bike Lane					1	2	13
	● 2(?)	● 3	3	● 3 ●			

PILLARS SCORES (OPTIONAL)

- Does not further the objectives stated above the pillar
- Further aligns objectives with specific end goals
- Further most of the objectives with some goals
- Further the objectives of the pillar with only some goals

MODE SCORES (OPTIONAL)

- Does not improve mode for specific mobility options
- Improves mode for 1 form of mobility
- Improves mode for 2 or more forms of mobility
- Improves mode for 3 or more forms of mobility
- Further aligns objectives with specific mobility options

EXPERIENCE SCORES (OPTIONAL)

- Does not improve the overall experience of the plan/purpose
- Slightly improves the overall experience with specific goals
- Further improves the overall experience with some goals
- Further aligns objectives with specific goals

NOTE: The total score can be used to quickly compare the score of projects. It should not be used to make decisions. The score does not tell the whole story. The objectives for form and experience should be considered together to make informed choices for integrated mobility.

Draft Prioritization Model

We'll use your input in the draft prioritization model. Walk through the activity and make your thoughts on the page!

1
Identify the project

2
How does this project meet the pillars?
List the relevant project information and provide a comment for the individual pillars.

3
Will it work? (for example forms of mobility)?
Will it improve people's experience?
List the relevant project information and provide a comment for the overall impact.

4
Provide comments.
Add up the score and provide comments.

PROJECT	PILLARS				IMPACTS		SCORE & COMMENTS
	CONNECTED	HEALTHY	AFFORDABLE	OPTIMIZABLE	MODE (FORMS OF MOBILITY)	EXPERIENCE (PLAN, PURPOSE)	
Forest Hills Park- way	Paved lines for bike lanes Separated would be ideal - (wide roadway fully covered, drivers tend to speed)	Active - Adding mode choices BUT Promotes safety for all ages? Maybe not	YES		CHOICE IS increased	CHOICE is now an option (Various factors will likely decrease choice, weather, time of day, circumstances, ... & so on) - access to equipment	
	●	● 2 ●	●	● 2 ●	●	● 2 ●	

PILLARS SCORES (OPTIONAL)

- Does not further the objectives stated above the pillar
- Further aligns objectives with specific end goals
- Further most of the objectives with some goals
- Further the objectives of the pillar with only some goals

MODE SCORES (OPTIONAL)

- Does not improve mode for specific mobility options
- Improves mode for 1 form of mobility
- Improves mode for 2 or more forms of mobility
- Improves mode for 3 or more forms of mobility
- Further aligns objectives with specific mobility options

EXPERIENCE SCORES (OPTIONAL)

- Does not improve the overall experience of the plan/purpose
- Slightly improves the overall experience with specific goals
- Further improves the overall experience with some goals
- Further aligns objectives with specific goals

NOTE: The total score can be used to quickly compare the score of projects. It should not be used to make decisions. The score does not tell the whole story. The objectives for form and experience should be considered together to make informed choices for integrated mobility.

WORKSHOP RESPONSES

NSCC Waterfront (Woodside Campus) (April 24, 2017)

Comments are typed as written.

General

- » Many of the recommendations were well received especially in the urban area. There was positive feedback on many of the AT recommendations as well as Transit.
- » More than one person mentioned that the presentation was quite long, and O&A seemed very short by contrast
- » One person indicated uncertainty around how to continue to be engaged in the process
- » It was suggested that HRM should hire students to gather data by going out to the communities and asking questions
- » There was concern that the meetings were not sufficiently publicized
- » The format of this round of consultation did not make people feel "heard" it is not clear how feedback was being collected.
- » An attendee stated that some of the answers to the questions do not address the questions. There is a concern that the city does not have the answers to the questions. Example is the answer to the question on tolling
- » Additionally, there is a concern that the public will not have more say on projects after IMP public consultations have finished.
- » I never really thought about this [the long-term implications of self-driving cars] before – I just tend to assume the city will remain as it is now. It's fascinating!

Data

- » Our firm offered to do a big data collection smartphone pilot project for just \$1000 in connection with Bike Week, but we were turned down. This is ironic because the STAR project was cost-shared to \$500,000 by HRM. The Municipality is very concerned that we not make any money on the \$1000 proposal, which was our initiative. We wanted to test-drive our technology here at home in HRM before we go to Brooklyn to do a big project there. But there'll be a lot of paperwork just to show that we wouldn't be making any money with the pilot project. So it looks as if we won't be doing it here – like other innovative entrepreneurs, we'll be going elsewhere to try out our technology
- » You can't claim that the responses you've received from the public up to now are enough to be representative. It was a good start, but now you've got to get the public engaged, especially seniors.

Red Book

- » Updating the Municipal Guidelines will look at improving transportation but will the city look at strategic ways to add other roadway features, such as undergrounding overhead utilities. When doing major road projects should we not be considering placing overhead utilities underground
 - » Burrowing cables underground is costly. If council feels that this is a priority maybe it will be considered
 - » Areas such as North Park (Tanya – did not catch everything she said)
- » The city could develop maps of potential areas for undergrounding cables based on soil and bedrock depth.

ROW

- » Consider moving the utility poles (UP) to the outside of the sidewalk. Overhead lights shining on sidewalks instead of the street.
- » ROW in Halifax can be extremely narrow. Cannot necessarily fit the UP outside of sidewalk.
- » It is important to illuminate the road and sidewalk. Some cities have lights on either side of the pole to have light on the sidewalk as well as the road
- » Went to public consultation on Portland Street about development. Are there opportunities to widen the road to improve AT and transit facilities?
- » Portland Street is one of the streets identified as a potential transit corridor

AT

- » I live in the Woodlawn area and work here at the Woodside NSCC. I wish there was a safe way to bike from Woodlawn down to Woodside. There's a good trail alongside Baker Drive, but north of that, the big intersection of Baker/Woodlawn/Portland, and all those wide streets put me off from cycling

Transit

- » Extend Main Street TPM corridor to Forest Hills Parkway
- » Park and Ride in Porters Lake is successful. The facility is at capacity and some people drive a distance to utilize it. Possibly add more Park and Rides to rural areas. Some people choose to live out in rural areas because of the area's appeal not just based on cost.
- » IMP will consider adding Park and Rides in strategic locations
- » Concerned that the transit corridor does not extend past Akerley Campus on Main Street. Cole Harbour and Forest Hills is not considered in the IMP. Does not want the government to dictate where to live. Attendee loves the neighbourhood where she lives with the backyards and neighbours. Seniors are the largest population so we need to consider this demographic and their accessibility to transportation services. Youth are important but so are seniors

WORKSHOP RESPONSES

- » Cannot take buses everywhere. Need to consider where taxpayer's money is used.
- » It is a challenge to provide alternative modes of transportation to all communities.
- » For commuter rail, is consideration being given to the rail line on the Dartmouth waterfront which passes just below the Woodside NSCC?
 - » Cannot take buses everywhere. Need to consider where taxpayer's money is used.
- » It is a challenge to provide alternative modes of transportation to all communities.
- » For commuter rail, is consideration being given to the rail line on the Dartmouth waterfront which passes just below the Woodside NSCC?

Integration of Other City Plans

- » There is conflicting information between the Centre Plan and IMP. How is the city going to make sure that the two plans do not conflict? (Had difficulty hearing the question and response)

Modal Split

- » The IMP target is to have 70% of personal trips made by cars. Currently 50% of trips in the Regional Centre are made by cars. Is the city trying to reduce the modal split in the Regional Centre farther?
 - » Yes, reaching the 70% will incorporate those trips being made in the Regional Centre.

TDM

- » Most of the solutions proposed have varying price range. Peak price premium tolling on bridges may be a great way to discourage travelling during peak periods.
 - » Bridge Commission is responsible for bridge toll prices.
 - » Province is considering tolling in other areas but probably will not be implemented in Halifax anytime soon.

Growth Centres

- » Plan focuses on areas that are already quite fully developed. Need to address the growth occurring outside of the Regional Centre (RC). Housing is more affordable outside of the RC. Does not feel this plan will help reduce the modal split based on the draw to buy housing outside the RC and the lack of alternative transportation options for these areas.
 - » The expansive growth outside of the RC should not continue.
 - » This issue needs to be addressed by Regional Council.
 - » The Centre Plan is about providing accommodations and jobs within the Regional Centre.
- » Concern that Regional Centre will become unaffordable to persons, such as students.

Project Matrix

- » What kind of data is used to choose the rating of the evaluation matrix. Is smart technology used to more accurately rate projects?
 - » The matrix is subjective.
- » How are you counting on how many people are walking or biking?
 - » Have a travel demand model that will address some changes.
 - » Need to establish a data baseline (DalTRAC's travel survey). Once baseline is created, future versions of the IMP could rank projects based on data rather than subjective ratings.

WORKSHOP RESPONSES

Ecole de Secondaire de Sommet, Bedford (April 26, 2017)

Comments are typed as written.

General

- » The display panels are making sense to me
- » Big ideas are good, but I focus on small innovations that can make a big difference without big investments or long timeframes.

Land Use

- » Complete Communities - Bedford West & South?

Road Network

- » On the road network slide, The \$750 000 000 cost of road if x amount of roads were considered unnecessary could the money be distributed/redirected to the implementation of sustainable modes of transportation and infrastructure?
- » Yes, I hope so. That is the plan.

Data and Monitoring

- » How are you going to evaluate success?
 - » Placed a program with Dalhousie to obtain travel data so that project impact can be monitored
- » Often times evaluation includes monitoring the types of transportation modes people use. How do you monitor shifts in modes?
 - » The travel survey done by Dalhousie will determine the travel modes that participants use
- » Apps can be more accurate in obtaining travel data because it monitors a person's trips via GPS rather than relying on a person's perception of how and when they travel... (individual continued to state information on travel data. Was not able to catch everything)
- » Rod asked if this could be discussed after the presentation as it was a topic that required more in-depth conversation.

Transit

- » What does the acronym TOD stand for?
 - » TOD stands for transit oriented development
- » Thankful that commuter rail is being considered. However, are buses and rail competing interests?
 - » ... (ask Rod)
 - » Previously studies in HRM did not include land-use to determine the viability of transportation projects
 - » The point the Halifax Transit and council has to understand is whatever it costs to install commuter rail is going to be new money
 - » Start small and build the transportation system.
- » Commuter rail should not terminate in Bedford; if it is going to happen politically, it needs to start near Windsor Junction
- » I liked the Saturday Herald feature letter showing the European commuter train
- » Of course it makes sense to start with dayliners for commuter rail, we can always upgrade later
- » There's a lot of existing density along the rail corridor
- » Agree that Fairview Cove, Bayers Road, Larry Uteck Drive would be good future rail stations if and when feasible
- » What do you mean by commuter rail?
- » Is it possible to run some kind of hybrid (bi-modal road/rail) bus on the railway?
- » lower fares, get more riders
- » make transit more comfortable, little things like tray tables or comfy seats
- » "train the trainer" for how to use transit

Active Transportation

- » There was a lot of information about going to and from downtown, especially AT. There were no displayed AT networks within communities. Will there be bike infrastructure added within communities?
 - » The cycle network shown is the 2020 plan. The network will expand within communities past this date.
- » A trail from the Fleetview extension to the back of the school was never made
- » Maynard St residents and cyclists > not convinced that contra flow bike lanes are a good idea > drivers not used to it and it might surprise or annoy them
- » Interest in bike connection from Woodside (waterfront trail) to Shearwater base
- » Add connection for cycling to Herring Cove Rd to 2020 Network
- » Add Mainland Linear Trail to 2020 Network

Staff

- » Who is on the team?
 - » The team is not created from just one department
 - » Halifax Transit has up to three staff on the team
 - » Two staff are involved from AT

WORKSHOP RESPONSES

Sackville Acadia Hall

Comments are typed as written.

General

- » You're not doing 100-year planning for the whole municipality
- » Thanks for coming to Sackville!
- » A lot of this is for the [Regional] Centre. It will take time to move it out here. We need to look at the full HRM. This is a start, not the finish. What next?
A lot of this is for the Centre. [Councillor comment]
- » Council has to do trade-offs.
- » Once you reach a threshold in one area, then you should move out and do another area
- » The 21st Century belongs to the youth. Have they been consulted?

Transit

- » Lucasville Road has 300 residents and needs a bus, especially Access-A-Bus
- » Which bus do I use to get from Hubbards to Moser River?!
- » Community transportation has not been part of this discussion. Tell us if we can help! It's growing in popularity, and we feed Halifax Transit. We are part of the solution.
- » MetroX is one-way peak-oriented. Why? It would help Transit Oriented Development and business and homecare workers [if peak backhaul trips were also available to the public]. Is the issue with scheduling the stops? How could we better market the backhaul of the commuter buses? How about "Escape the City" [as an advertising message]?
- » I don't see a lot of cyclists, but a lot of people in cars who'd like to ride transit.
- » Kids grow up, want a job, but there's no bus. The jobs aren't here [in the Sackville area]
- » \$750 million [the estimated cost of the roads in Table 4.1 of the Regional Plan] could buy 1000 buses! Run the models with that scenario!

TDM

- » Demographics: young people with no children favour flex time

Parking

- » Why not just tell developers to provide less parking?

AT

- » Lucasville Road is getting very busy and needs a bike lane. It is quite a thoroughfare now
- » How will you increase the number of trail staff to 10?
- » We need "Third Mode" funding [for trails]: \$11 million/year Hubbards - Moser River, or 10% of the capital and transit budget.
- » There's no bike lane or paved shoulder on my road (Waterstone Road). It needs a refurb, so add the AT elements then
- » Biking frustrates peak-hour drivers when the bike has to avoid holes and bumps
- » Being healthy improves our healthcare system.
- » Will HRM buy the Windsor and Hantsport Railway [for a trail]?
- » What's happening with the Boardwalk Around the Harbour (BATH) idea?
- » How can we find a way to spend HRM dollars on private and provincial property? It's driving the trail builders crazy! It's in the Charter.

Roads

- » Margeson Drive could be a detriment to the Waterstone neighbourhood, or a help with respect to park-and-ride. If only part of Margeson Drive is built, traffic to the park-and-ride will pass through Waterstone. So build Margeson Drive all at once, or not at all!

WORKSHOP RESPONSES

Transportation Comments found on the back of Consultation Evaluation Cards

Comments are typed as written.

- » Time & Space to experience public pavement in new ways - i.e., Switch: Open Street Sundays
- » Road Network:
- » - PROV. \$390M > Twinning
- » - HRM \$750M = 1000 Buses
- » - Modeling (?)
- » ... "Why so much focus on the Centre" If 50% goal has been achieved/population"
- » Halifax needs more focus for walking i.e. "Walk Halifax" with a definite plan for the walking aspect - too many bikers with great ideas - let's make room for some walkers.
- » The Team - Who is the Walking Advocate?
- » No ideas shown for traffic calming that would make it safer for the pedestrian.
- » No ideas mentioned about winter snow storage - which currently is along some of our trails/trailheads
- » Wayfinding/signage to help visitors and newcomers find their way
- » Maps - When a closure is announced - use a map to show folks an alternative - if more maps were used - it could help "manage" congestion - There are often several ways to get to a destination. "Education".
- » Trails and Greenways - maps are out of date
- » Data collection - meet with stakeholders - Trails & Dal could help data #'s.
- » As part of networking sidewalks, Accessible Pedestrian Routes must be included in a site plan when a new building proposal, (for any business or commercial), when approved by the City.
- » A business, by law, needs to be accessible; but the current guidelines do not include a safe way to walk from the building to the city sidewalk
- » There needs to be sidewalks and crosswalks connecting the Bus stop and city sidewalk network to the storefront. By law.

ONLINE COMMENTS

What do you think about the directions and actions for land use?

Comments are typed as written.

- The focus appears to be too much on transit and not active transportation. Development should have consideration for pleasant walking experiences (not necessarily on roadsides), bike lanes, etc. Nothing about that here. Barely anything on this map is devoted to active transportation planning. If so, that is terribly disappointing with all the efforts put into this planning process.
- This map is amazingly exciting. Let's do this! But we need to get the planning right for those TOD communities before commuter rail and bus lanes are done. We need to devote staff time to getting this done. We should also approach it with big vision, totally transforming these places into great main streets people love. This is a visionary plan for our future, not a simple operational plan. To make small changes would be an enormous waste of development money spent in this city. I'm only asking for one change: the Lacewood TOD should be moved to Lacewood and Dunbrack. There's no room for anything truly new or transformative at the Lacewood Terminal. There are plenty of parking lots that can be redeveloped at Lacewood and Dunbrack, however."
- It is great to see this bold vision for Halifax. We absolutely need to prioritise the movement of people instead of the movement of cars for health and sustainability. This plan is long overdue.
- Good ideas to mix land uses and focus development around transit stations / site transit stations in walkable, mixed-use areas
- I like the active green ways. I like the addition of protected bicycle/pedestrian lanes. I like plans to curb sprawl.
- Directions for land use seem reasonable. Actions for land use seem vague. "Prepare Station Area Plans..." sounds to me like the planning that will effect real change/impacts is being put off for the future. I fear this planning will take too long, and in the meantime, poor development will happen lessening the potential for positive change.
- I am upset because Hammond's Plains is not on the transit oriented communities when our bus service is low. Most other places on this map already have frequent service. I have to own a car in my community because there is not adequate bus service. Land use is okay as long as street parking is kept.
- Overall good direction. The plan for Transit Oriented Communities is exciting. But Transit is also about route design. Frequency and Speed of routes matter since these reduce wait times. Also Span of Service matters since it affects at what time people can go places.
- Station area plans sound great, as does TOD. Can you please punish developers who build buildings with inadequate pedestrian access? Can you please put an end to enormous parking lots between sidewalks (and transit stops) and buildings? Also, not all stations need to be huge monstrosities like the Bridge Terminal in order to work. We don't need enormous stations, we need dozens of smaller super-stops, all with amenities and safe, convenient pedestrian connections. Why did you let the store in the Mumford Terminal go out of business? Heavily discount retail rents within stations and require minimum open hours, lighting, etc to those that win the contracts.
- Why are there no new proposed services to extend toward Herring Cove? Anything to relieve the bottle neck of where the 102 terminates into Bayers Rd would be a major improvement. Same goes for where the 103 meets the 102. I don't see any new services toward Timberlea."
- I think that a lot of the transit focus assumes that everyone needs to move to the Peninsula for work. If commuter rail was treated seriously there would be an existing transportation service along a route that services existing "nodes" where clustered development could be encouraged. These include Windsor Junction, Bedford, Rockingham, Fairview, West End Mall, South Street and downtown rail terminal. This could continue along the inside of the harbour to the shipyard (the original site of the rail station). Essentially this would create a circumferential transportation route on the edge of the Peninsula. The Peninsula already had many highly dense and walkable neighbourhoods. Establishing corridors along streets such as Chebucto, Young, Robie, and Quinpool serves no purpose for people living on the Peninsula-its clearly to move people on and off or through the Peninsula. This will be at the expense of many homes along these routes and the quality of life. This isn't about mobility, its looks like its about cars and buses. Oh, and letting a few developers concentrate development on the land they already own.
- I completely agree that land use should be designed to prioritise and encourage the use of public / active transport over private cars.
- Zoning around transit stops/other transportation options is extremely important. Frequency to these stops should also be increased. Transit is an extremely important component of transportation because of the accessibility factor.
- When we talk about increasing density we also need to follow through. For example the 29 story development on the corner of Quinpool that was reduced to 20 stories because of push back. If we want to become a major city, and continue to grow, we can not hold back on height. Yes, we need to be carefully aware of shadows and wind, but by making this development shorter it will now be more expensive for residents, and at the location this development is in an extra 9 stories will not affect the shadowing of the community. It is central on bus routes, and convenient. It is a prime place to up density, and yet it was cut because there is a fear of height. We need to educate the people of Halifax not to fear height, and in the future perhaps push through on projects such as these. If a Honda dealership can sprawl and reduce density in a central area despite public pushback (much more intense pushback than this project) we can push back and add appropriate density. Maybe a tall building will help Halifaxians see they aren't evil.
- * Work with the communities surrounding these transit terminals, so far this is not happening
- *Use an AT lens when allowing future development to avoid missed opportunities for additional walkable neighbourhoods
- * Suggest neighbourhood Transit routes to a terminal, then faster, more frequent Transit to linking terminals.
- I think the direction is great. Providing more accessible and attractive transit hubs will encourage more people to take transit.
- I love the idea of the transit oriented communities. If the growth centres can be developed in transit-friendly ways it will set us up nicely for the future. It is difficult to see the AT routes given the resolution of the images, but hopefully they connect the transit nodes.

ONLINE COMMENTS

- » Definitely agree that land use be considered re existing infrastructure.
- » Not completely confident this strategy fits with our provincial demographics since the "greying" of our province is increasing significantly which does not jive with "build it and they will come". In addition, immigrants are increasing in our population and they also don't seem to be taken to the cycling idea as a mode of transportation.
- » work and home should be easily accessible to transit
- » the bus system in dartmouth crossing is horrible, once ikea opens it will be horrendous as the bus currently stops at the lights near the theatre and this is quite a distance from this particular area of the crossing. There should be a hub there with a bus maybe a smaller version, travelling around the crossing in the smaller sections as this place is not suited for walking only driving
- » I agree with the directions for land use- there needs to be much more investment and support for transit, biking and walking infrastructure. Development permits need to reflect this
- » I think anything that reduces our reliance on cars as a primary method of transportation will be good for the city in the long run
- » on the right track but life is short, start spending more money on people i.e walking and cycling back off with the roads, make them narrower, and fewer lanes
- » Generally positive, but seem quite long term
- » I think the rail idea has the fatal flaw of entering the wrong end of downtown. Bulk of business is on the North end, not the South. People don't want to have to go outdoors for another transfer for a 3-5 minute bus ride. I worry about the duration of a ferry from Bedford/Shannon Park to downtown being too long to discourage driving. Everything else seems sensible.
- » Gottingen should be a priority corridor as is Barrington given it's continued residential and business growth (ie Link bus stop in front of government building to promote more ridership). Additionally, I do not see much connectivity between Forest Hills and the Urban centre i.e Forest Hills Parkway (more so Main Street area) as well Sackville does not appear to have improved urban connectivity. If anything it appears decreased to be going through Bedford Hwy vs Magazine
- » You have a great potential corridor to Fall River through Shubie Park and it doesn't seem to be addressed at all?
- » I believe that HRM isn't sufficiently servicing the bedroom communities of Waverley, Fall River, and Wellington with transit. Despite the population of these communities, still part of HRM and paying substantial property taxes, it seems the money generally gets spent within the city core.
- » sounds good!
- » Looks good. I like the idea of less cars in the core.
- » Looks ok to me. Not much choice when the major part of the city is on a peninsula
- » Looks good. Love the idea of looking at increasing the potential transit methods, this will encourage more people to not use single passenger cars driving around. Give reliable and safe alternatives and people will consider using them.
- » There is no active transportation plan to get from Clayton park to downtown. This is a huge missed opportunity. At least connect the mainland linear trail to three CoLT to allow access, or create a bike lane from Dunbrack to Windsor that doesn't go through the Windsor exchange. Something to allow the most densely populated area commute via bicycle
- » I like the approach to transit orientation communities. Use of reliable services like rail and ferries will help in this regard
- » Makes sense for the core - my community is unaffected.
- » The idea that you can "mix land use so residents don't need to use their car" is not likely to be successful -- it may work for some, but typically the draw to a specific store, restaurant, or activity won't tie in with services that are available within walking distance
- » Plus - why does there continue to be zero service to Fall River? The taxes paid by Fall River residents far outweigh the services brought into the area. 2 different bus routes (Cobequid Rd and Waverley Rd) head towards Fall River/Waverley - but both turn away before reaching homes. There is a airport bus - but the bus stop requires a car to access - why not have a bus from the Cobequid terminal loop through Fall River and out the the Airport bus terminal - linking the terminals and allowing those residents a chance to tie into the transit system they already pay dearly for???
- » It looks good on paper but lets see how this works with the masses. I am with you so far
- » This looks great to me, but it must be acted upon by city council without exception or alteration.
- » good ideas
- » Yes! It's all so logical. Is there some way HRM can work more closely with the provincial government re planning and development of public facilities like schools and hospitals? i.e. the QEII outpatient centre will be located in the Bayers Lake business park, which is very inconvenient.
- » Glad to hear all that has been considered. We definitely need to encourage business growth/employment spaces with reasonable distance from transit stations. One thing missing from the conversation is prioritizing grocery stores within walkable distance to transit. Also, I notice hatchet lake and the surrounding communities branching off the 333 highway where I grew up is absent on the both the growth chart and public transit priority. Why? Is this area too far away and/or too underpopulated to consider providing easier access to public transit?
- » Good, keep going
- » its ok
- » If the transit is really feasible this is terrific in theory.
- » I don't see this as a very high priority unless we foresee a high influx of people into the municipality. People already settled down in their own communities and so they are not likely to move.
- » These appear to reflect a broad consultation and will hopefully be well-integrated and appropriate policies developed. Whether they can be afforded (like

ONLINE COMMENTS

commuter rail) is a separate consideration but the devil will be in the execution.

- Transit terminals are not currently sited in convenient locations in many instances. Sportsplex, Lacewood, Penhorn are not within easy walking distance for many commuters. Meanwhile the ferry terminals are not particularly accessible at all. The concept is nice in theory but impractical in practice.
- I like transit oriented communities in terms of smart growth for Halifaxians quality of life. I think that commuter rail will only work if the terminus is at the Halifax Ferry Terminal, very close to the downtown hub. Commuter rail or extended ferry routes will work best when they can get commuters as close as possible to high priority locations, downtown workplaces, Scotiabank Centre, Spring Garden Road, the Commons for public events etc. If commuter rail passengers have to transfer to a bus or walk I think ridership will be too low to justify the investment. I think extended ferry routes is a smarter area for growth in terms of encouraging suburban transportation to downtown, perhaps ferry terminals at Kearney Lake Road/Birch Cove or Mill Cove with potential additional ferry terminals in additional Dartmouth locations in the future. I have recently returned from Vancouver where the Translink Seabus is very successful transporting commuters from North Vancouver to Waterfront Station, Vancouver's equivalent of the Halifax Ferry Terminal.
- I like the direction but I don't see cycling mentioned in any of the points.
- These are your bus transit communities only. Rail & ferry routes should now be on the planning stages so the land can be allotted as required. Additional ferry to Eastern Passage? Also, the proposed new bus terminal in Middle Sackville is not showing on your plan. It would be great for those from Windsor to Annapolis Valley.
- Seems a good idea, I also think you need to include the Fall River, Waverley areas in planning for transit and those communities with a higher population of people and are in HRM area. More transit to reduce traffic in these areas.
- ok but do more on transportation.
- These corridors make sense and the potential areas for TOD are concentrated for the most part in areas with higher density and population. You need to carefully coordinate with land use planning and housing policy to make sure that tools are in place to protect rental and affordable housing in these areas. Otherwise people will be quickly priced out of areas with good transit.
- They are out of focus. We need more family homes. We do NOT need more empty high rises or even any high rises. Business should be 2 stories and bars/restaurants 1 level. The north end, the TRUE north-end needs to be better managed. No buildings over 3 storeys and no bike lanes. The one on Devonshire Ave was a waste of money that could have gone to better use for transit for the north-end. An average use of 2 bikes a day is a waste of money. We need better transit. That being all area north of North St. East of Windsor St. Everyone knows this as the north-end it was taught in schools. North St to South St was Central Halifax.
- As a family of four, living in the downtown core is not plausible. To rent an apartment large enough to house us, would be so much more than buying a house on the outskirts of the city. Until that changes, there is no way people will move to the core of the city. And until my job is in the downtown core (which it isn't, it's in Burnside) I won't be taking the bus. I live in Timberlea and it takes nearly two hours to get to Burnside from my home. Until that becomes close to the 20 minutes it takes by car, I'll never take a bus.
- Overall good. Definition of "transit terminal" though should be broad, specifically including "virtual" transit terminals that occur where high flow routes intersect e.g. North x Windsor, North x Robie. Land use should also address destination accessibility. For wheelchair users it's a road to nowhere if the storefronts etc. remain inaccessible so sidewalk planning should incorporate virtual easements for building accessibility mods. This should not be permissive, providing notional easements in design would enable an access-to-all requirement to be phased in anticipating new and evolving accessibility requirements.
- I find the first direction completely out of touch with our society. I need to bring my kids to school, then go to work, pick them up, run errands, doctors appointments. This plan is a real joke - and with Canadian winters - ouch. I agree that there should be better apartments and more hubs next to each other however beyond that you need to improve roads.
- you can't make people live where they choose not to live.
- Needs to be connection from Portland hills major terminal to Cole Harbour place area as a bus terminal park ride.
- can't really read the legend on the map - much too small and faint! however, from what i can gather from the description it all seems like a step in the right direction.
- Fantastic! I am very much in favour of this plan.
- I like what I see but need to solve Bedford Hwy issues I is now gridlock from over development.
- I definitely believe in higher density this puts people where they really want to be, especially when increasing building height for more to people to live together on a "foot print of land" .. example if a building has only four floors and 40 units ..this is ridiculous and when an opportunity to take that same land size and create underground parking and make it 15-30 floors now - this can now accommodate 150 to 300 units. Its good for the city for extra property taxes too!! Its a win win. I love cities being cities ..and this includes density, high-rises and skyscrapers. Love it!
- I agree with it!
- I'm a fan. It reminds me of transit in plans in Edmonton in participated in 8 years ago.
- I hope DT Dartmouth becomes a 'transit oriented area'.
- Potential ferry route not defined well enough. Need park and ride at west ends of service boundary, need to include hammonds plains/sackville in active transportation network. Need to take into consideration the Burnside-Sackville connector highway. Hope to see rail connection to airport.
- I think it all makes sense, but don't diminish areas in places that require parking where it is already scarce (e.g. south end Halifax). Please bring back the parking on University Avenue e.g., which was lost to a four-block dead end bike lane, when parking is so badly needed for children, the elderly and the disabled especially to access the Rebecca Cohn Auditorium.

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- » Sounds good however please keep in mind that people are at different phases in their life. When I was young and out of school this was fine. I now choose to walk or drive my car. Not appropriate for my phase of life and going forward.
- » Rail seems like an expensive pipe dream. Better connections from Dartmouth suburbs in Cole Harbour and eastern passage, to Burnside are needed.
- » I don't agree with not expanding roads to less dense populations. Everything does NOT have to be in a dense area. Transit needs to be expanded to include urban areas like Fall River.
- » I cannot enlarge the map to see the neighbourhoods clearly. I LOVE the idea of commuter rail.
- » Good. I agree with transportation hubs and more walkable areas.
- » Great for those that want to live and work in the former city of Halifax but all the more reason to encourage business and folks like myself to locate and shop outside the former city.
- » I'm not sure how you would locate jobs in that area. I'd be happy to work from home.
- » Curb sprawl is good, but I'd emphasize more on decreasing road infrastructure for motor vehicles.
- » Still no bus service in mainland south reliable and frequent.
- » Transit should be able to follow development. Existing areas with high density should be serviced by transit accessible and timely people will use it. Find out why people are not using the service, don't just talk to the riders.
- » Good start. HRM planning needs to start planning for the "outer" regions now. Set aside the "transit routes" for dedicated rail, bus, taxi now, for the future as the city expands.
- » Just because the English built a fort on Citadel Hill does not mean that this is the right place to develop a downtown having intensive office space which results in intensive commuting and parking problems. Office space should be developed on vacant land next to the east end of the Angus L. MacDonald Bridge in Burnside, Bedford Commons and Bayer's Lake. Developing some satellite health care facilities in Dartmouth, Cobequid and Bayer's Lake could reduce traffic to the VG Hospital site.
- » What about locating hospitals and health care clinics within easy walking distance of transit, not just jobs and housing?
- » Might work though difficult to create jobs within walking distance of transit. The transit will be what has to change.
- » I generally like the overall concept. It's not just proximity to a terminal that makes transit useful, however. Don't forget access for pedestrians and bicycles is important, as is the frequency of service. For example, I live roughly in the middle of the Penhorn Mall and Portland Hills terminals but I almost never use them. Why? The Penhorn terminal is on the other side of the 111 from me and there is no safe bike route to get there, and it's not a particularly nice walk, especially where you have to cross the on/off ramps to the 111. The Portland Hills terminal would be much easier to use if it wasn't on top of the highest hill in Dartmouth. I am also less than 100m from a stop for the 57 bus, but the frequency is so low that it's basically unusable, and, to be frank, it takes so long to get to where I work (1km from the Bridge terminal) that way that it is almost as fast to walk (not an exaggeration) and almost 3x longer than if I bike in. So, yeah, I like the basic idea, but there's more to placing a transit terminal than the "crow flies" distance, and I'd like to see that reflected in the plan.
- » Basically the principles seem sound. Well established routes however should not be cut (i.e. Route 15 as this would cause undue hardship on families who have relied on this bus for decades).
- » I think you are trying too hard to force something on the people of NS that they do not require or want. The reason we live in NS rather than Montreal Toronto or Vancouver is the difference in quality of life here. Please DO NOT try to make us into a mini Toronto! Stop talking about increasing population density and let city people be city people and rural folk be rural!
- » I have excellent (better than 20/20) vision and can barely (and in most cases CANNOT) make out the text on these images. Did anyone get any advice or attempt at proper web and/or survey design? Text should be HTML, not images, and should be able to be read by screen readers. This undermines your data completely. I think I see a rail and bus going to Bedford, although no ferry? We would support a commuter rail to Bedford if that is there.
- » Sounds good in theory. Some questions: Why are the potential growth areas on lakes and protected undeveloped areas (Behind Bedford or Why is there no Transit priority corridor coming in from Tantallon area)?
- » There are many issues which are not covered here (maybe later), like allowing buildings to tower over the existing city, higher than the Citadel. More parks with picnic and play areas.
- » As for the proposal above, there is not enough details as to HOW these proposals are to be carried out. The general idea that we return to neighborhoods and town-like organization is good. Less emphasis on expanding roads is good. But there is no mention of better bicycle paths, even designating half of certain roads in a circuitous system to travel on the Peninsula and beyond.
- » This seems to be moving in the right direction.
- » Be proactive!!! Where is the city growing the most? Anticipate that and make a system now ahead of the development, rather than crisis management.
- » These are generally very good. I would generally support greater barriers to development in transit unserviceable land. I would also support increased density in transit friendly areas that currently have only single-family homes.
- » I strongly agree with everything on these panels. Density should be increased around transit nodes. Walkability and transit go hand-in-hand, but new transit hubs like the Clayton Park Terminal are sorely lacking when it comes to walkability.
- » Lastly we desperately need to curb car-oriented urban sprawl, which is really out of control in areas like Bayer's Lake and Dartmouth Crossing. We can never wean ourselves off automobile dependence if we continue to sprawl in such a car-oriented, low-density manner.
- » We want to see better transit, however it can be improved. My wife lives off Portland Street near the Portland Hills terminal. My husband worked in downtown Halifax for 25 years and took transit bus and/or ferry every day. His employer has moved their office to Bayer's Lake. VERY POOR TRANSIT TO THAT AREA.

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It takes 1 3/4 hours on the bus each way from our home! He now has to take the car. What about all the retail workers who work in Bayers Lake? It is very much a case of if you build it they will come

- » The directions are very clear and so are the actions, a thing to note some of the transit priority corridors which are probably supposed to go through more densely populated locations are in places where it is not very populated at all. For example Chebucto rd vs Quinpool road where there is a way higher population and a push by the Centre Plan to increase density. One would think that ideally buses should transit the more densely populated areas or future areas, i.e. Robe st and Gottigen etc.
- » Increasing housing density is good (not mega homes, more homes) Avoid road expansion by using commuter rail and truck route in the railway cutting. Using Lower Water St. for freight traffic is terrible
- » Would prefer to see more of "town center" or "downtown village" communities as opposed to recent type of developments in areas like Larry Uteck and Bedford West. Compact suburban hubs that resemble tight downtown cores on a smaller scale. If parking is an issue, some very small underground garages to supplement the on street parking.
Spreading out from the mini-village core would be multi-use trails in all directions leading to high density housing and tapering to townhomes, single family on the outer edges.
If we know that compact village/downtown type designs are most efficient, why aren't we re-creating them in the 'burbs?
- » This seems to have the right idea to avoid creating more car traffic. However without making buses/trains/ferry's more timely to reach a destination, it will likely make much of a difference. In example, a trip from Fairview to Cole Harbour can take 20-30 mins by car, however it takes 1 hour and 30 minutes by bus. Much of this is caused by buses operating at 30 min intervals and unoptimized routes that don't prioritize direct routes between communities. The number 7 is a success story in that regard, providing quick direct transportation from one side of downtown to the other in regular intervals
- » It's a good start
- » Looks good. The denser the better. There should be a severe limit on creating new roads
- » Although I understand the need to control sprawl, I feel that restricting areas for development plays into the hands of existing established developers
- » I think it's a good start. Definitely seems to be taking all things into consideration
- » makes sense
- » I agree that the transit system should hook up with high density work areas
- » No opinion on this
- » There is still no route to Fall River on the way to the airport?
- » Not seeing a lot of active transportation facilities in the plan. Greenways can also come from recreation paths and the city has fallen down on this option. Eliminating sprawl at the cost of historic - old city buildings is going to cost us - not just in tourism dollars, but it is losing our heritage
- » Need to complete bike lanes from Bedford on to the peninsula. The Windsor Street exchange is a nightmare and there is no alternative route
- » I think we're moving in the right direction. As the city expands it is prudent to expand accessible transportation for communities.
- » I feel that the improvements suggested are positive. I do however believe that before public transportation is enhanced for the majority that there are resident taxpayers that have absolutely no public transportation available to them at all. For example, Cow Bay and Rainbow Haven Provincial Park are completely without any public transportation what-so-ever. Over the past two-years council mandated paving the roads in our sub-division. Yet we still are without public transportation. It is somewhat analogous to those with food contemplating how they will improve their menu, while down the hall there are people starving. How do you suppose these people feel? Provide a reasonable degree of service to all main thoroughfares first and then enhance higher population areas. I believe this is only reasonable. Throw the beggars a bone...
- » The words are all good. But development is happening outside the city. The city has not lived up to it's percentage goals on housing units of core and outside core. The city has not managed to keep Service Nova Scotia or a New Hospital Clinic in communities. We built the Lacewood Terminal near NOTHING. Want to carry your groceries from Sobeys to there? We have a major problem with implementing what we say we want in nice documents like this. As Bayers Road showed, we do not have the \$ to support that expansion at how much we charge developers for new outside core development (Larry Uteck overpass cost what?) to support our system. A Vancouver style towers at Skytrain stations is great for developers, if we are creating value as a city for that land we need to charge for it's development so as to build a transit system that is a better alternative to car.
- » It still looks like there are huge areas with no access to transit. What are you suggesting for "Potential Transit Oriented Community"? Huge high rises taking out the beauty and grace of the older neighbourhoods for "affordable housing" poor folk can't afford to live in?
- » The actions are good. There does not appear to be any recognition development has to implement the plan as it occurs. There is no mention of off-site improvements, negotiated community amenities, contributions through DCL's, density bonus'ng, CCC's etc, as part of implementation. Development agreements, subdivisions, rezonings are HRM's opportunity to ask for infrastructure. but there seems to be a reluctance to ask for improvements to the adjacent right of way. If the plan's implementation is left to HRM, it will take decades. If development contributes as part of their projects, as is done in most Canadian cities, it will occur much faster.
- » I am sorry, but the print above is too small to read ... and I use a 24" HD monitor!
- » Back to you with an observation: The overall theory is excellent, but the application appears to be pie in the sky. Most if not all of the identified 'transit oriented communities' exist in a state that is largely built-up and complete, providing little if any opportunity to initiate such comprehensive plans without significant disruption of infrastructure, roadways and zoning. The Land Use directions and goal must of necessity be applied to new developments and serious thought needs to be applied as to how these idealized and generalized directions and goals must be re-directed to deal with the inability to restructure existing fully

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developed areas.

- » I'm very please to see thoughtful, goal-oriented development plans. I hope the council holds them up.
- » The Integrated Mobility Plan seems very confined and without forward thinking. Under "Directions" is ment on of "curb sprawling development caused by road expansion." The City of Halifax is just that, a city. Cities sprawl. Halifax is already sprawled through its HRM region. However, this plan seems entirely focussed on the city's core with no real thinking about its other areas.
- » MFTP needs to be extended between Dartmouth terminal and Lower Sackville. The 87 needs to run later to connect the towns, having the 87 run through Dartmouth road instead of the 103 highway. This will increase ridership for those needing to shop or visit General Practitioners in Bedford without going through all of Peninsular Halifax and Bedford South, which takes over an hour. The 87 route usually sits at the Cobequid terminal for 5-10 minutes because of the quick passage from the highway. This time can be used to pass through the Bedford shopping area, boosting ridership, local economy, and accessibility from town to town. Also, adding more frequency of the 84 downtown express route will increase ridership. Do you know how many people in Lower Sackville know that you can get downtown Halifax from Cobequid in 25 minutes? Next to none. And then market the living hell out of the new routes. Not just on buses, but on social media. Make it shiny, short, well-written and effective. I ride the bus everyday and see these shortfalls. I cannot enjoy a hockey game at a friends house in Dartmouth because the 87 stops running to Sackville at 10. I do not want to say that it is unacceptable, because other places have it far worse, but this is so manageable that it's disheartening to see the work not being put in by those running the transit lines. They see which routes the money comes from, but do not implement a plan to grow the routes where the money can come from.
- » Can't read the pamphlet, writing is to small and in some places parts of it is missing.
- » Seems like designing around bus use when buses are unreliable, driven by rude drivers, with passengers feeling unsafe and with the loss of tax credit at federal level is not going to entice me to take transit.
- » Is it thinkable to provide parking spaces for CarShare Atlantic (and other carsharing providers) in the high density area? It's easier to not have a car if a carsharing option is available nearby. It's also easier to refrain from taking a carshare than to leave a car at home.
- » "Generous" amounts of Park'n'Ride parking must be provided near each node of a transit-oriented system. This provides access options for potential users who are not within "walking distance" of the terminals, or for whom there are limited feeder bus routes. Feeder buses to access these nodes are fine, but unless they have a frequency of less than 10 minutes they are frustrating to rely on during rush hour.
- » Increase density so residents don't need to use a car" - this seems to be a developer's dream excuse for building high-rise condos and apartments on the Peninsula. I think it's bunk - try going to Sobeys to get a half-dozen bottles of pop or a couple of large bottles of water without a car and see how easy it is. A 2-litre bottle of pop weighs 2 kg, or 4 1/2 pounds. A 4-litre bottle of water weighs twice as much. Expecting residents to not use their cars for everyday chores is just pie in the high-density sky.
- » I cannot read the legend or comments on the second page.
- » There is little new land, there needs to be infrastructure in the city, not more housing. Apartment buildings just cause more congestion. The Bedford highway should have been update decades ago. All transit is not the answer, Infrastructure is.
- » The map is hard to read and make out all the different components. It looks good on paper but will depend on what kind of bus system is put into place.
- » We are right on water. Why not use more water transportation/ferries such as via Bedford basin? Why not have more parking at terminals such as Lacewood for commuters to park and nde?
- » Land use is a good idea. There were plans to develop Main Street but transit cut bus service so I am not sure what will happen with that plan. We no longer have the 56 past mic mac. We have so many 10 micmac only buses that if they were scheduled better could connect with the 54. But we lack a councillor to take an interest in the area. We have lost service to the Westphal and montabello and Main Street areas. It is now so frustrating trying to get home from work in halifax to anything past mic mac mall.
- » I don't think dartmouth really needs a commuter rail. Increased ferry and bus services would be better. And more bike lanes in downtown dartmouth.
- » Just arrived from Ottawa where Transit Oriented Development was used as an excuse for developers to get more height in residential neighbourhoods -- in fact in one study the CMHC found that the purchasers of the condos were high-income retired people who owned their own cars and did not use public transit. The transit oriented designation can be, and has been, abused in Ottawa.
- » I fully suport and encourage greater integration of this concept.
- » Sounds good!
- » As more residents age, the emphasis upon access to hospitals, stores etc without use of cars should take precedence. In Bellingham, Washington State, seniors are provided free access to bus transit. Could this be considered for HRM?
- » I think that it is essential to link development and transit. At the same time, the map presented here tells me very little, and the paragraph describing how we get to higher-density, transit centred neighbourhoods, which will then automatically result in more people walking and riding their bikes to commute, provides no real plan. There are a lot of empty spaces in our city (including the downtown core), but how exactly do we get developers to develop them in accordance with the proposed plan? There are "growth centres", but many of these seem to be sprawling and disparate with respect to the other centres so identified, and too many of them are not near places of work and likely never will be. so increased growth in these areas will most likely not result in increased active transit commuting. Light rail is intriguing, and would certainly help commute times from Bedford/Sackville to the centre (hospitals, government, DND, and universit.es, which I think that the major employers in the centre), and this in and of itself might increase active transport once passengers reach the small, walkable core. The key here for me is the cost of ridership, both on buses and the potential light rail. If the cost of travel does not represent a sizeable savings when compared to driving and parking, there will be little uptake among most daily commuters. So, I would like to see some sort of fare structure included in this report. Also,

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will there be bus lanes into and out of the peninsula? Current commute times on such routes seem longer than they should be and these buses seldom run on schedule. Without dedicated transit lanes, at least during peak periods, I do not see how service can be improved, which is another key to increasing ridership, reducing dependence on cars, and generally reducing congestion and its associated air and noise pollution.

- I hope the city is able to go ahead with the "potential transit priority corridors"
- I believe it is essential for you to work in tandem with municipal governing offices to change rules about having basement apartments in city houses to maximize density. This is one easy and unobtrusive way to increase density and increase public transit ridership. I would also like to see your office and the city's zoning office spend some money on a public awareness campaign to explain to nimbys Nova Scotians great developments like the seniors residence proposed for Windsor St. using the old St. John's United Church property was good for property values, good for public transportation and good for the a society that should want to provide accommodations for people who may not feel welcome in traditional senior residences. I believe you must work together because if you are trying to encourage people to "go public" and perhaps give up owning a car, we need to believe housing will be available in areas that are conducive to living a life without a private vehicle. This option must become FAR more appealing before people will make the change.
- On a personal note, I lived in Hong Kong for eleven years and always walked or took public transit. Car ownership for me and the vast majority of people would have been an incredible inconvenience. In North America, we need to change the paradigm.
- Thank you, thank you for changing a part of the discussion away from that horrible, backward idea of making Bayer's Road into a six lane highway. Thank goodness we no longer hear about that disastrous idea.
- Bike lanes attached to existing roads are dangerous for everyone. Motorists are not used to them and many cyclists are not following rules of the road. Rail service is excellent idea!
- Although you create high density residents in the downtown core - people still want to use their cars. Accessible (in all ways) transit is an option. Encourage business (via incentive) outside core. Saving green space essential.
- My view on this is the fact that both Dartmouth and Halifax are old cities with very narrow streets. Nothing can be done about that. Some ideas of putting in bike lanes is good but at the expense of making narrow streets narrower. I idea of bikes is good as it gets a lot of cars off the road. I am a senior citizen and I would never attempt to ride a bike in either city.
- Both harbour bridges work great, it is the on and off ramps that are the biggest problem during peak hours of travel. I don't think that can ever be fixed."
- The presented plans are too vague to properly answer this question. However, the general idea is moving in the right direction. Start designing infrastructure projects that follow trends from highly-successful transit systems in European cities such as Vienna, Hamburg, etc.
- Focus on allowing people to reduce car use is fantastic.
- They sound good.
- I don't agree with this direction as the City is too small to have effective rapid transit. I believe this plan will ironically hollow out the urban core.
- Sounds good. Include some bicycle parking at the transit stations.
- I believe you are on the right track. There is no question moving people without the use of cars is a great goal. This includes rail. I was thinking as I biked downtown yesterday, I always use Oak/Allan streets to go east/west as I have ben biking my whole life and I never use the busy streets even with bike lanes because I have been hit by cars too many times. A street like this where there is not a lot of traffic is attractive to biker. It could be divided in half (With barriers) and vehicular traffic flows in bound in the am and out bound in the pm. BTW I never ever use the bike lanes as they are all on busy streets and there are so many quiet streets to that can get you there. You will never convince the bulk of population to bike unless they feel protected by a barrier or not on a bust street. As well in Europe bikes and people use the same side walk without issue. In a sense we already have the protected bike lanes laid down through out the entire city.
- Good. I do not think an suburban sprawl should happen. Any new development should incorporate pedestrian and safe cycling as well as transit use. I don't think the possible rail corridor in Dartmouth is close enough to most of population to be beneficial or practical.
- Agree.
- More plain language would be nice. I am a lawyer and I had to read parts twice to figure out what exactly they meant. And I'm still not sure what some of it means. I'm also not sure any layperson who was not involved in this creation process would understand half of this.
- I agree that the directions outlines are the most used in our city. I am especially in favor of those outlines for MFTP. These plans would make my life a lot easier.
- Any growth that interferes with the potential for a greenbelt as outlined in the Halifax Green Network plan should be eliminated.
- A commuter rail system is essential.
- Bike lanes and bus lanes should be the highest priority because they promote safety and efficiency. Human scale infrastructure is KEY!
- Creating density is important, but should not be an excuse for approving excessively large condo/apartment buildings that do not fit in the neighbourhoods and cast literal and figurative shadows over the neighbourhood. Increased density should look like Paris or Montreal, not tower in the garden style. Transit oriented communities are great. This needs to include the north end as well as the downtown business area.
- This plan seems to be about transit. From what I hear, the problem with transit use is that it takes too long to get from point A to point B, or that service is intermittent, or that many areas have no service (I live in an area with no service). Other than using the word "cycling" a few times, there does not seem to be much mention of bike trails or bike safety lanes. It does not appear to me that this plan will have much effect on transit use or cycle use.
- I am happy with the current proposal.
- Prioritizing the locations of transit facilities in ways that encourage active transportation is essential!
- General direction and actions are appropriate. Transit corridors show a definite bias toward the Halifax peninsula. These corridors need to recognize the

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development outside of old downtown Halifax, like Burnside and Dartmouth Crossing, as well as promote efficient access to downtown Dartmouth and environs. There needs to be a transit priority corridor on the eastern side of the Bedford Basin.

- While the plan seems okay overall... it has too much of an urban focus and no consideration for the needs of the rural parts of HRM.
- I think the overall plan makes sense. Rationalize resources to improve response time on more densely populated transit routes. I have concerns about Transit priority corridors and their negative impact on established neighborhoods like Gottingen Street. Use Barrington for TPC.
- I don't see any issues from my point of view. (I'm not a big transit user as I bike or walk a lot) The locations chosen appear to be logical to me.
- Fantastic, let's get started!
- I think these are good plans except that we need more Park-n-Ride stations between the Airport and the city. There really needs to be a huge reduction in the numbers of vehicles driving into/out of the downtown and the best way to encourage that is to offer a lot more Park-n-Ride options.
- I'm very happy to see a direction to limit urban sprawl in the direction "Curb sprawling development caused by road expansion through land use controls". Could the application of land use controls be listed as an action item? I see lots of planned growth areas with no protected green spaces highlighted or planned.
- This is a good start. Size wise, the city could be very bikeable, if the infrastructure was there. Creating better access to the MacDonald bridge from the Halifax side would be a big help. Having to go all the way down to Barrington street and then back up creates a major barrier.
- I think this is a good start, but I also think there needs to be more bike lanes in the city that connect. There are too many lanes that just stop and then you're driving into a busy intersection like Robie street and Quinpool. I live in the north end and work in Burnside and transit is a nightmare for me to get to work. There should be a bus that runs through the north end and goes over the MacKay bridge to Burnside. I should have to go backwards over the old bridge and take three buses to get to John Savage Ave. Currently there is only one bus that goes over the MacKay bridge, why is this? It makes no sense to me. There are so many office workers who would take public transit to Burnside if the route made more sense. This would also eliminate traffic congestion at rush hour.
- Relieved to see that Bedford might get some commuter transportation relief.
- In favour of potential commuter rail. Don't know if there should be commuter rail on the Dartmouth side of the harbour yet.
- Well, it is a great idea. You have a green circle one for the new Shannon park development but why isn't there one in the Albro lake area.
- I think the information in the panels makes sense, but I feel like I am missing broader context. What happens to folks which are in rural areas or desire to have a more rural living experience?
- I live in Eastern Passage and I really don't see much in there for us.
- I really like the idea of greater density and mixed use in key areas, related to existing and potential transit terminals. I think residents in such areas may need encouragement and support to accept greater density in their neighbourhood.
- I really don't understand the fundamental goal of this plan. Is it to make transit easier for people in the core exclusively, or is it to get people onto buses and ferries and actually reduce traffic? I'm going to assume it is the later. So, what creates the majority of traffic in the core? People commuting from the suburbs to their places of work. We continue to invest millions into a system which barely addresses suburban people, and does little to reduce the existing traffic situation for everyone. Suburbs continue to grow, traffic continues to get worse, and yet we focus our transit improvement efforts on areas which are "within walking distance" to bus terminal, ferries, etc. Why do we not invest in methods to get suburbanites out of their vehicles? Be it more park and rides, more parking at ferry terminals/bus terminals, better connecting routes to existing ferry terminals, etc. Suburbanites will never give up their cars unless a reasonable alternative is produced, and despite our efforts, traffic will continue to get worse as more and more of these people, from the ever growing suburbs, continue to flood into the core in their personal vehicles.
- It looks good and I'm really looking forward to the commuter rail. Agree that land use should be mixed use so that people can walk more. I am 57 years old and up until I was in my mid to late thirties I walked back and forth to work 2/3 rds of the year weather permitting.

What do you think about the directions and actions for complete streets?

Comments are typed as written.

- This is a good step. Again, emphasis on making active transportation SAFE and PLEASANT are key considerations in street design and planning. Additional opportunities for people living on a street to have a say would be welcome. I note Devonshire was completely redesigned with no input that I was aware of from the neighbourhood directly impacted by the change.
- Another strategic corridor should be Barrington North. This is a dreadful street to do anything on and is an active transportation corridor for many of us who live in the north end. If I work downtown, why would I go up to Agricola and then back down? The base forces many of us down to Barrington for one of the most unpleasant walking experiences in the city. So much potential for this area (and land) that appears to be no action on. Even one of the sidewalks has been closed for a year (Barrington from Devonshire to the old bridge) for no reason I could conceive of.
- Don't forget the role of streets as places, as destinations, not just for moving.
- Yes yes yes! This is exactly what we should be doing. Make it easier and safer for people to move around without relying on cars, design our communities to be healthy and sustainable.
- There should be clear regulations for skateboards etc, not just bicycles.
- I love this. I like how the car is not being prioritized. As a homeowner in the peninsula I like protected bicycle lanes and more greenspace. This idea will make our city more beautiful. I like the active transportation plan and complete streets. I want to see less focus on cars and more focus on people.

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- » Regarding directions for complete streets: I am a fan of the direction to prioritize walking, bicycling and transit (hopefully in that order) when allocating road right of way space. I would like to see incorporation of climate-specific design for our public road/walk/bike ways.
- » I have difficulty differentiating between "directions" and "goals" for complete streets. All seem nice as motherhood statements
- » Do not agree with taking road parking to use for bike lanes or to widen side walks
- » This is a no-brainer
- » Why say "Towards Zero" instead of "Vision Zero"? Come on! Love the idea of multi-modal level of service, and very curious to see how it is evaluated and scored. There is ZERO time to waste on Red Book changes. Announce the timeline, announce the scope and the mandate of the review. asap! Make more snow clearing in house, and raise the standards.
- » I believe a major issue to address is street parking. Roads like Quinpool and Robbie should ban street parking all together. Street parking completely impedes the safety of cyclists and the flow of traffic.
- » excellent idea, slow the speed of traffic in the city and encourage active transportation whenever possible
- » Creating corridors along major transit streets is going to harm those streets and the communities living there. IN the future increasing density along these routes with 4-6 storey buildings will be placing people in proximity to greater vehicle emissions and increasing their health risks.
- » I agree that all modes of transportation need to be considered-that's why commuter rail should be receiving more emphasis
- » Where are the green network links throughout the Peninsula? Shouldn't this inventory already be in place or be added to with the Centre Plan? The most effective way to increase density and walking is to increase the cost of gas and get rid of free surface parking. Are these strategies being included in this Mobility plan?
- » I agree with the directions & actions - streets must be designed for, and work for people - most notably pedestrians and cyclists - and not just for their cars. I think a bit of a stronger focus could be put on this
- » The inverted triangle is important to keep in mind when designing complete streets, can be seen here: <https://www.treehugger.com/urban-design/forget-about-balance-cars-we-have-prioritize-walking-biking-and-transit.html>
- » I appreciate that the public will be consulted more, though I worry the change-resistant or car-focused public will resist positive change.
- » * Put Engage the Public & Stakeholders at the top of your list! Perhaps a community 'team' of professionals and volunteers might be able to fast forward this agenda ...
 - * Who are the stakeholders for the everyday walking public who are using walking as a healthy lifestyle and their major form of transport? We hear a lot from the vocal cycling community
 - * Safe Routes to School for all ages might be a start but I don't hear anything in my community
 - * Which staff are championing all of this....the team at the Open House seemed to be busy with other projects
 - * These goals may work for new street design, what about redesign of failed Growth Centres such as Clayton Park West, all about the car...no sense of a neighbourhood or stopping place except for commerce, little or nothing for engagement of residents. Lacks place making
- » It is important to design from pedestrian perspective when considering street design - as we will all have a portion of our trip where we have to walk
- » This entire section is great. The only suggestion is to not create a blanket expectation of consultation on redesigns. Ahern Street is an example where consultation is not needed - the existing asphalt is too wide, it can be brought down to standard width and a bike lane added without any changes to parking supply. Consultation will add more time & effort to a simple project. Consultation is most effective when information needs to be gathered to inform a trade-off decision.
- » Carefully consider the effect of pitting property owners against bike riders (most of whom seem to be apartment dwellers). Consider ALL options for reducing vehicular traffic onto the peninsula (commuter rail still needs to be considered). There is an aging population in the city whose needs need to be considered - this includes availability of parking outside the home that residents would like to remain in - so parking for visitors, home care staff, and things like Meals on Wheels needs to be available. The current plan to install bike lanes on Almon Street is a major concern in an area that is already affected by those "off peninsula" using the side streets as parking lots as downtown parking becomes exorbitantly expensive and less available.
- » I agree with the concept at its core but it appears to have strong under tones of catering to special interests groups and placing feathers in caps of certain politicians regardless of what anything else shows. Nothing more than a cover-up
- » make them pedestrian friendly
- » on the surface looks good, downtown at this moment is horrendous for walking, all the beautiful trees that were torn down for developments have not been replaced once construction was complete. The corner of Sackville and Hollis is now a wind tunnel regardless of what the developer stated. I can no longer stand on the corner of Sackville and Bedford Row without the wind blowing like crazy. And they have not replaced the B plus trees that were removed. I see no evidence of green on this corner.
- » It is not clear to me what a "complete street" is - you have not provided a definition. HRM needs to lessen the focus on cars and car parking spots and focus more on pedestrian, biking and transit needs
- » Completely agree with everything here
- » again, on the right track. more room for people, plazas, outdoor gathering places, fewer parking lots
- » I think it is important to prioritize biking (and the safety of bike lanes), however given the limited number of commuters biking year round in our climate, it seems like there is a lot of parking lost and funds invested in bike lanes. Perhaps the focus on sidewalks (and where possible, widening sidewalks) that would allow for bikers to use sidewalk space (while respecting pedestrians).

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- » I like all of this. We have too many streets from too many different eras of urban planning that create bottlenecks, suddenly end sidewalks/bike lanes, etc. Having integrated streets for all modes of transportation is key.
- » Looks good.
- » Yes yes yes... bikes are key to improving the overall quality of life in Halifax.
- » I agree that there should be strategic planning, and that the public and stakeholders should have a strong voice in reclassifications, particularly when it comes to land use and population density.
- » that would be great. As our population ages there has to be more accessibility. A lot of seniors either cannot afford vehicles so transit is a good solution as long as it meets the requirements for those on which it is intended.
- » Need to take into account people who live outside of the city proper and who need to bring their cars into the city for appointments etc. More free parking lots on the outskirts (think Bayers Lake) would encourage more people to use transit.
- » Keeping everyone informed is always a good thing. It would be nice to consider burying the power and phone lines.
- » Yes! focus on creating better transit for all instead of for cars.
- » Prioritize protected bike lanes, and make travel to and from the peninsula more possible. It's terrifying to bike in/out of town currently.
- » Good ideas - but I hope the action taken is more guided than the "willy-nilly" tree-planting we've seen the past couple summers in Cole Harbour!
- » As far as the streets are concerned I would like to see more repair to the sidewalks for use for those folks who use it for strollers, wheelchairs and scooters. I have notices that quite a bit of building up is needed at the curbs and intersections that make it difficult for wheel chairs and scooters to access.
- » Looks great!
- » I would like to see reduced speeds for HRM to 30kph, because with 50kph people always exceed that, so with 30kph the realistic max would be 40kph. Also, in many areas, bikes could be allowed on sidewalks with signage saying, 5kph & yield to pedestrians. This would let people know that it's okay to be on the sidewalks when they feel unsafe on the roadway. I spend 3 weeks in Seoul and other Korean cities where bikes on sidewalks were normal, even on high capacity, busy sidewalks. I observed no collisions and I felt at home biking on sidewalks.
- » I am in strong favour of more walking and cycling routes that are both safe and beautiful (more urban forestry).
- » Agree with everything above. We need measures like this in place to ensure roads under construction now or in the future can accommodate more than just cars. I would be happy to see more areas in the downtown core of Dartmouth/Halifax be car-free.
- » Good, keep going.
- » I have some issues with this plan. I drive a Car, motorcycle and a bike. What I do find is I only drive my bike maybe 40 times to work between May and December due to Weather. I think we are concentrating too much effort, money and space to accommodate such a small fraction of users. Cyclist are being given so much power over our roadways and so on. Lanes are being taken away intersections are becoming crowded and I as cyclist go through red lights with the Halifax Police just watchband doing nothing. We are such a small city and I really can't believe that you think this is the way to do this. I never go downtown halifax anymore due to lack of space and trying to get around where streets are disappearing, sidewalks being used up by outside patios's oneway streets etc.
- » Sounds great, especially in direction. I think that there will be opposition from property owners when parking is removed, and I hope that this does not compromise this vision.
- » The directions are excellent. But I don't see a connection between these and the actions.
- » Again, political will and staff commitment in execution will be needed.
- » Many streets are old and narrow and do not lend themselves to this theory. Presuming you do not want to ban cars entirely or cause massive traffic problems.
- » I like these directions. There is a typo in the fourth bullet point under "Actions".
- » I'd like to see the issue of residential 'cut-through's addressed. A prime example in my area would be Oak Street.
- » First, streets should always be designed using the assumption that rush hour traffic means 75% of residents using transit and only 25% using their vehicles. Perhaps sending form to all residents requesting how they will use transit to get to and from work in future on an individual basis. Streets should be designed depending on use. For instance, we live in the old Woodlawn Mobile Home Park where streets are just lanes. They are ideal for the situation with less cost and reduced speeds.
- » Good plan.
- » great.
- » It's a good idea to adopt the Complete Streets principles, but this doesn't always impact design and implementation. Again, coordination is key this time with traffic engineering because there are very different priorities and methods used when figuring out road design and categories.
- » Not much vision. The bump-outs and bike lanes are a waste of money. Fix the streets that need repair and at the same time fix the sewer network. That is what needs to be done. If you allow high-rises there will be no green space to worry about as the wind tunnels will destroy what little there is. Also, a complete overhaul of the transit system on the peninsula needs to be done. Waiting times should be no more than 15 minutes not 30-60 minutes. If you want to look like Toronto you might as well act like it.
- » Sounds good for people who can walk or bike... But for people who cannot do either, this makes downtown much less accessible with less parking. I can't walk far, so I need to park close.
- » This whole thing is becoming a joke. About 1000 people are in cars and 1 on a bike and yet we are spending an enormous amount of money to try to correct problems because they were not solved 100 years ago. This is not Holland and you cannot turn it into Holland. We are not even creating bike lanes in new

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communities-- so why start in old ones

- » not good for those of limited mobility who rely on cars and handicapped parking
- » Having been seriously injured in a bicycling accident, maint of roadways is extremely important. I would suggest a dashed line on the road from the edge out to show cyclist and motorist where they should be when nearing cycles. This could be implement with bike symbols with a short white line every 100 feet or so.
- » I need a better description of a complete street. All of the actions and directions are described in technical terms without being grounded in the everyday reality of people living there. Definite ned to involve public and stakeholders in redesigning streets
- » Bullet #4 under 'Actions' has a typo. It's not really clear from this page what 'complete streets' are, but I like everything in this, especially the inclusion of urban forestry as well as an evaluation component.
- » I like what I see
- » Make sure the roads really delineate where the pedestrian side of the paths are, separate from the bicycle paths, including directional paths for bicycles!! In some areas of Vancouver (which is where I am from as of, 2 months ago when I moved here) we had fatalities that involved pedestrians screwing up the cyclists, causing the cyclist to get killed by buses and trucks. How, because they shared the same bloody path, and where it narrowed down to the road in some paths, and idiot pedestrians had their earphones on listening to music, they'd walk right into the path of the cyclists coming up from behind them causing the cyclists to swerve, knock over and get killed by buses and trucks. Please use other cities, like Vancouver's bad examples to improve Halifax.
- » Looks good! Being innovative through design is a great direction. If Halifax could do this it could be a model for other cities
- » I think I will bike and walk more. Urban forestry and diversity sounds visually and environmentally appealing
- » Wrong. Society is headed in a direction of more individualization, more personal commute system like self-driving mini cars. They need clear/unshared roadway and parking
- » The needs of all users include drivers. It's much easier to design bike lanes in new suburbs than to add them and have businesses lose (e.g. South Park Street)
- » Sounds like the right direction. Please keep in mind there can be too much information
- » There is value in having roads that prioritize car use. If cars were moved better through main St. it would reduce traffic on Mt Edward which is ore accessible for walkers and bikers
- » I don't live in the city so am not in favour of spending money there when we need proper laneways and improved transit in the outer parts of HRM where we also pay taxes
- » Yes, but I would like to see sidewalk design that would limit the need for salt, but provide a safe surface for walking in all seasons. Often, driving is safer than walking around Halifax in the winter
- » Some arteries need to have more lanes added to maintain traffic flow
- » I like the emphasis on prioritizing active transportation
- » Diversity of design good but impossible to tell what the impacts will be where
- » The directions and actions should be based on what local interest are looking for NOT based on Toronto plans
- » nothing to add
- » It's all very well to emphasize walking and cycling, but remember that not all members of the aging population in HRM are able to do this. The concept of residential streets snaking through neighbourhoods is bad because it makes providing efficient transit service impossible. One of the great problems with bus service in Halifax is that it is so slow compared with driving one's own car, especially out in the sprawling suburbs. The Roman concept of grid development with through routes every 5 blocks is essential for efficient development -- most developments in HRM over the past 50 years have been the antithesis of this -- it's no wonder we have traffic problems, when this is combined with narrow arterial streets on the Peninsula.
- » While "best practice" is good to use as a reference point. The changes have to be realistically doable with the layout we currently have. Putting special bicycle lanes down narrow streets that are already full of traffic makes no sense
- » Streets need much work to ease traffic
- » I like the principles I see here. One point is that, as a cyclist I'm not really interested in being on the "strategic corridors" you mention in the actions. For example, the city put a very nice bike lane on Main street in Dartmouth from the water supply to the Forest Hills Parkway, but I personally have never seen anyone use it, and why would you when the much lower speed Mt. Edward road is available. If there was a trail there offset from the highway it would be much more attractive. I guess my point here is that the best way to accommodate bikes and pedestrians isn't always to put them on the same routes as the cars. Sometimes it is, but remember that pedestrians and bikes move differently through the city. We use inter-neighborhood connecting paths, we try to avoid loud, busy streets with no shade/wind-breaks.
- » I don't understand some of the jargon you have used, but basically it seems you are moving in the right direction
- » Most of this sounds reasonable and sensible
- » Please redo this survey. The text is unintelligible. For all ages, there has to be consideration of children walking to school. Bedford South school does not have proper planning from the outset - not enough crossing guards, dangerous crosswalks and technicalities about not plowing lots because the city owns it vs the P3. At the end of the day we need safe drop offs and pick ups with plowed spaces, so everyone should prioritize that and work together
- » Some of our streets cannot be complete streets - they are not wide enough to allow parking traffic and biking. Main corridors should be traffic only with network of one-way parallel side streets with wide bike lanes and reduced parking. Constructing municipal parking garages in business districts other than downtown (Quinpool, North end) would take packed cars off the streets and allow for better bike traffic. On some streets sidewalks could be widened and repurposed to allow pedestrian and bike use.

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- » Good to involve citizens, update multiple use, and prioritizing walking, bicycle and transit right of way. How about speed bumps in residential side roads of the city. Update and develop strategic corridors, is excellent. Halifax needs forward thinking, its development right now is sleepy, makes no sense and feels like no one is caring for the city. What is "street classification system?" Better shelters from our rain and snow for commuters using the bus system is imperative and BROADER bike lanes will accommodate all ages in a better way.
- » Again, moving in the right direction. Some consideration could be given to designating some streets car free during peak traffic hours for added safety for cyclists.
- » Keep going with this but expand it with the idea of it being a practical system.
- » This is okay, as far as it goes, but I would like to see greater specifics: ""X% of streets should have traffic calming added"" ""Lane widths should be narrowed"" etc. In the same vein, there's too little clarity about many of the statements ""Develop or update the vision and design for "" does not tell us what that vision or design should be - not even to point to good ideas. The risk here is that this is accepted, and then the people implementing it have very different ideas from the authors.
- » Strongly agree. We should never marginalise the needs of pedestrians or cyclists for the expedient of motorised traffic. Additionally please consider reviewing street design standards. New streets tend to be vastly oversized, with very wide lanes, leading to high-speed traffic. The world's great cities include smaller streets and human scaled urban spaces. Lastly, I do not agree with the push to redesign urban intersections as roundabouts. Roundabouts are car-oriented by nature and intimidating to those of limited mobility. If I had children, I would not let them cross a roundabout alone to get to school.
- » There are many intersections that the lanes do not line up when you cross over. It should be mandated to have dotted lines through the intersection to ensure you are in the proper lane on the other side.
- » This is great, bedford highway should be a complete roadway with proper pedestrian infrastructure given the massive developments that are taking place. But many roads in the city should be included which are not. Connaught avenue could be a complete street, Chebucto road which was widened and goes completely against these principles should be corrected. There should be no reason why 6 lanes of traffic are next to a green area ball field and no crosswalks, basically a highway in the middle of the west end. Also Quinpool road is a total mess of a street with zero pedestrian crossings where they are needed no bike lanes, very few trees in the commercial area, the streetscaping should be part of making it a complete street.
- » Good start, I believe we need to seriously prioritise walking and biking street options. The biking routes on the strategic corridors are the first that should be addressed.
- » All streets should be pedestrian scaled, but still move expected traffic. More use of center boulevards and wider green spaces between traffic and pedestrians. Bike lanes off-street as much as possible. Two lane roads with small center treed boulevard. Two lanes can move nearly as much as four lanes, provided each lane can remain flowing. Provide left/right turn and bus bays.
- » This seems great, and also another push in the right direction. It has seemed currently and in the past that all focus is given to vehicle traffic. This also seems to be the case in snow removal, often times roads are simply dangerous during snowfall, and sidewalks are not cleared sometimes being hip height covered in snow. This forces walkers/bus riders to either climb through snow, walk on the road, being very dangerous, or lastly complete move to a car, be it their own or a taxi. Other than that, having access to crossing streets would help on foot. Is there a need for a button to be pressed for someone to be allowed to cross a street? I find far too often I see pedestrians get to the lights and be forced to wait for a light changes to cross as they ""missed"" the time to push the button. Perhaps allow the button to be used after the light have changed at least early on to allow them to still cross. This is a barrier only to foot traffic, cars are not subject to such a barrier.
- » Good. There NEEDS to be defined lines and sections.
- » The more bike lanes, the more cyclists. There should be an emphasis on bus lanes as well, something we don't have a lot of. The last and easier it is for buses to beat rush hour, the more people will be inclined to use those buses to get to the city center.
- » Would these actions be mandatory for all new development or on a case by case basis? Make sure complete streets are built before any buildings go up.
- » I think the vision is there and that it will be a great start to improving our roads and streets for all users.
- » Also need to be proactive in transportation planning based on development (i.e. planning now for new Bayers Park Health Centre).
- » I feel that city street intersections lack large, visible, signage. This city is full of tourists and the lack of clear, visible street names is frustrating.
- » Good ideas if they can be implemented correctly.
- » Good start. We need more lake access to help keep an aging population healthy and connected. There are so many lakes in the area and very little access, even though the lakeside development does not encompass the entire lake.
- » Build the bikeways as large as possible - once the riders and drivers both feel safe sharing the road the bike traffic will increase by leaps and bounds.
- » Again, look at main traffic routes and make them cycling friendly.
- » I think merging bicycles lanes with traffic lanes is a bad idea. Some of our streets are too narrow for safe passage of both. Maybe changing our two way streets, downtown, into one way would not only widen the roads but would ease up on traffic and afford the space for cycling lanes.
- » Sounds wonderful.
- » Streets are for travel, not parking. Simple. Fight those that want to park out front. More short term parking, ENFORCE repeat meterers the way you enforce free time zone parking. Solutions are simple - make the spaces we have work harder. Prioritize movement. More for bikes and busses and more pedestrian friendly, build community.
- » Sounds good, but how safe will these areas be for walking? How well maintained will the streets and sidewalks be?
- » HRM has to get rid of the red book. It is by far the worst 'planning document' ever created in HRM. Look at any new subdivision built in the last 25 years in HRM.

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and compliance to the red book has destroyed any opportunity for 'complete streets'. Until those 'standards' are redesigned to accommodate something other than cars there's no hope. It does not represent 'best practice' it represents a highway manual. Consider other jurisdictions standards, streets are narrower, bulges, traffic circles, chicanes, etc are encouraged. In HRM the red book requires traffic lanes are 50% wider than they need to be and pedestrians / cyclists are pushed to narrow hands on the edge. It doesn't even require sidewalks on both sides of a new street!

- » This is vital! We need to make cars the lowest ranking members of our streets
- » This looks promising. Consulting actual pedestrians and cyclists to avoid poorly placed lanes like the bikelane on Hollis (very dangerous on the left, barely respected by motorists, even during peak hours) is heavily recommended (who thought that was a good idea?)
- » I applaud that safety of pedestrians, cyclists and motorists is taking such a priority but it must include all areas with efficient and regular modes of public transportation and well-developed bike lanes to convince HRM citizens to leave their vehicles at home. An example, Ketch Harbour Road is in the HRM that joins with Herring Cove Road and Old Sambro Road. Work is underway (as I understand) in widening the length of Ketch Harbour Road that makes cycling/walking much safer. Despite this improvement, Halifax Transit will stop servicing this area in August of this year. How is that helping to convince people in this area to find alternate ways to the city core? It's a long way to walk, even cycle, to get to town; and then there's winter and rainy days. The "Complete Streets" portion of the plan seems to be very incomplete to incorporate all regions of the HRM
- » There's a typo on the fourth Actions task.
- » Can't read the pamphlet. Writing is too small and in some places parts of it is missing
- » I am sick of the bicycle lobbying. Worry more about seniors on sidewalks and buses when buses are unsafe. The number of people riding bicycles compared to everyone else, I wonder why the cyclists have so much political power.
- » I would not be against actively discouraging driving in the high density area
- » "Complete streets" is a great concept. However, strategic corridors must have (1) separate auto, transit, and bike lanes; (2) no-tolerance bans on rush hour on street parking and curbside stops by cabs and couriers, and (3) specific off-peak hours for garbage pickup and bulk deliveries of fuel and food to homes and businesses along the corridor. Corridors lead to destinations, so consideration must be given to defining the destination zones and their transitional margins. For example, where does Herring Cove Road actually become a "corridor", complete with transit and cycle lanes? A few years ago, for example, Spryfield killed cycle lanes in favour of high maintenance grassed and treed "boulevards"
- » The current practice of putting bicycle lanes on major streets like Windsor is counter-productive. A lane of vehicular traffic is lost, making the street more congested and slowing traffic, which can lead to frustrated drivers increasing their speed to make up for lost time. Vehicles also have to make right turns across the bike lane, putting everyone at risk in an over-used traffic corridor. Bike lanes on lesser-used side streets (like Dublin, for example) would make more sense and be more pleasant and relaxing for cyclists to use.
- » Too many bike lanes already!!!!
- » Interested in what will come for Bedford Highway
- » Sounds positive. Would be better if bike lanes could be incorporated with sidewalk design to keep bikes off the roads. I believe Toronto may have areas like that?
- » Right priorities and direction
- » We need transit lanes so that buses can move quicker. Street parking should be gone from streets with transit. We need bike lanes that do not have parking meters in them.
- » This is very vague. Specifics about exactly what you plan to do would be better. This is not enough information to give me an informed opinion
- » All very good ideas and will help attract the next generation of professionals to Halifax (they don't drive and want to live in liveable cities)
- » Fully support and encourage greater incorporation and implementation throughout the core and adjacent core areas
- » We need this, but facilities must be truly AAA
- » The wording may mean a lot to the people on the "inside" of these plans. They are too non-specific for me to interpret. Whatever decisions are made they should be adhered to and not subject to arbitrary changes to suit future developers who want to change them.
- » Many of the plans are described by reference to an extant plan that is not then described in the 'document'. Since I do not know what these other plans are, I am not able to comment in detail on the means of achieving the stated goals. Also, I don't like throwaway statements such as, "Be innovative through design." What on earth does such a vague sentence mean? Is this planner-speak? Regardless, and despite the lack of specific information supplied, here are my thoughts: our streets cannot just be for cars, and this is not just in the core. At the moment, pedestrian and bike traffic is treated as if they are less important modes of transportation. There are few truly safe biking areas (painted lines on roads will not encourage increased cycle commuting), and pedestrian travel is impeded by poor intersection design that prioritizes vehicles (long lights, no option to cross diagonally, poorly marked crosswalks, lack of understanding on the part of drivers about the existence of unmarked crosswalks, and, most importantly, poor or slow snow clearing on sidewalks during the winter months). As part of fixing the 'streetscape' in Halifax, get rid of some of the onstreet parking on major thoroughfares (Robie, for example) in order to install transit-only lanes and proper, protected bike lanes. With respect to community engagement: of course. Green-scaping (is that a word?); I don't think that anyone is opposed to planting trees and other plants. How about a lower speed limit on residential streets (30 km/h)? Fixing problem intersections in the city? Sprawling development is a significant issue outside of the peninsula, and that makes integrated public and active transit networks more expensive, which takes us back to page one of your survey, improve standards for and control of development.
- » Sounds good
- » Great ideas!

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- » Agree to all
- » You have one heck of a challenge for either downtown core streets. In some places this is an engineering nightmare. Merchants on any of those streets are screaming about the lack of parking to help bring in customers to their stores. If you reduce street widths by adding walking lanes and bike lanes, you have effectively killed the local merchants chance of getting in customers. Then you have a bunch of empty store fronts.
- » I disagree with how the plan wants to design new streets/remodel existing ones. Bicycle lanes in Halifax are not safe (generally they are not wide enough) and do not protect bicyclists from heavy traffic. Bicycle lanes need to follow a European model, where sidewalks are extended to include a lane for bicyclists (this is safer for both bicyclists and motorists). This will actually prioritize the city's plans in reducing serious injuries and will promote a realistic/safe transit method (bicycling) for children and adults.
- » I agree
- » Excellent focus on prioritizing the needs of pedestrians and cyclists
- » I agree with these
- » Again I disagree. I think there is a requirement for a proper and in depth consultation with the taxpayers
- » Good
- » New construction should require much wider sidewalks for pedestrians and things with wheels. Trees are a must. These subdivisions going up without trees and houses 2 meters apart serve no one except the developers bank account. Its not a place to grow up. Lighting should dim at night and focus on the street only as much as possible.
- » excellent
- » Agree, especially with prioritization
- » "Enhance street planning and design processes" Vague and essentially meaningless. You're going to make street planning better? Okay. How? In what way? Be innovative through design. Another vague and meaningless statement with a buzzword. Focus on actual plans and cut these filler phrases. Also, 'developit' is a typo. Fix that. None of these actions seem very action-packed. Engage the public, ensure we are informed, study, implement plan, decide how to measure and evaluate, update the vision. All vague and pretty much meaningless to me.
- » This represents everything I believe in for our city. Cities with complete streets, or complete communities encourage happiness which leads to productivity. They also respect our heritage of being community-oriented and would fit into the values of our people.
- » Traffic must be slowed on the peninsula. More and better bike lanes. Agricola must have an enclosed bike lane. Separated bike lanes are the only valuable bike lanes. Providing better pedestrian infrastructure is just as important as bike infrastructure. It should be more difficult to drive in Halifax.
- » Nice words and goals. It will be difficult and expensive to improve existing streets for transit and cycling and is likely not to happen.
- » I am extremely pleased that there is an effort being made to prioritize active transportation, and transit over cars, and make our neighbourhoods more livable and welcoming. Suburban sprawl must stop. Building permits to develop areas outside Halifax should not be given unless there is a way to reach those by public transit and/or active transportation.
- » Prioritizing walking, cycling, and transit is very forward thinking and will result in a much better city! However, it is a complete 180 from the current priorities in HRM and will require excellent facilities, as well as education, to make sure that is successfully implemented.
- » Agree. Streets must give equal priority to non-motorized transport and pedestrians, not just motorized transport. Give priority to higher density (greener) modes of transport, making it quicker and easier to use public transit or non-motorized modes of transport.
- » Too much focus on the urban to my view there is no integration here what so ever. No consideration for rural residents at all. Don't forget that the Municipality of Halifax stretches from Hubbards in the west to Ecum Secum in the east and many of the rural areas have the same needs as the urban areas mentioned above.
- » Good direction. HRM should work hard to reduce traffic speeds in the urban core. Edmonton uses photo radar to enforce speed limits. slower traffic will make all streets safer and will lessen the need for specialized bike lanes, etc.
- » Its mainly concept points with wording like 'Prioritize', 'Adopt', 'Guideline' etc. which are not concrete in meaning, and comes across as more of a wish list that will heavily interpreted at time of implementation when the are budget issues which will always trump these words.
- » "If the actions are in the order of priority I might put safety first.
Given the nature of "progressive best practices" being always changing, can we modify this action to include staying current and continuous improvement?"
- » Because the streets of Halifax are so narrow, they are not capable of handling the volume of traffic currently allowed. Closing roads to only buses, cabs, bicycles and walking will help get more people to use public transit. Banning vehicles will also allow for more green space.
- » This looks good!
- » FANTASTIC
- » I think we also need to consider amending municipal bylaws to reflect current state of active transportation beyond just walking and bicycling but wheelchairs, scooters, skateboards etc. make it really clear where it is legal for these alternative modes of transportation to be on our streets/sidewalks.
- » Excellent, I look forward to more right-of-way thinking regarding walking and cycling.
- » I think more trees and boulevards are important to the city. We have very little green spaces in the downtown core and I really like what was done on Agricola near the commons. Quinpool road is an example of a street that needs green space and trees, even a boulevard near the Robie intersection with green life would make such a difference. I'm so sick of streets that only benefit the cars and not pedestrians.
- » A step in the right direction.

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- » I like it
- » On paper it looks fine
- » still sounds great, but how come so many shared bike lanes are being built
- » I am a big fan of alternative modes of transportation, but I believe that bicycles need their own lane or put them on the sidewalk. If a pedestrian and a bicycle collide people will be upset, if a car and a bicycle collide the bicyclist will always lose - doesn't make sense to have bike lanes mixed with 2500+ lb vehicles
- » We need more advanced warnings of street closures to plan commutes accordingly and PLEASE ensure that they are spaced out so that getting to destinations shouldn't be an obstacle course!
- » In agreement. Especially like the Direction of prioritizing walking, bicycling, and transit when allocating road right-of-way space
- » I think we spend a lot of money on alternative transit, and have seen little in the way of return. In some instances, these "complete streets" have impeded the flow of traffic due to removal of turning lanes. Hardly beneficial to most people. I think this is an admirable goal, but there is a process we should be following. First, we need to get more people onto public transit before we remove traffic lanes. Removing entire lanes on streets (and making traffic worse in some cases) that see thousands of cars per day for the benefit of a few dozen cyclists hardly seems to be an effective use of resources. We should focus on reducing traffic first (improve bus/ferry transit) before we take away lanes for alternative uses. Make the transition easier. I get very annoyed when I am sitting in traffic on a 1 lane street (that used to be 2) and can see an adjacent bike lane completely void of cyclists
- » Always prioritize active sustainable transit options when allocating space
- » Public input should always be an important part of future street design and direction

What do you think about the directions and actions for transportation demand management?

Comments are typed as written.

- » All good. One of the reasons I left transit was the poor hours for the express buses (too early/not late enough). Consideration of timing of frequent transit would allow people flexibility as to when they start/end their day and encourage more transit use
- » Yep good.
- » This could go further. We need to recognise the full economic cost of reliance on cars and pass those costs onto people who choose that mode of transport. Cars cause pollution and road damage, they make the streets less safe for people walking or cycling and they contribute to poor health. We should follow Amsterdam's lead and support alternative modes of transit to shift car use, and removing the subsidy for people who drive is one important way to achieve this shift.
- » More office/commercial development in and around Downtown Dartmouth would take advantage of the lighter directional traffic on the bridges and ferries.
- » Really smart. This will save money in development and allow more flexibility in the work place. Good call!
- » I strongly feel that part of demand management is making transit attractive and dependable. When I visit other cities, I am often surprised at how easy it is to get around, even without speaking the language. Clear routes, straightforward schedules and easy to understand transfer-based strategies make it easy for me to choose transit over a cab or renting a car - it feels more free. Somehow, in Halifax, taking transit feels like punishment. Recent "advances" in providing real-time location of some routes is helpful, but circuitous routes are barriers to those unfamiliar with the city, gaps in scheduling make choosing transit as a convenient way to get to appointments or meetings challenging, and experience with poorly timed transfers makes me avoid any trips that require more than one route.
- » Really like most of the ideas presented. It is good to have alternatives to owning a car, but some people have to own a car and should be kept in mind too.
- » Again, no-brainer. What matters is frequency and speed that people can travel using other modes.
- » There should be thousands of e-passes sold every year, not hundreds. Negotiate more bulk pass purchases similar to e-pass or UPass. Coordinate with Community Services for bulk purchase of passes for income assistance clients.
- » The South end of Halifax is the worst place to access. There's no primary route. And there's 3 Universities there along with Hospitals. There needs to be some major reworking in regards to this area. The commuter train that loops the peninsula would be a major improvement.
- » Congestion actually works in favour of public transportation by discouraging private automobile use. Traffic congestion is not the big problem in HRM - rather it's the distance people are willing to travel in single occupied vehicles. So work to create disincentives for that by reducing parking and increasing the cost (and/or convenience) of using a private vehicle. This needs to be done with cooperation at the provincial level. Obviously there's a big problem between all levels of government in that they keep shifting locations for where people work - moving downtown offices and work locations to the Malls and Industrial Parks. Or HRM has its own problems like permitting IKEA to locate outside of a "complete" community. Recently HRM started tinkering with the parking meter system and talked about increasing the price where these exist but didn't even bring up the topic of hundreds of acres of free surface parking throughout the region. Why not require paid parking at all lots or introduce a tax that influences the property owner's decision as to whether they keep the parking available?
- » I agree - more cars need to be taken off the road period.
- » Another big component of this is that jobs need to be in accessible locations. Burnside has a lot of jobs, but not much housing, so if your job is out there you may not be able to live in walking or biking or even transit distance. This is where complete communities become very important.
- » *Car share expanded is a great idea, not sure it would change traffic patterns. It will enhance quality of life for users.
- » *Halifax West removed all their bike racks. These are stored against the building. Perhaps others could use these. The concept of AT is not understood by the

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100+ student drivers clogging the area 3 times a day. The allocation of school boundaries former county (Brookside Jr Hi) back to the new expanded Sir John A High School would change this stress on the HW School and allow this family of schools to get back to the planned school population. so Involve the School Board in your deliberations . they are a stakeholder

* Improvements for shoppers/transit at Bayers Lake...traffic clogs Lacewood at peak times many days a week

*When making suggestions regarding street diversions, new openings, promo of different routs include a map in your PSA's Most folks do not have a GPS, have no clue including the traffic guys in the media. Wsahmill...many folks ahve discovered it, more folks need to understand why they could take it Work with NSTIR to improve the NWArm overpass to a safer link for all users and potential AT links

- » It would be great if more employers advertised bus pass programs or shared mobility options to their staff
- » TDM is great but it should be a lower priority than simply investing in safe AT infrastructure and fast, frequent, and reliable public transit.
- » Consider - instead of bike lanes - perhaps bike only traffic on some streets at certain hours - peak work travel times - instead of affecting streets 24 hours/day, 7 days/week
- » Focus is wrong and biased.
- » need the support of employers
- » looks good better transit after hours and weekends would be lovely too. And the woodsie ferry on special occasions would benefit citizens who would otherwise have to find parking in the downtown for festivities such as July 1 and tall ships
- » Instead of trying to change work patterns (which seems to me to be a goal far beyond the jurisdiction of HRM), HRM should be focusing on public awareness of alternate transportation. As someone who has commuted to work by bike for the past 15 years - I cannot believe how little public attitudes towards bikes on the roads have changed. Where are the mass education campaigns about How to Share the road - bumper stickers and posters are not enough. Drivers need concrete information (how to let bikes merge, what to do at an intersection without a bike lane, what about left turns) about how to drive safely with bikes on the road
- » Again, great ideas.
- » Yes, I think there are too few employers taking advantage of alternative working arrangements. I work in an office environment for a major employer and am not given the option of tele-commuting, even though 95% of my job is spent on independent computer work. If more employers considered flexible work practices I feel it would make a huge difference for those that need to commute to a physical location at set times
- » I don't think the city is going to have significant impact in reducing car ownership. There's a ton of reasons... End of the day I'd never consider living in Nova Scotia without a car even if Halifax significantly stepped up transit
- » Nice, but the government should be focused on greater incentives to business for remote work and telework. Internet capacity should be increased to more remote areas. Not sure if this is as simple as a traffic problem
- » Please consider the condition of the infrastructure as well. Some of our roads are in atrocious condition following this winter, which wasn't one of our worst, historically.
- » I am curious about the demand aspect. I am a frequent transit rider and get increasingly upset when I see four number 10 buses and 4-6 number 1 buses passing by with not even half full but are more frequent than lets say a number 9 or 7
- » Metro X buses from outskirts should run on a regular schedule all weekend as well as during the week. If we want to encourage youth to use transit they need to be able to get to the city on their schedule and back to the suburban areas
- » Fine
- » if their jobs allow for flexibility, than this is fantastic. I personally was able to adjust my working hours so I miss the peak traffic going to and from work.
- » Put the burden on drivers, increase licencing fees for vehicles and put the extra money into infrastructure for car sharing, protected cycling lanes and transit. Put up tolls for cars coming into downtown Dartmouth or the peninsula. Tax parking lots as commercial ventures as they do generate revenue for businesses even when offered free. ESPECIALLY in the business parks
- » Love this idea!
- » I would like to see transit more active on weekends. There are a number of people who work on weekends and the regular busses don't keep to the same schedule as they do during the week and that leaves some without the service. Early am service is almost eliminated on the weekends. As a reminder hospital staff still work during the weekends
- » Looks good!
- » Have car insurance rates also be effected by yearly mileage--the less you drive, the cheaper your car insurance. Have more Police Bicyclists. When I see Police riding bicycles I think, that's a safe place to ride, because they're riding that route
- » It's great. I live on the Eastern Shore and many local residents commute to metro HRM but the bus from Porters Lake is underused, and the province is considering twinning the highway. It's more economical and safer to improve public transit first.
- » Great ideas. Especially the plan to further study the impact of flexible work hours in workspaces. It is essential that we record data from these pilot projects and make the results public, whether good or bad, in order to continue public input and feedback. Even something as simple as advertising campaigns to promote alternative modes of transport (not the single-occupant vehicle) such as commercials, posters, etc. might provide a good base for people to start thinking about how their choices affect the environment/other people
- » Good keep going nforward.
- » see above

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- » All good ideas. Cooler ways to commute are also great, ferries, rail etc. I wonder if the parcels cove to downtown ferry route could be considered
- » These are good ideas. But road works also contributed to many of the congestion incidences. Except for emergency ones, can we not require road work to post a sign stating the time and duration of work at the work area for at least a week before. Then people will try to avoid it? Also, if the city ever grows to a point of constant congestion, can we not ban non-commercial vehicles during weekdays?
- » The Actions does not include the bike-share plan that appears in Directions. A bike-share plan that makes it easy for tourists to use is also part of the details of implementation, as both parking and bike share arrangements in many countries are dependent on local or in-country mobile phone numbers, which means they are not accessible to visitors
- » Not sure why HRM is concerning itself with car sharing.
- » I think these goals are too youth-focussed. I think incentivizing using transit for adults/seniors perhaps through tax credit for any monthly passes could change behavior when coupled with increased frequency of transit along major routes on the peninsula. Although the city is not built on a grid, I recommend increasing frequency to once every 10 minutes along Spring Garden/Coburg, Barrington/ Gottingen/Robie and Duke Street along Chebucto to Mumford Terminal.
- » I like the idea but I'm not sure what is the best approach to give businesses and commuters enough incentive
- » What you show above is fine. But, the 75 to 25 rule that I gave above is required. Large metro areas can not control the overflow of traffic during rush hours without making it MUCH more difficult getting home by car than by transit. I'm now retired, but during my working career, it would take 3 times as long to take the bus as it would drive. Have the Mayor and all the Council travel by transit every day back and forth to work. It would have two benefits. Others would then know, the City is serious and the politicians would come to realize, about some of the hellish situations that exist
- » Sounds Ok, just still don't see people doing the ride share, if you had to leave early or emergency you are in a bind. Need better public transportation and is not so slow and goes throughout the day
- » make the buss more cheaper
- » TDM is really needed in this region to prevent crippling traffic as it grows. The peninsula is vulnerable because of limited routes in and out. Car share options might also be relevant at the edges of the service boundary for transit because there are rural and regional transit services (quite a few!) that could bring people up to the boundary
- » If you want to reduce traffic at peak times, put a better transit system in place. Employers already have flexible work hours. Bayers road needs to be fixed which can be done. Not by adding another lane but by closing the entrance to the Hfx. Shopping Centre and removing the lights. This will increase the traffic flow. Have bike lanes to the peninsula then travel by bus. Keep bikes out of high traffic areas. Discount bus travel for all students or provide a dedicated bus like there used to be to Citadel High from the North-End. Car share does not work as there are not enough. People will NOT give up their cars. That is reality
- » Meh. Sounds good but I don't know how you'll implement it in such a way to make it acceptable
- » is this a joke- maybe a commuter train is a good start with places to live close to the train stops-- otherwise this program is a joke- what a waste of money-- my employer is in one place and they want me there not at my home. besides most work hours are also tied to raising kids and after school programs which seems to be forgotten about here
- » most of us want to go where we want to go, when we want to go. this engineers people by limiting their options
- » Great ideas but our culture is stuck on 9-5, 8-4 work routines and will take a lot to change this
- » Well described. Actions and directions make sense
- » It seems like working with employers on a transit pass program is a very obvious oversight here
- » I like but it should be like London England
Charge car owners more when they enter downtown core during work hours unless you have more than one passenger promoting transit. Make it costly to take your car to work by yourself.
- » I think it "sounds good" but business has their own needs and core hours too, and it sounds great in thought, but in action, it may be limited in carrying out
- » Great!
- » An interesting and affordable approach to dealing with HRMs transportation constraints
- » seem to be going in right direction
- » The vast majority of society is striving for personalization, not herding as this plan promotes
- » One of the biggest employers is the provincial government - are they ready to discuss these flexible hours? not sure. But I like the concepts
- » I choose to live in the city so I could walk or drive to work.
- » Demand mgmt is not a large problem. Lack of cycling and walking infrastructure to cross waterways, highways and railways is a larger issue preventing many from avoiding car use
- » Sounds good
- » Encourage home businesses (often in the arts) through zoning regulations that promote professional and entrepreneurial occupations within residential zones
- » Good but should add making places to park outside the city to run shuttles in.
- » the goal should be to have a transit system that pays it's own way and not be funded by those of us that have no use for it the way it works today, i.e. tired of paying for near empty buses to run around during non peak hours.

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- » I know this is negative, but people in North America will not use alternate transportation, like transit, unless it takes them door to door. It seems like they feel transit is beneath them. We need to change that perspective.
- » All sounds good but hard to see what it really means.
- » Again look at the local requirements and look at the whole picture and placing car share in outside the "core" defeats the purpose of removing cars from the inner core.
- » demand can also be reduced by Tolls or user fees. Governments I believe financially support road nets more than rail nets (rail nets seem more of a private enterprise). some leveling of the playing field is needed.
- » These are all good "motherhood" platitudes. Getting people to follow them is likely a long shot. I should point out that university schedules for faculty and students are often irregular and these people generate a significant part of the traffic congestion on the Peninsula. Also, remember that many families living in the suburbs have different members going in different directions, e.g. from Sackville one person can be going to Bayer's Lake and another to Dartmouth Crossing, while a child needs to be dropped off at school or daycare – this combination is difficult with Transit.
- » Flexible work times? Probably more realistic for huge private companies.
- » Again HRM does not dictate employers demands for work times.
- » Not a bad idea. I like the idea of working with the schools and universities, and an expansion of car share could help a lot of people.
- » Sounds feasible. The difficult part will be implementing this.
- » Great ideas for those who live in cities. However somewhere near 50% of workers prefer the quality of life afforded by living in less dense spaces and pay the price of commuting in order to have that. If you fool with that choice you practically ensure a change of municipal and provincial government at every election. Find a way to make both urban and rural dwellers happy or no one will be happy.
- » I support alternate commuting modes and we use that in our home. The conversation has to change because it is never about professionals taking the bus (I cannot see the text on the rest of the document.)
- » During peak times there should be controlled alternative commuting corridors (shared vehicles, busses and bikes) where single operator cars are not allowed. For example Chebucto rd, the Macdonald Bridge and approaches.
- » Good actions and directions but not enough. How about mini buses running more often during "non-peak" times to encourage people to take transit and have it more convenient. Revamping the bus system is vital for this busses running on time and more often, so that they can be dependable.
- » Should work reasonably well. Bike share not so convenient when helmets are necessary.
- » Honestly crap. The whole route system needs to be reworked. Think a wagon wheel design. A circle route around peninsular Halifax with connecting routes radiating outwards.
- » This is fine, but needs greater quantification - what would be a target number of trips moved off peak, for example? Similarly, the last bullet shouldn't have "Explore options" as its core action. The action should be "Place car share vehicles in more locations."
- » Strongly agree. Also suggest building relationships with major employers (i.e. NSHA, universities) to enlighten them on their role in contributing to the city. STRONGLY DISCOURAGE the relocation of healthcare facilities to car-dependent areas outside the urban core.
- » This is a great idea, employers need to incentivize the use of public transportation but also the city should invite citizens to use the system during big events such as bluenose marathon or canada day etc.
- » Promoting flexible work hours is a good idea. Car share also good idea - seems to be popular on the peninsula. I walk or ride everywhere so hardly use public transport - but I agree it should be encouraged, do all busses carry bicycles?
- » Absolutely need to promote flexible hours, teleworking, bus priorities. No reason all traffic should be concentrated in a 1-2 hour period with roads largely empty, remainder of time.
- » This is possible, however I find most employers will not commit to such programs, however I would love to see it happen. NSCC already has a program providing far cheaper buspasses to students which goes a far way. I have always been a proponent to having a tax levied annually to all residents to allow free bus passage with a Nova Scotia ID or equivalent. If people are paying the fee already (also causing those who simply use cars only to also subsidize the system) people would be far more willing to take the bus as it is "free" as long as they have ID. This would also mean that visitors who do not contribute to the system would have to pay as usual, and not cause there to be a huge strain on the budget provided by the tax.
- » Great plans. I hope they work in reality.
- » Allowing people to choose their hours outside of accepted times will help with congestion and help people achieve a much better work/life balance.
- » Work with employers to supply discounted bus passes to employees, group rates etc. to increase use. Give an incentive to carpool.
- » I like it. Seems to take into account the main issues especially the congestion during peak hours.
- » nice thought, but won't work.
- » I think that the Woodside ferry should run until midnight. And on weekends. As Russell Lake area, Eastern Passage and Cole Harbour continue to grow more people would park at the ferry terminal and cross in to the city in that manner. Also, during rush hours have city buses go from the Halifax side ferry terminal in to dockyard. Hundreds of military personnel live in Russell Lake/Eastern Passage/Cole Harbour.
- » do not think that will work in HRM.
- » Great.
- » unsure about how effective or convenient this can be. People see their time as money or family.

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- » More people are not going to use transit until it is as fast a driving, focus on commuting routes and adopt SmartTrip for provincial government employees (the largest transit users going downtown)
- » Flexible hours with businesses is a good idea to alleviate traffic congestion. Maybe if affordable parking facilities were established and administered by the municipality would curb gridlock.
- » Good
- » you are trying to take on culture change. the city has little ability to change what other institutions and businesses do waste of time. do what the city can build a better transit system, better infrastructure. lead with residents. Halifax Transit system changes are laughable, needs overhaul.
- » I don't work - I'm retired. I plan my trips around Halifax based on how far I have to walk, if its too far for my abilities - I go somewhere else That's the reason I haven't been at the Seaport Farmers Market since the bus route was discontinued #14 bus service ends too early to have much of a social life if you live up Cowie Hill. If I go to the theatre, or symphony in the evening I have to take a cab home Depending on the day of the week of the performance, I miss the last bus home
- » All development should be required to provide a car share space to earn a reduction in parking requirements Guaranteed ride home programs (through car sharing services) should be supported. If someone doesn't want a car sharing membership but needs it once a year to get home to a sick child or family emergency, it would go a long way to encourage bus ridership
- » I'm pleased to see that teaching youth about alternate transportation is on the radar I would take it a step further though and put direct incentives for parents who drive their children everywhere.
- » How will these actions be measured? They do not seem strong or definite
- » I think my answer under "Complete Streets" addresses a lot of this part of the plan In addition, Halifax Transit should be more innovative in helping to get traffic volumes reduced. For example, England has a national program where senior citizens ride the bus for free by showing their eligibility card (with photo) to the driver. You can literally travel from one end of the country to the other on the bus for free Think what a similar program might do just for the HRM. Halifax has an ageing population with many forced to still drive their cars. A transportation system where seniors can ride for free 365 days of the year would presumably have a massive influence on vehicular traffic in the HRM The knee-jerk reaction would be such a service would be enormously expensive Not really, when one thinks of the attributes of such a system - less parking spaces required in the city's core, less wear and tear on roads, and less accidents The city would evolve into being more for the people rather than for vehicles
- » Work with local businesses to designate potential carpool parking spots near popular bus routes Designate a car pool pass to access these spots
- » Can't read the pamphlet, writing is too small and in some places parts of it is missing
- » This is a lofty idea that can't be addressed. The HRM cannot control when business sets their hours
- » Great Can we keep the Mack shuttle as well?
- » Developing relationships with universities and school boards is fine, but probably will end up a political exercise that is all talk and little action We are all in this together Metro Transit must provide more Park n Ride facilities in the outlying catchment areas and higher rush-hour ride frequencies, while universities and schools must provide far less parking for faculty and students. The province must encourage commuter traffic from bedroom communities (Truro, Windsor, Lunenburg, Mahone Bay etc.) to terminate at Transit's purpose-planned outlying Park'n'Ride facilities
- » I have experienced "flex hour" schemes before, but they always seem to break down when the employer can't find enough staff to support work during certain hours Also my experience has been that allowing employees to end work at 3:00 instead of 5:00 just expands "Rush Hour" to fill the space available, resulting in "Rush 3 Hours"
- » I think you are trying to push transit a bit too much. The transit system, for those of us in the former county is horrible! 2 and a half hours from Dal to Cole Harbour is unacceptable, and I don't see that changing, as it has not since 2009. Same for MSVU and Cole Harbour
- » Remote work is something that should be embraced by employers as it can not only alleviate traffic but also help push population out of the city core
- » Should be more options for shift workers at hospitals so they can use transit to arrive on time for 7am or earlier shifts.
- » Should have more park and ride spots. Lacewood is a new terminal but other than drop off and pick up there is NO park and ride! It should also be free to park and you just pay for transit Need more ways to encourage bus use. For myself, not having to drive kids to daycare anymore, it is wonderful to hop a bus to work
- » Right direction
- » I think major employers should be giving staff a bus pass at a discount We could have hospital staff taking the bus to work if it was affordable and free up parking However the bus would have to provide better service for those working 12 hour shifts and starting work at 7 am I think flexible hours of work would not be the way to go transit does not work well for anyone not working traditional hours. We need to get people out of cars and onto buses or bikes
- » These are good suggestions
- » Raise the toll on the Macdonald Bridge to encourage more people to take the ferry Provide free parking at Alderney ferry terminal Rental bikes did not work in Ottawa -- they have tried twice -- not enough density -- even less likely to work in Halifax. Employers should provide secure areas for bike parking.
- » agree
- » Like this but don't think bike share is worth exploring until we at least have a more complete cycling network
- » I think a major option has been overlooked HRM could learn a lot from many English cities where free round-trip bus transit is available to take people from car parks on city outskirts into the city areas with multiple drop off and pick up points outside and inside inner city limits, i.e. Halifax, Dartmouth, and Bedford for sure, maybe Sackville although this latter inclusion would be a longer journey than is typical in England

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- » This is huge. There are really no traffic problems in HALIFAX except at peak periods/rush hour. Even a small change in the work day, particularly for people working for the major employers (hospitals, universities, government, military shipyard, etc.) and the schools, could easily reduce commute times, especially for those living off of the peninsula.
- » Expand/encourage car share opportunities!! Absolutely
- » Offering very reduced rates (something affordable like 20 a month) for school aged students for monthly bus passes gets them in the habit from a very early age to use public transit.
- » Flexible work hours - great idea. Difficult when in the core universities timetables are structured for fall/winter
- » Road up grades in high density areas should be done in the evening hours, especially in commercial zones. Residential areas there would be complaints about noise levels during evening and sleep hours.
- » Calgary has an interesting Smart Car system. There are plenty of cars for rent and plenty of free parking for those cars
- » I thought that all the local university students were given bus passes through their tuition. Are those working now?
- » The city's plans for transportation demand management are moving in the right direction. Here are some suggestions: offer discounted Halifax Transit passes in bulk to companies who are willing to pay for them for their employees as a key benefit. Encourage Halifax Transit to develop its own bicycle sharing program, see CityBike Wien (Vienna) as a successful model to reference (<https://www.citybike.wien.at/en/>)
- » This approach will fail to reduce congestion because it ignores the root cause of traffic congestion. When we get things for free, we tend to over-use them. This is known as the tragedy of the commons. If motorists do not pay a price for their part in causing congestion, they will continue to do so. We need to use congestion pricing mechanisms to manage this problem, via adding tolls for entering the peninsula at peak hours. Car sharing, car pooling, and flex time are all nice things, but for every car they remove from the road, another one will be added to replace it, thanks to the phenomenon known as induced demand.
- » Would be great if you could convince employers but not sure how feasible this is
- » They sound good.
- » More flexible work hours would be useful but ignoring the reality of automobile transit is problematic as the City is too small to effectively implement alternatives such as rapid transit. Transportation studies indicate the minimum threshold is 1 million people in a dense urban area and we are far from that threshold. Our partially implemented strategy is failing and this is why many businesses are leaving the downtown core
- » Good
- » Like Halifax, Sydney, Australia was built around a great harbour. They have a commuter rail line that almost mimics exactly what we would have. Meaning the training follows the harbour edge and then heads inland for 100km or so to the Blue Mountains to reach the furthest limits of bedroom communities. It works great. Young people are able to get to the city without cars for work and pleasure. So many people would love to avoid the driving conditions we have here for 6 months of the year etc. Track is already laid! Look at Honolulu's current rail project budget where the track has to be built from scratch.
- » Bus transportation is not just for those who are commuting. It is important to keep and promote access to shopping as well as keeping good access to medical facilities
- » Promoting active transportation at the schools is a good starting point, as long as the infrastructure is in place to support it"
- » Agree
- » Better. Less vague and jargon heavy. "Improve transit system to make people actually want to use it" would be a good addition. It's something the city can actually do rather than relying on employers and universities to help with the problem
- » yesyesyes. Whatever we can do to create green jobs and promote alternative modes of transportation is essential to the future success of our city. We will be left in the dust if we continue to prioritize cars while truly successful cities are moving forward with true innovation.
- » This is a good plan. HRM must reduce the need to build more and bigger roads, they will just be congested with traffic. I strongly support trains connecting Bedford, Halifax and Dartmouth. The express busses from Tantallon for example should have an expanded schedule to accommodate youth and should stop in the north end
- » I like the goals. I am not sure what the city can actually do. A business is not going to change hours of business unless there is a clear advantage for them to do so
- » Carry on! That's the way to go..
- » I love everything about this. I think dedicated transit lanes and excellent cycle tracks would also contribute to the goal
- » Agree. Discourage the use of vehicles in normal peak periods by charging more for parking or bridge tolls during normal heavy periods. Use increased revenue to subsidize the cost of public transit, even make the harbour ferry free, with extended hours
- » Again the goals appear to be very selfish and focused on urban and sub-urban parts of the Municipality surrounding peninsular Halifax. I see no consideration for rural residence to have any access to public transportation
- » I like this approach, but if you want uptake on industry programs, reduce the cost - it's all in how you do your accounting.
- » A difficult program to implement but is necessary. In this modern world of fractured communication portals it's difficult to reach everyone. One item mentioned in another part was a focus on younger generations like university students and to provide incentives for them to use transit. This generation can then grow into the city and be comfortable and trusting of the transit system to get them to a destination in a reasonable time. A long term approach must be understood. A much more difficult task with the older generations
- » Go beyond support for car share off the peninsula, look at regulatory changes to enable it. Like parking exemptions and use of priority lanes.
- » Definitely on the right track. Park-n-Rides make more sense than car share vehicles - you want to discourage personal vehicles from coming into the city

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center

- Publicize the Smart Trip program. I hadn't heard about it until now
- Good - I also think more Ferry service would be beneficial. The ferry is the most reliable form of transportation in the HRM.
- Something needs to be done for Burnside, so many work there and the transit is so limited and extremely SLOW
- I love the piece on developing relationships with school boards and universities but would like to see school zones a priority area for infrastructure changes to support students and families to use active transportation as a means to get to and from school
- I strongly support active transportation.
- I think the States offer's a better example of what to do in the case of a car pool lane, make an incentive. Change people to use the lane or make it so they need at least three people in their car for it to be considered a car pool. This would really help on the bridge in the morning
- Good
- A little vague
- It is too basic to give me a good idea of what is being proposed
- Strasbourg Fr has a fantastic deal. Park and ride. 4 euros a day gets you a parking space a ticket into town and back (for up to 7 people in a car). One of the problems with some Park and rides is you need to pay monthly for a spot. How about allowing people to buy a day pass. I would use it more often if I could do that. Certainly many tourists would use it more
- I think the flexible work hour / location is a good idea - I do that often now. I think it will be a difficult sell to have people stop using personal vehicles in this city; our public transit is not up to par. I tried Metro Link and lasted three weeks before reverting to my personal vehicle
- All good ideas but implementation is beyond our control, especially in regards to getting employers on board for flexible work schedules. They have a business to run.
- In agreement. It may take time and diplomacy to encourage some businesses to go along with more flexible work times, but I think it should be the way of the future
- I don't put much stock in this at all. Doesn't seem like it will be adopted widely enough to be of any use
- More ride share, flexible work hours and working with schools, transit and traffic is so congested during the school year. People going to work and school at the same time causes delays. Tired seeing only one person per vehicle maybe more ride share between both sets of people together

What do you think about the directions and actions for active transportation?

Comments are typed as written.

- There is so little of this on the Peninsula, especially in the North end which is a prime opportunity area in which to reduce car use - development here is booming with no ability to move additional vehicles efficiently. Barrington North is used by many and is so unpleasant to walk on. Everything is paired with roadways - we need to become more like Ottawa or other cities which devote corridors to walking and biking only. There is land on Barrington that could be used for this purpose and isn't. Not aggressive enough
- The greenway network blows my mind. Looks wonderful. Get 'er done! The network of protected bike lanes on the peninsula is extremely encouraging. This will need funding and staff to get it done by 2020. Go for it! Glad to see a sidewalk on Herring Cove Road. Also need one on Downs Avenue, since school children use it to walk to school
- Great, very much needed. Research evidence supports the tremendous health and environmental benefits of active transportation and more people would do it if they had the infrastructure to walk or cycle safely. I'd like to see more protected infrastructure and a shift away from wide roads that promote speeding by adding protected bike lanes, it should not be so hard to be healthy!
- There should be clear regulations for skateboards etc.
- Yes! This is amazing! Please keep moving forward with protected cycling lanes and/or mixed use (protected pedestrian and cycling lanes). I like the promotion of active transport. Please expand on your platform! I like the foresight in regards to preparation for winter
- I support all the directions and actions listed for active transportation. One I would like to see added is to prioritize maintenance of walkways to the same extent roadways are handled. Also would like to see better clearing in winter - I don't mean shifting this to responsibility of residents (we don't have to shovel the paths for cars in our public spaces), but to design sidewalks to be easier to clean and develop better protocols for dealing with existing hard to clean sidewalks
- Only a good idea if it does not take away from car parking. I think it is great that the city is helping to make walking and biking easier in Halifax
- Need concrete plans for evaluation (ie km of new infrastructure, % of user-ship, overall usership, etc.)
- If you are building a sidewalk along a route with no ped or bike infrastructure, why not build a multipurpose path? If it gets busy enough later, then move bikes to street right of way or something, but why not kill two birds with one stone where there's a dearth of infrastructure now? (Windmill Road, being widened for queue jump lanes, I'm looking at you!) Local street bikeways? Let's see what you mean by that this summer on the street. Just build something so we know what the heck it all means!
- it would be nice to see sidewalk improvements throughout the city
- encourage active transportation whenever possible, there is far too much commuting in a small city like Halifax, whenever possible create park and ride

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- stations so that people are not driving through the city and causing pollution and increasing risk to pedestrians and families on the peninsula
- » Great-do more and put a bigger budget to allow it to happen as quickly as possible. Why has the city continued to widen roads, build roundabouts, and overpasses? Why doesn't the Centre Plan incentivize the removal of automotive dealerships off of the Peninsula or not set targets for ghg emissions reductions and really going green?
 - » I completely agree, however, our bike lane strategy must be more aggressive, as well the city must work on the winter bicycling facility maintenance strategy more, to make it more feasible to bike during the winter
 - » While I am active on the active transportation scene we do have to recognize that active transportation is inherently less accessible. However, for most people, active transportation can be important for a healthy lifestyle. And the easier we make it the more people who will choose to participate. I am excited to see how this continues to move forward.
 - » *AT Priorities Plan needs to have an Interim Report prior to 2022. The 5 year plan is coming to an end. Map is too tiny to comment on. No acknowledgement given to volunteer efforts...past and present/future? (I may have missed it)
*Most residents do not know what a green way is or even what AT means. If you don't live near the pretty colours on the map, it perhaps means nothing. Needs more promo. So marketing is KEY!
*I am sure that there are more than three key areas that need sidewalk updates. I hope each of the Councilors are considering where they can help neighbourhoods through their regular engagement (?) sessions. Encourage them to engage with residents with staff assistance.
*Did I miss winter maintenance...snow storage is improving but the use of trail heads as a snow storage space is not acceptable. This is a key performance indicator for residents. Don't block my access to a trail for winter access for use...snowshoeing or walking
*Age friendly principles. Did I miss these? I saw mention of benches. These could be positioned in public spaces, not just on an AT route. Challenge the commercial world to create welcoming spaces.
*Brief mention of Green network plan...integrate native plantings (low maintenance) in to improvements to create green and healthy resting spots with the bump outs, other traffic calming efforts...great ideas listed. Maybe encourage neighbourhood adoption of spaces and place making.
*Too many issues in this one space..each needs major attention...sidewalks, multi use paths and routes. No mention of trails and Halifax as a Healthy Community?
*What about the Walking Charter and Walk 21 ideas signed many years back? People can relate to a mandate shared by other cities, world wide
 - » This is great! Improved and expanded facilities as far as sidewalks, bicycle lanes and greenways would be very beneficial
 - » The overall directions and actions are great. The bicycle network is lacking a true grid of protected bicycle lanes on major corridors - this is what was successful in Calgary, New York, Vancouver, etc. Vancouver and Calgary invested heavily in side street bike routes for decades. Biking became popular only once they implemented a grid of protected bike lanes on main streets so that people can actually get to their destination safely. If I could change one thing about this plan, it's where you have the bike routes.
 - » There should be a complete plan for implementation rather than piecemeal - the bike lanes on Windsor essentially do not facilitate getting to work downtown on a bike - implement safe bike access (how???) simultaneously rather than as it currently is - and definitely consider the effect on residents of the areas affected who pay high property taxes and would essentially be subsidizing losing the benefit of living on the peninsula. Residents may own cars but regularly walk (due to their convenient location) and use the bus
 - » Biased and self-serving agendas are at the forefront here. I only wish behaviour change was that easy...build a trail and everyone will just instantly buy a bike and sell their cars and become more active. This has and will never work, especially in northern climates where the numbers are way too low to even possibly justify the costs. Halifax will never amount to any significant numbers of being active in any mobile form. Our significantly increasing greying population is not where new cyclists come from so they active transportation needs to serve and focus on this population which is the largest and continues to grow and its transportation requirements
 - » Plow all walkways like the one between Wayneswood drive and Lansing Ct in Dartmouth and the one in Northbrooke Park in the winter put the construction of walkway/sidewalks ahead of streets for cars
 - » all for it but really you need to look at driving too, some people think a 60 zone is a 20 zone and I for one don't like walking in such conditions let alone bike it. Should have more greenery between the road and the sidewalk, also snow fences would be a great addition
 - » much more needs to be done on the peninsula. Why can't I bike from the North end of Halifax to the downtown core on a CONNECTED and PROTECTED bike lane? Why is there no bike lane on Agricola street?
 - » Entering or exiting the peninsula on a bicycle is very difficult at the moment, especially from Bedford. It would be great if the proposed network could accommodate this.
 - » cycling. what about the armdale rotary and getting in/out of the city thru it
 - » I think active transportation is important. I try and walk when possible and some areas make it difficult because active transportation was not included in initial design.
 - » The weather here is awful, I'm never going to be big on biking. It's either too wet or too cold most of the time. Employers don't have shower facilities for their employees who show up sweaty from biking. I love bike networks in most cities, I just don't see how it's a worthwhile investment over better public transit in the region (which works almost no matter the weather).
 - » All good...I would like to hear more about rules/regulations around electric scooters, skateboards and bikes. And recharging stations. A small electric skateboard or scooter is even lower footprint than bikes.

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- » Also, dedication traffic flow indicators for bikes/walking (like on the bridge)
- » With an aging population, I believe more sidewalks should be installed and maintained to facilitate more foot traffic, and to be more wheel-chair friendly
- » sounds good as well
- » Improve the sidewalks/sides of roads outside of the core. Currently the 333 is unwalkable, and it's dangerous to bike along the roadway as well. I appreciate the need for improvements in the city but the outskirts need attention as well
- » Takes lots of money!
- » I would love to consider biking to more locations, but I don't see a clear path from Cole Harbour to Dartmouth Crossing. If I felt safe getting to Shubie park then I would consider biking
- » You need to complete a connection from Clayton park to downtown ASAP. There are lots of costs who can't find a safe route downtown to go to work
- » Great idea, making the city more connected in a healthy environmentally friendly way
- » Support
- » good
- » As I stated before the sidewalks need to be built up to accommodate wheelchairs and scooters for a safer ride. I have noticed that this is not done on a regular basis.
- » This looks good. My only comment is that for active transportation by bicycle to catch on, thought must be given to the elevation of the routes. Many roads in the HRM have steep, undulating pitches that are very difficult for novice and commuter cyclists. Finding ways to avoid these, for example through off-road bypasses of challenging hills, would be an important step in encouraging more commuter cyclists
- » Very exciting!
- » I am excited about connecting Dartmouth to Porters Lake, and Porters Lake to Musquodoboit Harbour. It's long overdue, and AT opportunities are very limited in my community
- » Excellent consideration for encouraging walking and biking. Let's get our population moving! I want to see more people walking and biking to work and not have a corresponding increase in the number of cyclist/pedestrian vs. car incidents. Also happy to hear this is in the works so soon, because it can't come soon enough.
- » The more this goes forward the better, despite the negative input of some. Keep going forward
- » INVEST IN REPAIRING EXISTING SIDEWALKS
- » void around the rotary. Maybe a ferry across the arm?
- » Disappointed with nothing planned for the Windsor junction. There is also a stretch of Bedford Hwy outside of MSU that has no side walk on both sides of the road. Also, bike safety such as bike lights and helmets needs to be addressed
- » I was surprised to see that Inglis Street, and the underpass below the train tracks to access the Seaport market were not part of the bikeways plan. Inglis street has the least grade differential across the peninsula, and would connect the popular seaport area and downtown with the greenway along the rail cut. Closing the loop would be a useful consideration
- » Bicycle routes need a complete re-think. They should not be on car-heavy routes as is presently the practice.
- » Improving frequency of transit will increase active transportation, transit users walk more than non-transit users to complete their journey
- » There should be a safe bike route through the Armdale Rotary. Drop the helmet law for adults (I understand that is probably a provincial issue)
- » Hard to read your plans. I'm all for any type of transportation that reduces the rush hour chaos, but they have to be taxed & policed the same as cars and trucks. Too many vehicles do not obey regulations. It seems that if on a bicycle the rules just don't exist. Stop signs, red lights, etc. are for other vehicles only. They need to be regulated the same as other vehicles. Driving bicycles on sidewalks should be encouraged for those not up to driving on the roads. Police enforcement of trails and sidewalks needs to be increased as this type of traffic increases
- » Good ideas, I think bike lanes should be away from the roads in the same way as Ottawa has in that city
- » have the busses run more often and cheaper
- » You need a few protected or local street options in the North End to complete the grid. This is a low income area where biking and walking are could potential increase if safety measures were in place. Winter maintenance is a major issue since even the existing sidewalks are not cleared quickly after major snowstorms in the city centre. The issue is much more serious in the suburban areas. Traffic calming options are necessary on the protected routes and recommended in the local route options as well, and enforcement is needed (e.g. parking in bike lanes should not be permitted and this needs to be enforced). There needs to be a short- and long-term strategy for implementation of the protected routes and they should form a continuous network to prevent accidents as you move from one "type" of facility to another.
- » The walking idea is good but bike lanes are a waste of time and money. The weather is not reliable enough nor long enough to make that option viable. We need more sidewalks like north side of Bayers Road between Windsor and Oxford. There are other areas like this. People do not want bike lanes they want better transit, walking and car routes
- » So many hills in this city. No good for people with physical issues for mobility
- » Overall good, but wheelchair access is not part of the plan DNA yet. Grade is essential to wheelchair access and this is not clearly a consideration. The current trails system is ~10% accessible by length in part because grade was an afterthought - e.g. Mainland Common trail near Parkland. Are the red and blue greenways all of grades that render them 100% usable by a person using a wheelchair? Private property development is also essential, in terms of destinations but also to get around grade and detour length issues. Properties near AT corridors need to be required to facilitate through traffic e.g. NS Power building

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- provides access up from waterfront to Upper Water / Morris St. Nova Centre should not have proceeded without integration into downtown tunnel network
- » wow- I pay 10,000 per year in taxes--- now I know why-- this is a joke I love to ride a bike but I do it on the trail from the golf course to bayers lake-- a ice bikeride in a natural setting not down a busy street
 - » are you closing the city to the elderly?
 - » There needs to be bike lane or route a One Main Street Dartmouth, to connect it from the start of the circ up to the collage I ride this daily and rarely feel safe along it.
 - » Unfortunately the directions and the specifications on the maps are essentially unreadable
 - » Very excited to see proposed bike network expansion.
 - » Looks ok
 - » I love the conceptual thinking in all of the plans. But keep in mind, not everyone lives in the downtown city core ..so if you want more bus use and walking use on the downtown city streets, you'd better make sure that bus transportation and hopefully eventually a Skytrain can be increased and made more efficient in areas outside of the downtown city core I love above ground Skytrains..they are not as gross as buses and they can keep their timing schedule correct almost all the time compared to buses. Again, this is a problem with Vancouver's small mindset of a few individuals screaming at the rest of society to take bicycles and transit. they forget most Vancouverites live in the GVRD more than 30 to 60 minutes from the downtown city, due to affordability of housing, and so what do they do they punish transit riders with Zone 1, 2, 3 fares...really harsh huge increases in transit and they allow parking but you pay \$4 per day to park and ride ...if you are coming from Coquitlam and pay park'n ride...then your costs are \$80 per month to park and \$170 for Zone 3 transit pass monthly that's \$250 ..now it doesn't give any encouragement for drivers to take transit because you can get monthly parking cheaper and most people there drive fuel efficient cars. I think whenever the expenditure you have is within \$50-100 a month of costs that you have to pay to drive vs transit, than most people will choose driving for the convenience and less germs and having your own private zone to chill out while getting home
 - » Very good! I would like a priority to be pedestrian safety. Our street, Cedar Street south of Quinpool, is a commuter thoroughfare. We have a lot of small children on our street and the drivers come very quickly down the street during rush hour. It would be great to have speed bumps on the street. There was a near miss when a child was almost hit the other day. There are speed bumps on streets on the other side of Oxford Street below Quinpool, and they seem to work well
 - » I'm glad Dartmouth is currently covered and I should be able to get to Halifax easily
 - » include beaverbank and east hants corridor area
 - » All of this needs a lot of communications to make it work. Especially around the universities, where students don't seem to realize that their campus (Dal) is bisected by city streets - they need their own "head's up" campaign! Communication needs to explain that we are all walkers, drivers or (some of us) cyclists, and when we switch modes, not to forget what it's like to be in the other mode.
 - » positive
 - » Good plans, but to ensure connectivity, improve 100-series highway crossings and consider larger ideas such as a northwest arm bridge
 - » Don't waste money on bicycle lanes that are used less than half the year yet take away parking and driving lanes all year in an already overly congested city
 - » Add in weather proof walkways for pedestrians into the downtown core
 - » I have noticed that in many cases the post that supports the crosswalk sign is placed so that it hides the pedestrian. It should be moved to the other side of the pedestrian, away from the ongoing traffic. This would help walking in Halifax
 - » A lot of money for so few that actually use a bike to commute. Also recreational riders are the ones making most of the noise as opposed to those that actually use their bikes for meaningful trips
 - » All very good, but we really need to change the attitude of non-cyclists toward cyclists. It is not ok to use your motor vehicle (MV) as a weapon. Police need to take it more seriously when I call to notify that someone intentionally tried to take my life. MV operators need to pay more attention and reduce speed. This means much more serious consequences for infractions. Take a look at Sweden or Germany
 - » Sounds good but I still don't see a way across the northwest arm or any way to get to and from downtown frequently and conveniently from Purcell Cove road.
 - » Lets maintain and improve existing sidewalks (replacing cracked concrete with asphalt, winter maint.)
 - » My biggest concern for active transportation is safety. I have stopped riding bec of a number of near misses. Some sort of retraining or safety culture change is needed. I recall when first coming to NS, the culture was such that pedestrians and cyclists were well regarded that has changed in Halifax core
 - » Fine in theory, but walking and/or cycling cannot work for everyone and then there is the winter or driving rain. One major problem with both pedestrians and cyclists is that many are dressed in black and are barely visible to motorists in bad weather and at night -- remember it's dark before 0700 or after 1600h for 2-3 months of the year. Many pedestrians pay no attention to traffic and simply walk into crosswalks -- years ago the Chief of HPD staged a campaign that pedestrians stop and raise their arm before attempting to use crosswalks -- it worked for many years, but the modern generation have forgotten this piece of wisdom. Now much more expensive solutions are touted. The flashing yellow lights at some marked crosswalks should actually flash red. To many people yellow means put the foot to the gas, most recognize red as "STOP". HRM should require all cyclists to be licensed, to wear hi-vis vests and police should ticket cyclists who disobey traffic laws, which many do.
 - » The only way I would ever bicycle is if I had access to a dedicated & separate bicycle path like in Ottawa or London Ontario. Bicycle paths next to the curb on a busy city street do not interest me at all and I have no intention of ever using this unsafe mode of transportation. Please do not assume that we all would leap at the chance to commute to work in this way.
 - » Until cyclist are better educated in the traffic laws you must come up with an alternative to keeping them off the roadways

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- » Basically, I like everything I see here. Unfortunately, the maps are too small to really pick out details, and there are some glaring omissions in my opinion. For example, I don't see any improvements in the Portland Estates / Cole Harbour areas, particularly wrt getting across the 111. I'd also like to see a better merging of bicycles and other traffic in places where multi-use trails end. The bottom of Mt. Hope is the worst example I deal with on a regular basis.
- » I don't understand what is meant by greenway network from these maps. It seems strange if this is a way of connecting communities to green spaces that Purcells Cove Rd is more logical than Herring Cove Rd as it is already used by many cyclists and is not included in your maps at all!
- » All wonderful for urban dwelling 20 to 50 year olds in good weather. Unfortunately both the demographic and the weather are working against you. The older we get the less we want to walk or bike in any weather much less rain snow and fog. It would certainly increase employment in snow cleaning and pharmaceuticals.
- » I cannot read any of these documents. This is extremely frustrating and poorly designed. You need to reissue this survey.
- » Yes please.
- » yes all of the above, and continue to reach out to the general public for input.
- » Good thinking. Two immediate improvements to consider are making sure that bike lanes do not pass through pull-off bus stops and also making sure that winter sidewalk clearing has salting or sanding done right away for those pedestrians who don't skate well. Traction makes walking safer.
- » Finally thinking like a person commuting by bike and / or walking.
- » The east side of the Bedford Highway desperately needs more sidewalk.
- » I support the all-ages-and-abilities (AA&A) idea, but the Municipality must not be disingenuous here - if AA&A is in the text, then NO OTHER OPTION EXISTS EXCEPT FULLY PHYSICALLY PROTECTED BIKEWAYS. That means that we're talking about 5-year-olds on training wheels. That means we're talking about people learning to bike. That means we're talking about older seniors out for a "Sunday ride". That means we're talking about disabled people using various adaptive technologies. There can never be a "Share the road" sign. There can never be a location where a vehicle crosses the bike lane to access another lane. Remember my 5-year-old. In fact, that reality means that I'm not 100% sure that AA&A should be the mantra - if we wait for that, we may never get the 90% success of "mostly protected". I just don't want it to be a hypocritical version of this, called AA&A, but where I'm afraid to take my 5-year-old.
- » Strongly support prioritising active transportation. Halifax peninsula is already a national leader in the proportion of those who use active means of transportation daily, proving it a powerful alternative to car-oriented planning. Strongly support implementation of a protected bike lane network. This map is very exciting. STRONGLY SUGGEST fixing the MacDonald Bridge cycle lane entry point (i.e. eliminating the need to descend to Barrington Street when travelling from Gottingen). Suggest rethinking the move toward converting urban intersections to roundabouts. I am not convinced roundabouts are ideal for walkability.
- » We support any effort to improve bicycle safety. We are cyclists, but no longer cycle on the roads due to the danger. Protected lanes are a must or dedicated cycling paths.
- » All ages and abilities bike lanes are a nice thing to have but if the city is serious about adding proper bike infrastructure and is talking about "complete streets" they should be planning to add bike lanes to the main city arteries. It can be in the form of signage or a painted line if its segregated lanes with dividers then that would be amazing but the city needs to be more serious about this and move bike infrastructure to MAIN roads. Also greenways need to be completed the city needs to figure out how to connect point pleasant park to the chain of lakes trail, and soon.
- » A Lot to consider and implement! I think creating side walks is the biggest priority - easier to get more people walking rather than biking. Lower speed limits, fix pot holes quickly, promote 1 meter rule, and place more bike lock areas, make them funky. (In the little seaside town of Burnham on Sea (UK) the bike stands are red ☺).
- » Maps are small with no way to enlarge. Need well defined, frequent, well lit pedestrian/bike connections (decorative ped. scale lighting), benches, crime prevention through environmental design, etc. Walking in many areas is alienating. An example is Larry Uteck / Starboard area. No shade for miles. No benches, rest areas, or areas of interest. Why build suburbs like this? Parkland drive as an example, small trees that provide no shade create open barren feeling walking experience for many km's. Lack of bus shelters a major concern. Current design of shelters allows lots of wind/rain to enter providing little actual shelter.
- » The plans look great. Living near Dutch Village road, having the area improved would be great. I had lived in Arindale near the Herring Cove area, and am aware that past Graystone, the area begins to lack sidewalks greatly, so that is a good plan.
- » As for the biking corridors I am undecided. I find it skips around much of the fairview area, and would force those from the sackville area to take a large detour, including considerable uphill, to downtown. Making a bike trip from that area likely to just take the more dangerous bedford highway route. However none of this has been implemented yet, and is just an opinion from what I see on a map.
- » Great. People need a safe place to walk. Just remember that weather will heavily dictate whether people can take advantage of walking or not.
- » There should be a larger focus on building the greenway and bike lanes in the city - your average person will not bike in from porters lake. Bayers rd needs a bike lane or greenway. It is very difficult to get from downtown to Joseph Howe by bike - a greenway in bayers rd area would help that.
- » I live by Mid Mac Mall and work in Burnside. I would love to be able to walk to work on sunny days. It's quite frustrating being able to live so close to work but to have only the bus option to get me there.
- » Directions need to include a priority for snow removal (to bare pavement) by all walking routes.
- » The more bikes you have on the road, the less cars you have on your roads. Make it easier for cyclists.
- » sounds plausible.
- » Great. Study the volume of winter bicycle trips and evaluate cost/usage of winter maintenance.

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- » How about safe places to walk in the Prestons, Eastern Passage - these are growing communities that get left out.
- » These maps are almost impossible to read, therefore difficult to comment on
- » The planning of bump outs on sidewalks is going to create a snow removal nightmare - especially for Poow equipment. Bicycle routes downtown are a safety concern unless two way streets are converted to one way. Greenway routes will be a welcome addition.
- » Inadequately addresses Eastern Passage, Cow Bay and Rainbow Haven Provincial Park. We are a part of HRM as well (at least that's where we send our taxes).
- » Keep it going, streetscaping and lower vehicle speeds due to bump outs etc. in urban core make community living better. Fight those that don't like change because they want to protect space for cars.
- » As long as these routes are safe
- » Walking and cycling have a long way to go in HRM to catch up with more progressive cities. ie. Roundabouts, slip lanes, wide roads / streets, lack of sidewalks on one side of the street, construction closures, long light wait times, lights that are not ped activated, lack of curb bulges, inconsistent drop ramp standards, crosswalks at the same level as the road instead of the crosswalks the same level as cars (ie. cars should have to cross the sidewalk, peds shouldn't have to cross the road) should already be implemented. Entire streets were built last summer, streets like Connolly which are bike routes were built without any improvements. No circles, no bulges, no raised crosswalks, no bike markings. Separated bike lanes are critical to getting non road warriors (older folks, women and children) onto bikes. Bikelanes on the Bedford highway aren't going to cut it. It would be awesome if the City started taking these things seriously. Bike signals are critical. Push buttons on the road side and shared crosswalks will facilitate improved experience. It's in the details.
- » This is good, but we need to prioritize attaching these routes to each other. Right now, the existing gaps are massive deterrents. Even if someone would enjoy and benefit from biking or walking to their destination, one tough intersection or bad stretch of road on route will put them in their car. I am specifically referring to peninsular bike routes, but connections to/from the peninsula are really rough as well.
- » Again, promising. More reeducation for drivers is required, including wider knowledge of 1m rule. This definitely includes bus drivers, who can be quite hostile towards cyclists. Also, promotion of 511 services for reporting dangerous driving and parking infractions (with timely response to discourage motorists from feeling entitled to park in places like bike lanes). Cyclists and pedestrians need access to information on what can be done.
- » Excellent start, but needs to go further and farther. Unfortunately, we must always remember that this is Canada. (What do you call July? - Spring). What about the citizens who live out on the Bay Road towards Peggy's Cove? How about looking at a new road connecting St. Margaret's Bay area to Ketch Harbour Road? The distance isn't that far and saves commuting time and reduces vehicular environmental concerns from there to the city.
- » If there is going to be bike lane expansion, there might as well be a Bixie style bicycle rental implementation on the peninsula. Create a few jobs for bike maintenance while making it more convenient to get around the city and trails.
- » Can't read the pamphlet - writing is too small and in some places parts of it is missing.
- » People can't afford to live downtown so all this work about active transportation is a waste of tax dollars. Again you are catering to the bicyclist minority. The population is aging and you are focused on a few people who will ride bikes or can walk. This is not grounded in our demographic reality.
- » Great. It might be a good idea to not leave 4 ft of snow for 3 days on the sidewalks in downtown Halifax (Barrington specifically).
- » Again, applause. But, bikeways also belong in commuter corridors, as noted in previous comments, above, and not just recreational zones. That said, both walking and cycling in this province are highly affected by weather conditions, and are minor factors for any zone more than a mile from peninsular/downtown Halifax. Walking is such a minor contributor from outside the one mile radius that, in some cases, bicycles could safely be allowed to share the sidewalks with the few pedestrians walking to work.
- » Cycling - great idea for about 4 or 5 months of the year. Suicide in Winter and Spring, when we can't even rely on walkable sidewalks - and when inadequate snow removal narrows our streets, making "bike lanes" a joke and/or hazard. And then there's salt - a sure way to rust out a bicycle long before its time. Finally, when you arrive at your destination, bicycle stands/posts are often plowed under or have been damaged by snow clearing efforts. Let's face it - this isn't a kind climate for year-round cycling.
- » Honestly, I think there are too many bike lanes, they make driving more dangerous. Bikers in general do not follow the rules of the road. They need to be made accountable, and be insured!
- » Maps hard to read, would like to know more about greenways and how this will impact transportation on the roads they're drawn on to.
- » Ok but have you ever walked in Bayers lake shopping area? Impossible for anyone without a car. Dangerous. The proposed new health centre to go there is not going to be walking accessible even the bus service is poor.
- » reasonable approach
- » Nice idea but we live in a province where several months of a year would not be good for walking to work. We need to focus on buses and trains.
- » These are also good suggestions.
- » Need a sidewalk at Alderney street from the Kings Wharf to Portland!!! It is a ridiculous situation and no better proof of automobile-oriented development than what exists there now. Shameful. Provide free parking at Alderney Ferry terminal. Raise tolls on MacDonald Bridge and use those revenues to pay for Alderney parking.
- » This needs to be a priority and to move beyond the planning and review of planning stages and into implementation. Too long on thinking about what to do and not enough doing something to increase access, integration and functionality and safety. The MacDonald Bridge off-ramp needs to be prioritized and completed.
- » We need to move even faster than this on a complete cycling network. This is what we should have had five+ years ago. Very wary of local street bikeways. I live just off Isleville and cycle along it with my nine year old son. Much would have to be done to make it a viable AAA route. There are too many cars parked

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along the street and too many that go too fast. We need a really good connection from the core to COLT and beyond.

- Print and maps too small to read. Sorry. Would be helpful to add an enlargement feature or instructions in future similar surveys. I did read benches which, as a senior, might help encourage me to walk more.
- All good, but there are still unwalkable and unridable wastelands such as Bayers Lake and Burnside where lots of people work and most people consume. Not sure how to better integrate them into such a system as they were designed to exist outside of and contrary to an active transport system. Providing a safe way for people to ride a bike into the centre from Tantallon, Bedford, or the like is important, the rail trail from Timberlea, for example, just ends at Joseph Howe and there is no continued, safe corridor for cyclists (in fact, in my experience the route to and from this rail trail from the centre is one of the most harrowing in the city). What seems to be holding back the development and improvement of active transport infrastructure is resources, governments have been unwilling to spend any real money on active transit, but are eager to dump money into road widening, the construction of new viaducts, etc. So, more money needs to be put into developing and improving our active transport system. Until more money is available, I don't see much happening. But, the suggestions presented here all seem either essential or reasonable.
- Skimmed it but it sounds good.
- We need more traffic calming measures in Halifax peninsula residential streets especially around schools. People use these as cut throughs to avoid major arteries and the increased traffic makes parents worried to let their children walk to school. So they drive them which increases traffic even more and kids don't get benefit of walking.
- Good to improve walking areas.
- I think you have some very interesting and challenging ideas ahead of you. If it is done right it should work.
- This part of the plan ignores certain high-traffic (pedestrian traffic) sections of the city. Bayers Lake and the area of Clayton Park West that borders Bayers Lake is not optimized for the ever-increasing number of pedestrians using sidewalks in this area. The intersections are dangerous for pedestrians, and getting into Bayers Lake as a pedestrian is a nightmare (I'd recommend building a pedestrian tunnel that links the new subdivisions in Clayton Park West [Solutions Drive, etc.] to Bayers Lake).
- The Dutch Village Road sidewalk is badly needed. Very good idea.
- They are good but it sounds like fluff if you never explicitly say that promoting active transportation means intentionally requiring cars to cede the convenience and orientation of city streets that are built for their needs - Halifax needs to own this choice.
- They're good. I would add to this an action item that any elementary or high-school student not offered busing should be able to safely walk and bike to school. This should be tested by accompanying students on their walking and biking routes and evaluating (and quickly remedying) trouble spots. It would also be good to take advantage of community knowledge by providing an opportunity for continuous feed-in of information from community members (for example, a site where pedestrians and cyclists can log problems).
- I disagree. There are very few bicycle users on a year-around basis and we are creating further traffic gridlock making the City a less attractive destination for those who do not live in the urban core. I live in the Fall River area and the designation of #2 Highway as being shareable is simply dangerous and it is simply a matter of time before a major accident occurs. If bike lanes are deemed necessary they should only be installed without reducing traffic lanes.
- I wonder what format these charts are in--they are too small for the human eye and I'm not able to enlarge them, except for the surrounding text. For instance, what is proposed for the greenway to nowhere, along Beaufort St?
- Until you make people who decide to not take their cars to work more priority than those with cars. Most people will not use alternatives. There must be gentle ways to let the car commuters know that they are less of a priority than they once were. Slowly the message will get across and alternative means will become trendy which is really what you need. Right now a 5.7 liter, quad cab, full size, 4x4 pick up truck with one guy in a business suit commuting is trendy. Great job by the truck companies but we must counter act this.
- Generally heading in the right direction. Pedestrian access to Burnside is difficult. The proposal for Windmill Road falls short and should go all the way to Wright Ave.
- Agree. Walking should be easier and safer but also more pleasant. Development projects that front public sidewalks should be designed with this in mind.
- I like this. It seems like an actual plan with real actions and less vague than previous pages.
- This is crucial for our health and safety. I am very much in support of connectivity of bike lanes and promoting healthy lifestyles.
- Need to create green ways. In many places need to build basic cycling infrastructure. I have seen a highly successful small business executive riding a bike on the sidewalk because it was unsafe or impossible to ride on the street. This is unacceptable. There are people bringing in millions of dollars to this city and creating jobs, and they have to risk their lives just to get to work, or look like children cycling on the sidewalk. In particular there must be improved cycling infrastructure to connect Bedford highway and the peninsula.
- These plans give me hope. Of course, much of the goal is 3 years from now. I hope these ideas actually become concrete.
- Must make safe AT and connectivity a priority, so adding sidewalks and bike lanes is of utmost importance.
- I love the spirit of this, but the cycling facilities need to be of higher standards. We need to be aiming for AAA facilities for all bike facilities. We are facing an uphill battle against the anti-bike sentiment in HRM. If we build protected lanes in the core, more people will be attracted to cycling and the culture will shift over time. We are not currently in a culture in which sharrows and local street bikeways are enough to provide a safe cycling experience or a shift in attitudes of people who choose to drive.
- Agree wholeheartedly with this direction. Give walking and bicycle routes and greenways equal priority to motorized vehicles. Make the network of bicycle routes contiguous instead of sporadic and dangerous. Do not overlook recreational aspects of the routes used for walking and cycling.

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- » Goals seem positive but the plan misses the use of existing infrastructure, for example the old railway right-of-way that runs the length of the Musquodoboit Valley
- » Love it. some thoughts Lower traffic speeds everywhere in the urban centre. enforce speed limits with photo radar - then everyone will be safer. lobby province to change laws on bicycle helmets (mandatory for 16 yrs and under). helmet laws kill bike share programs we need more bike infrastructure - specifically separated bike lanes, not just painted lines.
- » Glad to see some direction to get sidewalks along Windmill road to Burnside. This should be continued all the way to Ackerley Blvd as this is one of the more dangerous parts of the city to walk and bike and many people have to navigate this every day
- » On the all ages & Abilities proposed 2020 network. A few routes appear to have been chosen by just looking at a map on paper. One has to consider the terrain (ie:Hills). People on bikes naturally gravitate towards a flatter route, even if it is a little longer route, this was one of the reasons the Windsor St bike route is not as popular as Agricola St., Windsor st. is basically a long hill. The route along Pinecrest has some steep sections, so people would look at alternate routes like along Albro Lake to Leaman dr or up Victoria to Highfield park drive. Highfield park drive is a bit steep but is wide so Bikes feel a bit safer. Other things to consider are the types of intersections, are they a controlled or not.
- » This document is the first I've seen with a commitment to a route from Burnside to Bedford Sackville by 2020. This is good news as of present if you live in Dartmouth it is a very long bike ride to get to Bedford as you have to go around via fall river
- » Great! Can't wait to see it! More work like the Cogswell crosswalk improvement, that was a great demonstration!
- » Appears you are on the right track. I do recommend that buses (especially Park-n-Ride buses) have bicycle racks or storage areas so that people can take their bikes to use while in the downtown area.
- » Designate routes for only active transportation during peak hours of use. e.g. Spring Garden Road
- » GREAT!
- » overall I like the plan I am concerned about areas of the bike lanes on the peninsula map that just end and don't seem connected at what seem like critical points such as the north end of Windsor street or in Dartmouth by Albro lake road. Bike lanes seem to just end and for me that seems more dangerous than creating a full connector route
- » As noted before, I strongly support active transportation-especially the improvement of sidewalks
- » I think this is a good start. But if you want people to bike more you need equipment thought out the city for flat tires. It would be a good opportunity if the city partnered with Dalhousie and expanded their bike pump stations to the north end/quinnipool area
- » Too slow I'm very sorry to see that Bedford is not slated for a safe cycling lane into the city by 2020
- » There should be a dedicated bike lane between Dalhousie University and Saint Mary's University. A way that could also connect both universities to the potential rail station on Beaufort ave
- » This is an ok start.
- » again great idea. But shared bike ways have to go to make it safe.
- » From a recreational perspective I like this
- » Again, nothing for Eastern Passage who's population is growing significantly
- » I could weep for joy. Having been carless for 10 years now. I'm really glad to see all your proposed Directions and Actions. It's clear a lot of thought has gone into making transportation more active
- » Again, I don't put much stock in active transport. Again, admirable, but futile. These transport measures only impact those who work within a few kilometers of where they live. Suburbanites will not travel 20+ kilometers by bike or by walking every day to work, nor will our weather allow it. Traffic will remain largely unaffected even if we somehow managed to get a large number of people in the core to switch to these methods"
- » Educate drivers re sharing the road with cyclists, respecting pedestrians.
- » More bicycle routes and more greenery are needed.

What do you think about the directions and actions for transit?

Comments are typed as written.

- » All fine, but service frequency are also key to increase usage. If you continue to have poor frequency of certain routes, a dedicated corridor for buses won't increase usage
- » I strongly support this map
- » Another important step and the more integrated these components can be the better. The default choice for the majority needs to be walking, cycling and transit before car use
- » Like the emphasis on transit priority measures and potential BRT/rail and North Dartmouth ferry
- » You are right. Transit needs to move faster in order to be a competitor for cars. I ride a bicycle because a car is too expensive and the bus is too slow. I would love to ride the bus but I cannot afford to lose all that time in the day to a slow ride. Thanks for making improvements to the bus speed!
- » I am a fan of prioritizing transit. I think buses SHOULD be given priority at intersections, etc. as a part of making transit a reliable and attractive choice
- » No consideration has been given to the Hammond's Plains and Tantallon areas, which I find poor. These areas should have working professionals and students

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- who need better access to the city. Bus lanes are fine as long as it does not take away from street parking
- » Missing links in crosstown connectivity (ie. Clayton Park to Burnside, Dartmouth East to Burnside, Spryfield to Bayers Lake). While the overall infrastructure direction is good. Network design can improve. Frequency and Speed Matter to riders and are the single biggest factor in getting people on to transit. Also there's a major need for 24 hour service along these corridors.
 - » I love the fact that you've highlighted the Dartmouth rail line as potential for commuter rail. My concern is that we don't just need commuter rail, we need all day frequent rail. When those rail corridors can carry passengers again, they should be replacing the parallel bus routes, and work seamlessly with the rest of the transit network.
 - » Why is there a study for ferry just to North Dartmouth? Shouldn't we survey the entire harbour and basin to locate where ferry terminals would make sense? In the interest of getting the complete picture... I love all the transit priority measures, bring them on. Also we seriously need a different style of system that can service more rural areas. Let's figure it out. Dial-a-ride vans, whatever. We can't leave it to community groups, because then only relatively wealthy areas will end up with service. Doing it right will take the pressure off providing conventional service to low density areas.
 - » The idea of commuter rail is huge. I believe this would significantly increase the flow of traffic and draw people that would typically commute themselves. Rail would operate at a more consistent basis given that it's not affected by road traffic or accidents. It would provide easier access to the busy south end. And allow for easier access to the ferries on Dartmouth side. The bus system needs to be completely remodelled. If the buses operated in more of a zone system it would prove to be far more efficient. I've seen this work very well in a lot of bigger cities.
 - » The idea of expanding roadways to accommodate dedicated bus lanes is about moving people on and off the Peninsula. Why not plan for commuter rail- the proposed cost of \$36 million in 2011 or \$40+ million in 2015 looks cheap compared to the price of roundabouts and over passes. This is an obvious solution for moving people in the western portion of HRM. Why isn't it being fully integrated as if it will happen. Which streets are being made car-free? Excellent news that the speed limit will be reduced- why not make it slow enough that taking a car becomes inconvenient?
 - » This is extremely important, and has the potential to completely change Halifax's future. The two things of utmost importance are the Downtown - Bedford - Beyond commuter rail project, and the bus rapid transit project. If these are implemented correctly - low price, high frequency, good departure times, useful route and stops - they have the potential to completely un-suburbanize whole neighbourhoods and change them for the better. The Halifax - Bedford - Beyond commuter rail line and bus rapid transit (with lots of dedicated lanes) projects must be built first, and must be designed to be more practical than driving the same routes. The Dartmouth commuter rail line and expanded ferry service also have potential, but should be worked on after the most important projects.
 - » Dedicated transit corridors are a great option for reducing car traffic. If buses are faster than cars people will take notice. And the more people who get out of cars, the more buses we can run, making it faster! It is also interesting to consider that individuals with cars are "invading" the centre with their vehicles. We need to work on helping those outside the regional centre get out of personal vehicles in order to truly make a shift.
 - » *Transit is there a reason why the 102 is not used for Rapid Transit? Its missing from your map. Aldo Dunbrack, a collector route from Kearney Lake RD to Old Sambro Rd.
*Where there is a Terminal, make use of these to serve neighbourhoods with shorter looped routes and collect to the Terminal for more frequent connections to other Terminals.
* Remind us, with PSA's, etc. that buses should have priority to pull out & move along maintaining schedules...there is a sign about this on each bus no doubt, remind us!
* Map too small to figure it all out.
 - » I think Halifax should be concentrating on creating a GREAT bus service first. Then, once ridership is up beyond capacity, introduce rail. It seems as if we are getting ahead of ourselves as far as commuter rail is concerned. Otherwise the direction and actions are good.
 - » The AT network had time targets for completion. Let's get time targets for implementing BRT and TPMs.
 - » Transit definitely needs a major overhaul.
 - » I agree with maximizing this form of transportation as it serves a wider or more diverse group and does not necessarily have to negatively affect parking.
 - » Currently there is no thought process in transit planning or operation. The rebranding was a total waste of taxpayer money.
 - » Like the idea of bus lanes.
 - » I think the focus on active transport should be on the peninsula. That is where the population density and work place density exists, and there can be a much more cost effective investment in infrastructure in a more concentrated area. What is the point of bringing all the commuters to the peninsula on bikes or in efficient transit systems - when it all falls apart once you get to the downtown core?
 - » Based on what I've read, dedicated bus lanes would help make buses the fastest option for transportation, at which point people start changing their commutes to get to work faster. All for it.
 - » Bus priority lanes would be very helpful during peak hours. If I am commuting by bus rather than car, I know to expect delays due to stops / indirect routes, but a priority lane in high traffic areas would help make up that difference (i.e. trying to leave the peninsula via the Armdale rotary).
 - » This is where the majority of focus must lie. This needs to get better, and fast!
 - » Again strongly feel Gottingen Street should be a priority corridor.
 - » Getting to the Fall River park and ride via bike/walking should be made safer.
 - » Along the harbour, many of these suggested plans to prioritize transit will be unworkable due to the width of the property between the harbour and buildings.
 - » If everything flows as it should it will be good. I am just worried that transit is prioritizing commuters in upscale neighborhoods and not the general population.
 - » Looks good.

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- It is vital to get folks to and from their jobs quickly and economically. A public Metro transportation system is a key component for that but it has to be efficient
- Yes! if people saw this a quicker mode of transit then sitting in their car, then people would use it. But those of us who have used the bus, just remember having to sit in traffic just the same as the cars, but we have to sit with strangers. If I'm going to be stuck in the same traffic, than I might as well be in my own car.
- Tax all cars in the city to pay for a transit pass for each resident. Have tickets for express routes and rural routes only
- I do not like the approach of dedicated bus transit lanes the already small and narrow corridors of HRM are not well suited to this approach. These corridors should look to utilize existing strengths, (existing rails and the harbour). Change bus routes to drive traffic to unimpeded corridors such as rails
- Support
- Good - except for failure to add Fall River and Waverley to transit system
- All I can say about this is that weekend transit is in bad shape on the weekends, especially in the early am. Some folks have to work weekends and the service is badly lacking
- Sounds great. I do think that ensuring that current ferry service is maintained, and that ferry vessels and infrastructure are well-kept, should be a stated priority
- Our population is too small for rail service. I'd like a fleet of smaller buses that run during off hours or on small routes. This would make Transit seem friendlier and less weird as it is when you're the only person on a bus besides the bus driver
- I am very happy with the proposed plan and hope it to see progress soon
- Commuter rail is a must for those who live far away. Prioritizing transit also needs to happen asap. People won't choose public transit unless it's faster than driving during peak hours, and right now busses are stuck in traffic with everyone else
- Good.
- ok
- Maybe more minibuses for outlying routes. Love the hub and spoke approach for transit instead of the long meandering routes
- Commuter rail is crucial since it takes cars out of the road. As for bus, the comfort level when waiting for a bus needs to be addressed too. More sheltered and/or heated bus stops. Larger parking lot with better indoor facilities (e.g. washrooms, coffee stands, information booths) for major terminals.
- To make transit more user-friendly seems to be a missing ingredient. Most cities now have a Transit app (there is an app called Transit that you can use in many cities in the world if you are a visitor). The experiences in Auckland, Sydney (Australia), Boston, etc. have spoiled tourists who expect similar here. GPS on buses and an app for Halifax (your bus arrives in 3 minutes and you can see it on your phone) coupled with greater frequency must be part of the execution
- Our bus system will never be adequate under the present management and routing. It needs a complete rethink.
- I don't believe that commuter rail is feasible for Halifax. I don't believe dedicated bus lanes are necessary on the peninsula as they could damage the human scale of mixed use neighbourhoods. I support dedicated bus lanes on existing wide streets such as Bayers Road as well as new roads in suburban communities. I think that resources should first be spent to improve existing bus services to build a stronger customer base of transit users before expanding/taking risks on new methods. I support expanding ferry routes to Bedford and potentially North Dartmouth as development builds a critical mass of residents/businesses in that area
- I like the direction
- Sorry, out of time. All three concepts should be integrated. Most people for whatever reason are not able to ride bicycle, etc.
- Good for those in the city and Bedford, does not do a thing for the Fall River, Fletcher Lake areas that have grown in population and traffic congestion is terrible. It lines all the way down the 118 as rush hour. The bus that does come up here is a park and ride, so you still have to get in the car and once you do then might as well drive. As well there is no sidewalk or bike lane if a person wanted to walk or bike to this stop. This area really needs a bus that will run down the main road and have a couple of stops
- have the buss run more often and cheaper
- BRT makes way more sense economically and is quicker and easier to implement than options like commuter rail. I get that commuter rail has more "appeal" to higher income demographics, who would use it to commute in and out of the city, but having two trains 7-8 am and 5-6pm doesn't do much to relieve congestion and doesn't serve low-income populations. Land use is also an argument frequently used for rail as opposed to BRT where developers are less willing to commit to projects--but this isn't the case in places like Vancouver or Ottawa who used BRT for decades and are now implementing rail. In fact protecting affordable housing on these routes will be critical--coordination with land use planning and housing policy in HRM is needed. Minimum service frequencies should be guaranteed on the Transit Priority routes. From your maps, these routes are connected in the way the protected bike routes should be--there is a continuous network with no breaks between them.
- If you have dedicated bus lanes and bike lanes where is the traffic going to go. Bus lanes OK. Bike lanes NO. We do not need them. Use the money for faster and better transit. Maybe even a commuter rail system.
- This will just keep me out of the downtown core. Transit is far too annoying in it's current form to even bother. Rather just go to Bayers Lake or Dartmouth Crossing where there's plenty of roads and parking
- What's here is OK but Transit needs to get rid of their last inaccessible ("no ramp") bus stops or adopt flexible pickup/dropoff for ramp users. This should be incorporated into the prioritization of lane space to transit, pedestrians, cyclists, etc.
- ferry from north Dartmouth is a good idea and a commuter train-- between a dedicated bus lane on the roads, between dedicated bus lanes and bike lanes there won't be any cars-- these ideas like dedicated bus lanes are so outrageous. I will have to drive to work at 5am just to be able to avoid the congestion

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- and take my kids out of every program except for weekends if some of these things get implemented— some of the direction on these groups is outrageous
- » I have seen and used dedicated transit lines in other cities, but they were on much wider, and often new, roads. Halifax is not blessed with wide streets - even when you do not allow car parking. You've already reduced my ability to get around the city by car - the accessibility to the Cohn auditorium for example. I have limited mobility and taxis are expensive
 - » Transit times need the connections cleaned up. Bus terminals need to be compact and efficient. The Dartmouth bridge terminal is sprawling, and I've missed the route 62 because the drivers of 41 stops on the opposite end and would not stop in the middle
 - » Agree with all of the actions and directions. would have liked to study the map
 - » Commuter rail should be prioritized over bus rapid transit. BRT just hasn't worked in other cities (e.g. Winnipeg, Edmonton). Commuter rail is the perfect example of "if you build it, they will come", and could be used to help accomplish many other density objectives
 - » Bedford corridor most important
 - » Looks good!
 - » Sounds good! I think the challenge will be to change people's mindsets from driving to using public transport. But perhaps if they parking rates go up downtown people will think public transit will be a better idea, especially if it is efficient
 - » I think what you propose makes perfect sense
 - » I can't see rail working, except for Bedford. Everything else looks good in priority
 - » Transit priority corridors are never going to be possible in Halifax. Quit talking about them. The corridors proposed CANNOT be made wide enough for this option UNLESS you build up instead of out (i.e. raised rail like monorail ABOVE the current streets.)
 - » sounds good
 - » Sounds positive
 - » It's not enough to deter car use. Consider more park and rides to get rural and suburb users to avoid driving into the core. The current ones are successful but generally full
 - » I agree with using parking lanes for transit lanes but only temporarily during rush hour. Why is Fall River not on any of your maps?
 - » Skytrain? Elevated railway like Vancouver
 - » Don't dedicate lanes unless you plan on adding additional lanes. Ability to get around the city was excellent when the transit strike was on a few years ago
 - » Sadly I will have to stop taking route 370 from Porters Lake to the bridge terminal. The extra stop at Mic Mac Mall means that my 5 minute wait at the bridge terminal for route 51 to BIO will now be 25 minutes. That's almost an extra hour every day. Think about that. I understand the need for the extra stop, but that means another person is will no longer be using it. I'll drive instead.
 - » If you don't provide smaller more frequent cycling buses in low rider areas there will still be a large impact of cars only - Purcell Cove Rd and the same problems getting worse
 - » Look at the big picture think of magazine hill and the new bridge. many people live outside of Halifax
 - » consider Tolls to "adjust" useage.
 - » The current bus service provides an excellent coverage for local and longer distance service. This needs to be maintained, but improved faster express routes provided to the distant suburbs. Bus service is slow because of bad street layouts, but especially because of poor traffic controls. Time-of-day bus (HOV) lanes need to be implemented on 3- and 4-lane roads -- three-lane roads such as Bayers east of Connaught need to have a fast-track installation of time-of-day directional lanes. Enforced time-of-day "No Stopping" zones are needed for certain through roads and all through roads should have synchronized traffic lights -- other cities have had these for more than 50 years! Selected intersections should have an "All Pedestrian" phase to facilitate traffic flows where it is essential for buses to make right turns or go straight from a Straight/Right turn lane, e.g. Oxford and Quinpool, Spring Garden and South Park. Such phases are used successfully in certain European Cities. Left turns should be prohibited at certain intersections where it is possible to achieve this by making three right turns. The equivalent of this featured prominently in central London (England) even in the 1960s, so it is a proven technique to make traffic flow better. These fairly inexpensive measures would go some distance to making bus service faster and more efficient
 - » Regarding ferry service, a new dock at the foot of Morris St would provide better ferry service to the Universities and VG/AWK. I suggest ferries doing a circular route between Woodside, Morris Lower Water/Duke and Alderney Landing. A connecting bus at Morris St using a modified Route 41 could make a Morris St dock very viable. In the longer term a ferry service to the Dockyard could be useful.
 - » I suggest that commuter rail might be much easier to institute using the Dartmouth Subdivision of CN, provided good connections can be made to an efficient ferry service. However, I have strong fears that commuter rail would be a black hole in terms of costs, as the population density and distribution in HRM is inadequate. Commuter rail works when it serves a dense population on BOTH sides of the tracks and goes to a major central core. The CN line through Rockingham does neither and it ends at the VIA station which is on the far edge of downtown and the university/hospital complex. Also, this route is a lot busier than most people realize, from Rockingham to Halterm is all yard trackage with manual switches, no signals and a 25 km/h speed limit -- trains must be able to stop on visual sighting of another train. Persuading CN to do major upgrades on this line will be very expensive.
 - » Looks good but I hope there will be a lot of routes going to the proposed VG replacement in Bayers lake park
 - » Commuter rail would be the best idea to help with traffic congestion. Dedicated bus lanes in HRM will only take away lanes for vehicles. There is not enough roadway space to have a dedicated bus lane throughout the city
 - » I like what I see as far as it goes. What's missing (from the Dartmouth perspective) is any way to move quickly from the south to north of Dartmouth. Also, the shopping area of Dartmouth crossing is a major destination for workers and shoppers; how does that fit in? What about after Ikea opens?

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- » No comment
- » Rail would be a wonderful way to avoid congestion but do we have the population in NS to support that? As for transit you will have a hard time convincing rural commuters to get out of their warm cars (or cool ones) to ride a bus. How is that working out so far? If expediting busses causes more auto and delivery congestion what have we gained?
- » I can only read that you want to maximize right-of-ways. Yes, this would be excellent. Bedford Highway especially needs this
- » Bus only corridors too!
- » Imperative. Are there other cities we can consult with?
- » Good ideas for rapid transit, however, it will take a lot of determination to get many people out of their cars.
- » good
- » These are okay Transit Priority should extend further into Lower Sackville, further out Main Street in Dartmouth, and all the way through Spryfield on Herring Cove Road. The potential Dartmouth train route should run as far south as the rails go (which is Autoport - about 2/3 of the way between Woodside & Eastern Passage) I believe many Eastern Passage people would use it if it got close to them. I believe that BRT is the true solution here, and that Spryfield / Herring Cove Road is the perfect first route"
- » Study LIGHT RAIL, too, not just commuter rail! Light rail vehicles can run on-street through downtown, then up alongside the Dockyard, thus offering much better coverage of employment centres than a sole terminus at the Via Rail station.
- » As previous stated, we are very disappointed in the transit system, and do use it as often as possible. But rapid transit is a must. Our daughter takes the metro link to Scotia square and then transfers to get to Dalhousie. We feel the best idea would be many rapid options that are connected. Perhaps from sportsplex to the universities, sportsplex to Clayton park, etc. And employers are now reluctant to hire applicants if they are aware they will be commuting by transit. What does that say about the system??
- » Queue jumps for buses is good, it will alleviate the flow of public transit by a small percentage. problem is that if there is heavy traffic the bus still gets stuck on its way to the queue, so its a band aid solution that hopefully the city will actually plan to convert to bus lanes instead. The idea of a bus lane on Bayers road sounds great, hopefully they can route more buses through there, some roads such as Chebucto could have a bus lane or even Ounpool road, Robe as well is a very good candidate. This is the right direction and I am glad the city is finally making the bus move faster than traffic!
- » Good ideas. Need to create better commuter corridors, extra rail service and a ferry to Bedford
- » Need more Bus Bays. Busses slow traffic and cause tailbacks. Lack of bus bays makes busses feel like an afterthought in many areas
- » Bus stops should be focal points. Bus bays with concrete pads. Benches. Ped scale lighting. Landscaping. Trash cans. Make them places people naturally want to stop while walking, and more will hop on the bus. More will be willing to use the bus if stops are inviting and do more than just serve bus passengers
- » More transit priority measures.
- » Many people offered excellent ideas for the transit system route overhaul, yet Transit ignored nearly all and went with a largely unchanged system with a "we know best" attitude. More busses need a/c and rules to keep windows closed when a/c is on. More direct routes that offer quicker service are needed. Fewer stops on specific routes, etc. Lots of ideas were IGNORED even when offered by extremely knowledgeable people.
- » This is something I have thought about and discussed with others for years. Bus Lanes, especially in heavy Rush Hour locations would be a god send. If people could get home in 15 mins on the bus downtown, rather than be stuck in traffic for an hour or more, than I can nearly guarantee many more would take transit. As I said before, I think the biggest obstacle to people using transit specifically is the fact that it generally takes far longer than a car ride would (Usually in the area of 3 times as long!) Allowing buses the ability to make the trip during rush hour quicker than car traffic would remove this disadvantage, and make the choice to ride a bus that much more convincing. The other modes of allowing transit priority have great promise too. However, if the bus is not at the front of the line waiting at lights (excluding bus lane locations) would it have any effect? Or does this mean lights on the side including the bus will change quicker for all traffic involved in that location? In that case my previous statement is null!
- » Good. Just don't penalize vehicle use too much.
- » Rail in Dartmouth is a pipe dream, don't bother. Really think hard about commuter rail from Sackville though - a network running every 15 mins with comparable (or even slightly slower) speeds to downtown would be difficult for people to ignore.
- » Bus lanes are the answer. Stop making it legal for a bus to pull out cutting off traffic, there are too many accidents.
- » I am a regular transit user and think these ideas would definitely help with congestion during high traffic times. The rail options would give transit users another option to get off major roadways during peak times thus helping with congestion issues.
- » Rail service doesn't make sense.
- » Bedford/Russell Lake/Cole Harbour continues to grow. The city agreed to make these suburbs. Now, build an infrastructure that will move these people around the city.
- » You have to go back to basics. Better timing of bus trips with better connections at major terminals and routes connecting instead of having a connecting bus leave two mins before main bus gets to terminal or else making one bus wait for one route at one terminal while people on the waiting bus miss connections at the Bridge Terminal.
- » Once again Fall River and the airport left out. Bus lanes are a terrible idea. We moved from a large town where they ruined it by putting in bus lanes. Killed commerce and businesses and very little ridership. Focus on better road maintenance and traffic rule enforcement to increase traffic flow.
- » How about connections for transit that actual are reflected in the schedules. Continuously watching your connection drive off in the distance when your bus is just arriving. Just make it work!

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- » Focus on the the light rail possibility, along the Bedford basin... huge opportunity
- » There was a consensus years ago for commuting by rail from Bedford before. How about from Sackville. The rails are in place get it done. Ferry service from the now demolished Shannon park to a location, say Africville, with a bus terminal would alleviate a lot of congestion.
- » Good
- » Just listen to It's more than buses. their ideas are way better than this. point-to-point is not the issue. total travel time is. Just stand at the Dartmouth terminal and see how many people get off a bus heading to scotia square to get on one heading to Scotia Square sooner. 90%
- » One of the good ideas you have! Dedicated transit lanes might help the buses to stay closer to on-time especially during rush hour. I know they speed up commutes in other cities.
- » The fact there's 30 bus routes on Barrington Street speaks volumes. Halifax should provide a real bus network that doesn't drive buses all over creation to ensure Mrs. Smith and Mr. Bob have a bus stop outside their house because they always have. The lack of transit planning over the last 30 years has created serious problems and requires serious solutions. Why wouldn't these actions be covered in the Moving Forward Together Plan? If they aren't the Moving Forward Together Plan which plan is right?
- » I think this should be implemented very aggressively. Make people in their cars see the buses passing them at peak times.
- » Will this improve access to the barely-accessible Bayers Lake area, which holds Access NS and soon-to-be health centre?
- » The Transit portion of the survey is like a bandaid on a hemorrhaging cut. If traffic is not majorly discouraged from the city core, it's still public transit versus private vehicles. People's thinking needs to be changed to "in order to get downtown I need to take public transit", rather than viewed as an undesirable option. Once again, it's important to expand and maintain and improve public transit to all areas of the HRM, to the point where fast lanes may not even be required because the density of traffic would be considerably lessened. Improving busses, boats, trains should all be in the equation.
- » Why spend all of that money on a commuter rail when you could just expand on the current routes? Keep the 80 Sackville, but have another route that runs along the 80 route that stops far less frequently, increase the 84 express run throughout the day, market that, and review my changes to the 87 route. Unless the commuter rail runs all the way to Mount Uniacke or further, you're wasting everyone's time and money. It is laughable that the route between Dartmouth and Lower Sackville is not considered a priority.
- » The 87 needs to run later to connect the towns, having the 87 run through Dartmouth road instead of the 103 highway. This will increase ridership for those needing to shop or visit General Practitioners in Bedford without going through all of Peninsular Halifax and Bedford South, which takes over an hour. The 87 route usually sits at the Cobequid terminal for 5-10 minutes because of the quick passage from the highway. This time can be used to pass through the Bedford shopping area, boosting ridership, local economy, and accessibility from town to town. Also, adding more frequency of the 84 downtown express route will increase ridership. Do you know how many people in Lower Sackville know that you can get downtown Halifax from Cobequid in 25 minutes? Next to none. And then market the living hell out of the new routes. Not just on buses, but on social media. Make it shiny, short, well-written and effective. I ride the bus everyday and see these shortfalls. I cannot enjoy a hockey game at a friend's house in Dartmouth because the 87 stops running to Sackville at 10. I do not want to say that it is unacceptable, because other places have it far worse, but this is so manageable that it's disheartening to see the work not being put in by those running the transit lines. They see which routes the money comes from, but do not implement a plan to grow the routes where the money can come from.
- » How are you supposed to grow as HRM when a fully prioritized connection of HRM is not a priority? Market the ease of travel between Halifax and Lower Sackville by traveling through Dartmouth. It is SIGNIFICANTLY easier and faster to get to the downtown core that way.
- » Can't read the pamphlet, writing is so small and in some places parts of it is missing.
- » You have been talking about commuter rail for years and years. I am sure it has been studied to death at my tax expense. Just get on with it. A commuter rail from as far as Sackville to downtown Halifax would be a success. Just do it and forget all this bicycle focus for a tiny minority of the bigger population.
- » Great.
- » Unless you can develop a light rail system (a very exclusive transit corridor) or have a separate enforceable lane for buses only (not including HOVs, which by and large are abused where implemented), AND have a downtown core that has 4-lane streets and no on-street parking, transit priority corridors can only work to the point where they terminate outside the core. Downtown Halifax "just grew" from the street layouts of the 1750s, so it is severely limited in what it can do to facilitate traffic movement inside the core. Another point, just to make transit priority within the core meaningful from a community enhancement point of view, is to "dump diesel" and go to electric trolleys.
- » Dedicated bus lanes have the same drawbacks as dedicated bike lanes - they make busy streets even more congested and slower. You might assume that this will make more drivers avoid using cars and switch to transit, but that's a fool's paradise. Commuters who NEED to use a car will continue to do so. And commuter rail, while a fine idea, has its own problems. First, Halifax is built on rock - this makes any development of urban rail systems VERY expensive and slow and limits the growth of spur lines and station construction. Second, the current terminus at (roughly) South and Hollis is not exactly the final destination for most workers. While the rail lines might make for easy transfers to the West End Mall or Dalhousie's Studley campus, that's about all I can see for travelers coming from Bedford or Sackville.
- » This I really like. Better, faster, more effective bus routes are key.
- » Sounds good but good luck finding another lane for buses!
- » ok
- » Yes to all of this we need to have express buses. We have so many students on the 10 bus if we just made it an express and got everyone where they were going fast we would have users for life who would not need a car. But instead we have a bus that takes over an hour to finish its run and has no good plan for when school is in and not enough room for everyone on the buses. In Sept you need to add an extra 30 to 45 minutes to your trip home because the bus will

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not have room for you when it gets to the VG. Rather that put on more buses we wait until people give up trying to use the bus pass and drive instead
Montabello needs an express bus. We are not even on the map for any type of improvement to service.
We need express buses and transit only lanes.

- » A commuter rail for bedford/halifax sure, but still not convinced dartmouth needs one
- » Mostly good ideas. Need to electrify the ferries -- they are monstrously polluting and they stink (sorry but true) PS why do they have to keep their engines on even when in port? Just uselessly pushing water behind them?
- » Fully agree that more implementation needs to be prioritized. Again, this has been studied at length, and requires funding and action to implement. The light rail option needs to be moved beyond concept and study and into reality and implementation while there is federal infrastructure money to support the project and opportunity
- » Transit should absolutely be given priority, even if it costs significant parking or current traffic lanes
- » In my experience as an express bus user, I've found the most apparent problem is that a lot of people who want to get downtown would appreciate it if the express busses ran throughout the day rather than just during peak hours. I think it would encourage a lot of people who don't work traditional hours to adopt transit.
- » Seems to be on the right track
- » This all looks good. One thing that should be considered, and this is a minor point, is improving bus shelters or increasing their number. Transport corridors should have been implemented long ago
- » Commented on first page
- » Great idea! North street needs an overhaul. It needs to be more efficient for the volume of cars it handles every day.
- » Rail service would help
- » Commuter rail should have high priority along with rapid transit. It should have been years ago. Money is your biggest problem and with a continuing aging population, your tax base shrinks. Right now there doesn't seem to be much incentive to keep young people here in this province once they get some form of good education.
- » Dedicated bus lanes are an excellent idea. Planning to incorporate rail services is a must for the growing city of Halifax! One recommendation: the number of ferries and ferry terminals should double in the next 10 years - building one in Bedford and another in Rockingham should be investigated further. One more very important recommendation for buses: we desperately need more express routes for buses. For example, a 20-minute non-stop bus trip from Clayton Park West to Barrington Street would be ideal for such a densely populated area in Halifax.
- » I support rail but I wish there was something in there about having certain lanes that are only dedicated to buses during certain hours (e.g. along Oxford)
- » They're good. We need to move very quickly on the options that can be acted on immediately (traffic signal modification, change routes to increase bus frequency and transfers, etc.)
- » Again I disagree. Our key roadways are too small for this policy. This will increase congestion and hurt the City economically.
- » Sounds good. Why is the Mackay Bridge not included?
- » Rail yes please. Bus corridors yes please.
- » This is probably one of the hardest things to get right. Reallocating road parking without providing a suitable alternative will turn many people away. Rail service on the Halifax side may make sense, but the rail line in Dartmouth is not close enough to the population centres to be effective.
- » Agree
- » Our public transportation is notoriously terrible compared to other cities our size. Bus rapid transit, updating our routes and creating alternatives like a commuter rail must be done. The current model is embarrassingly unreliable, especially when we are so cold while waiting for our buses all winter.
- » Yes, transit corridors are awesome, but not at the expense of less travelled routes. BRT is the future and rail transit on both sides of the harbour is awesome. Keep existing less travelled routes while establishing corridors.
- » Transit priority corridors make sense. More studies on use of rail lines are a waste of time, in my opinion. Previous studies have pointed out difficulties in working with CN rail and issues of not enough people using such a service. That does not appear to have changed.
- » It's about time we build dedicated bus lanes in Halifax. We must prioritize public transit over cars, so that it is faster, more reliable and convenient to travel by bus. People will not switch otherwise!
- » We should prioritize transit over cars through any means necessary! Haligonians have an abundance of easy, free parking. This overabundance of parking has made us lazy and uninterested in exploring other forms of transportation. Make parking difficult to find and make taking transit easy and enjoyable!
- » Agree. Again, avoid the tendency of bias toward the Halifax peninsula. Don't forget the developing areas in Burnside and Dartmouth Crossing and even downtown Dartmouth. A free ferry service across the harbour would greatly take pressure off traffic on the peninsula.
- » Great idea. Has worked in other cities that do not have subways or lite-rapid rail like Ottawa.
- » More bus rapid transit from the suburbs. Don't use TPC's to dump deadhead bus traffic on urban neighborhoods/streets. This is in conflict with the concept of "complete streets". Gottingen and Barrington have too many buses dead on them, which negatively impacts their potential for retail (which reinforces pedestrian walking).
- » All good things but I'm afraid it will be a just a continued discussion with no action like the light rail idea from Fall River Bedford to Halifax. Rather than get on with it and doing a pilot run with leased Dayliners from Via that are sitting unused they continue to talk and do nothing.
- » Yes, it is time for transit prioritization! Missing on this is ease of use. Tickets and passes are a massive discouragement. We need a system like MacPass that

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- doesn't involve users remembering to go to a drugstore every month!
- » Rapid transit buses and trains are the right direction for Halifax. Modifying traffic lights to give buses priority is the right thing to do - it will give more incentive to people to switch to transit
- » In downtown Halifax, why not use Sackville Street as a transit priority corridor for buses and leave Spring Garden Road for active forms of transportation?
- » Great ideas, I think many of them will be challenging given the age of the city and the current urban form.
- » I think allowing busses to have priority over the roads will be key to increasing ridership. Removing parking to do so will be a controversial issue but is needed. If parking is available, it will always be filled with cars. Transit needs to become the easy choice for people so stick with the evidence even though public may disagree.
- » Giving bus traffic an advantage over regular commuting traffic is important. I don't bus often because it would literally take twice the time it would take to drive there myself
- » Transit rail is such a good idea. I've been wanting this for years. The tracks are already in place, let's do this!
- » Also, stop feeding all the buses along certain routes. And make sure the transfer points allow for a person to actually make the connection in the evening. I have not trouble making the connection on the way to work, but on the way home I consistently miss my connection by mere seconds. I watch my connection drive away as my bus pulls into the stop. Then I have to wait 30 minutes for the next bus. It's infuriating!
- » Time to move beyond studies. Bedford has been waiting for some form of rapid transit (ferry, rail) into the city for decades.
- » I like it a lot.
- » Too many feasibility studies. Bring in the experts and start a project. We have been doing feasibility studies for years and they get debated for far too long.
- » FANTASTIC idea. Dedicated bus lanes would do a lot to promote use of public transit. If you can get there faster in a bus than a car who wouldn't use it.
- » I am most interested in commuter rail from places like Sackville, Bedford, Fall River into the downtown core.
- » Either add Eastern Passage to the plan or increase parking significantly at Woodside to accommodate us hicks to have more accessible use to transit. Right now, bus schedules suck and parking at Woodside is full at 7:50am. There is no bus to Portland Hills so the only other option is Penhorn.
- » Glad to see out-of-the-box thinking about transit more than just buses, and also making improvements to bussing.
- » It is a start, but there is much more work that needs to be done. See my earlier comments.
- » Good
- » looks good

What do you think about the directions and actions for goods movement?

Comments are typed as written.

- » All good
- » Yep
- » This is also important and the suggestions look appropriate.
- » Interested to see the Port master plan
- » No opinion
- » I didn't read much of sufficient detail on which to comment in terms of goods movement. People should always be prioritized over goods.
- » I think it would be great if we had a working commuting train that folks could afford to take in and out of the city. This would help rush hour traffic and those commuting who live outside the city. Seems okay for goods.
- » A bit wishy washy and unrealistic. Truck corridor in rail cut and containers by rail is all kinds of incompatible with other parts of the IMP. Need to be clear its either that or commuter rail. Not both.
- » Don't know enough about any of this to comment.
- » A truck ferry would be an interesting addition. We have a very large, deep harbour. I think taking advantage of it would be smart.
- » You're kidding, a truck route along a rail cut? Why not a rail route along a rail cut that transports containers? Or why not consolidating the container ports outside of the downtown at the Bedford Basin location and using rail from there?
- » While there is no decisive plan given by this page, I'd like to see more details before I can comment.
- » This is an extremely interesting part of transportation, and I wish I knew more about it. It is difficult to have large trucks go through the urban centre to get to our current port. However, moving the port would move jobs which may make transportation more difficult for these workers.
- » No comment except get the large trucks away from downtown.
- » Seems like a reasonable plan of action. The only thing stopping downtown being totally friendly for pedestrians is Lower Water street truck traffic, it would be nice to have an alternative that is both environmentally friendly and aesthetically pleasing.
- » Include research & planning to have more goods moved by cargo bicycle within the regional centre. This goods movement plan is focused on regional goods movement - we need an action plan for last-mile goods movement, to keep trucks out of bike lanes and off major arteries during rush hour.
- » Need a truck corridor and commuter rail.
- » I think this vital aspect to our economy needs to be given a priority and all should be done to minimize any negative impact to daily operations of the city and at

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the same time be most efficient for that industry

- » HRM needs to grow a backbone and allow the use of the rail cut for trucks the waterfront should be used for port use and a ferry for truck to Woodside
- » truck ferry, now that is an excellent idea as most if not all trucks land in Burnside, question would be where would you put it?
- » I feel like these are good ideas, but I have read less about this topic than the previous pages
- » yes yes yes get the big trucks off of lower water street etc where we play outdoors and the tourists are walking around.
- » I think it does play a role in mobility issues with the city, and a dedicated corridor following the rail line / use of any new commuter rail lines may help
- » Introduce massive surcharges on 18wheelers entering downtown for reasons other than local deliveries. Those trucks 100% should not be on Hollis and lower water streets. You clear them out, those can become much nicer thoroughfares.
- » Yeah, get the big trucks out of the core.
- » Truck transport should be restricted within the downtown core particularly on the peninsula. It is noisy, congestive and the vehicles are large for streets that are narrow. Alternate transportation routes from the container terminals should be considered
- » a truck ferry would be good if it is used frequently. There is no point in spending the money on it if it will not be of good value. I think the train shuttling containers is a good idea. It will save our roads on wear and tear not to mention traffic, and pollutions
- » Definitely moving large transport out of the city during peak times is a must!
- » I'm not sure a truck ferry is required if a good rail system is in place.
- » Also consider moving these items at non peak hour times
- » Prioritize evening goods delivery, and ensure trucks know the right of ways. Particularly when exiting marginal road into lower water (they ask ignore the yield sign and go regardless of other cars/pedestrians being there first
- » Develop a long term plan to move the port terminal off the peninsula with better access to major high ways. This cost can be off set by selling this valuable land to developers for residential and commercial uses
- » Not enough info here to determine support.
- » Cross harbor truck ferry seems highly inefficient and expensive
- » I have no comment on this issue
- » Seems ok. Getting transport trucks out of urban areas as much as possible is important. The proposal of a corridor in the rail cut is a very interesting one that I like a lot, but it would have to be coupled with measures that pressured trucks to use it.
- » I have no idea about this
- » Very logical. Good plan.
- » So many great options here. Moving big transit trucks off our small city roads will improve safety for everyone and decrease congestion. Truck only ferry is great idea. How can this be integrated with the potential commuter rail line?
- » I prefer shuttling containers by rail rather than a truck road in the rail cut. Cuts down on fuel, noise, makes them be more efficient, all of it. We have to get the big trucks off the metro streets
- » Keep rigs off the road during rush hour
- » Great. Ensuring that trucks had side rails would also make them safer.
- » Why would trucks use the ferry when there are already two bridges? But this may improve congestion of the rotary if one is crossing the northwest arm to the downtown terminal
- » A load-and-go cross-harbour truck ferry connecting the South End Container Terminal with the circumferential highway on the Woodside side of the harbour seems a no brainer to making Lower Water Street and Hollis Streets pedestrian friendly. A rail shuttle service could also work. Both of these are win-win win for everyone
- » This is a big driver of demand that has been largely ignored. It sounds very long-term and without much in the way of concrete next steps however
- » I support the directions of a cross-harbour truck ferry, a truck corridor along the rail cut, and shuttling containers within the region by rail. I think that the Halifax Port Authority should focus on facilitating containers leaving the port by rail or transit further south rather than travelling north through downtown
- » Anything to get large transport trucks off the roads in the urban core is a good idea. One dedicated route onto and off the peninsula for large trucks and it should not be Quinpool. Prohibit large trucks from using Quinpool even for deliveries on that street. Companies need to use trucks that make sense for the area.
- » Best I've heard. Double tracks between Halterm and Ceres via garage. All Halterm trucking from Ceres only. None from downtown Halterm
- » Good Ideas
- » ok
- » Careful attention needs to be paid to the trucking routes--the North End seems to be disproportionately affected by the noise of trucks for goods and services. Making better use of rail infrastructure for goods movement will definitely free up road space. It's important to know how these plans, like the upcoming port master plan and Centre Plan, will connect to the IMP and how the actions will support each other
- » Leave things alone. The container piers are great. The movement of goods depends on when the ships arrive. I live on a street where the trucks go by here all the time. There were no problems until the bump-outs were put in place with the bike lane. There have been 4 accidents since this was done. NOT one caused by trucks. They have a truck route in the city as is. Leave well enough alone
- » Sounds fine to me

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- » This is the weakest section in terms of few tangible items. The most tangible item - trucks using the rail cut - seems to directly contradict the last 9 words of the goal.
- » I cannot believe an idea like "shuttling containers on a ferry across the harbour" hWhat we need is to move the whole container terminal out of the south end up to Canso or Sydney to a modern facility. In doing so we can convert the existing facility into fantastic living and working areas in a modern manner. Bonus is the roads and trucks will be off the roads downtown - have you heard the noise they make and witnessed the damage to our streets. Work with the Province to buy out Halterm and move them and redevelop the space. No that's progress
- » no problem
- » All look interesting options
- » This panel is very vague, but it would be good to keep semi-trailers out of downtown and south Inglis St. where they currently create traffic problems
- » Truck corridor on rail cut most important
- » Better make sure that you do not add more costs to transportation industry for goods, because they do not make a lot of profit margin to begin with. Adding to their headaches they will shut down or make us each pay for the additional costs. And that's not helpful in a province that already over-taxes it's people on goods with a 15% ridiculous tax to a poor and faithful tax base of individuals. No wonder the economy is so slow in NS
- » It all sounds reasonable. I just don't know a thing about this. I like the idea of using the rail cut to keep the big trucks out of downtown, and to help them in their work.
- » Something I've never thought about but glad you have
- » in the far future an under-harbour truck/rail tunnel might be an option to truck ferry
- » the directions sound a little vague - perhaps a truck corridor would help - would that take away more green space though?
- » ok
- » Using the rail cut seems like another pipe dream. The city and CN do not seem to collaborate (rail cut bridges)
- » I like the idea of using the old rail lines for truck deliveries
- » Great ideas.
- » Yes, put the containers on rail, and reduce truck traffic in Halifax
- » Restrict truck traffic to night time and think about closing the Halterm terminal
- » Truck corridor along the rail cut? Won't that remove active transportation opportunities?
- » How does Paris get their goods to downtown?
- » Yes get transfer trucks off city streets barbaric and crazy to ruin the vibe
- » We have to remember that we are a port city if you tie the hands of the related businesses they will leave and that will solve the transportation issues. Or may be that is what many people want to get rid of the freight trains and ships
- » Goods movement by ships should not compromise the harbour and basin, infilling is continuing at a too rapid pace. liaison with port authority to stop the infilling and reinvigorate shoreline ecology.
- » These proposals are all "motherhood" platitudes. What will drive this is simply economics. Thoughts of relocating Halterm are pie in the sky as access to Ceres will always be limited by the Bridges and there are places in the Harbour which are shallower than one might expect. Halterm provides a fast route in and out of the Harbour and is a major driver of the economy in the City and in the Province. Relocating both container terminals to another part of the Province would likely result in the loss of CN rail service to Halifax.
- » Currently having the trucks travel via Hall's Street is really not a good idea. Other suggested options make sense
- » Excellent idea
- » Great ideas, and long overdue.
- » Many of these ideas sound good
- » Transporting trucks by ferry is insane! Too slow and cumbersome. Setting the time of day for truck traffic to avoid commuter times would be more effective. Perhaps trucks of larger size should move at night or midday only.
- » A truck corridor is intriguing as long as it does not stop the uses of the railway already there. What would this mean for commuter rail?
- » Are we talking containers or all commercial goods? Not enough ideas. What about designated hours of a day on routes through the city for commercial traffic?
- » Don't have much of an opinion on this
- » light rail transit will be a must sooner or later
- » designated routes for cargo trucks good idea
- » This doesn't include very much concrete. I would like to see greater local raiing of goods out of the South End Container Terminal
- » Rail cut capacity would be best put to use on a light rail system, not a truck highway
- » I feel like the city does not really have a choice on what to do unless the Port Authority and the terminals figure out what their long term plan is. Ideally the container terminals should not be located right in the heart of the peninsula and that rail line would be better served for moving people rather than goods, or even adding a tolled lane for vehicles into the city. It is good that the city has many options depending on what happens.
- » No actions described! "Future considerations" not decisive enough. Close the Halifax terminal and move all freight to Dartmouth, expand commuter rail and ferry service to Bedford.

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- » Movement of goods should be largely hidden from people. Halifax has an amazing and rare totally grade separated rail line from downtown all the way to Windsor Junction. What a fantastic resource! Much of it would support re-implementation of dual track and be perfect for commuter rail. Aggressively look at moving Halterm container terminal from downtown to Dartmouth and improve Dartmouth rail line for freight. Billions could be recouped by opening Halterm lands to downtown type expansion, with bridge/tunnel to Woodside/111. Again, freight should largely be out of sight of core area.
- » I found the fact that many of our rails were removed considering we are a port. There seems to be many more trucks on the road as a result. Perhaps having more rail to move cargo en masse, with depots to drop them off to for trucks to pick up could reduce the overall footprint? How great would the benefits of a ferry for trucks be over simply using the bridge? This would require great investment, maintenance and wages for seemingly little benefit. However this is considering nearby locations, like Halifax-Dartmouth. For distant locations this could make sense.
- » Good
- » It's a shame lower water streets are usually stuffed with large trucks moving goods. Moving the existing port to the Dartmouth side would be great for everyone - less traffic on Halifax's side.
- » Off peak hours for freight movements
- » I think this is a great idea. Could prove more challenging due to the sheer number of trucks that drive through our city on a regular basis.
- » The only way to deal with this is a complete ban on trucks (containers and delivery) from the downtown core and Bedford Highway (Fairview Container Cove) during rush hour (7-9 am and 4-6 pm). Business and Port will not volunteer to do this. Remove these trucks from rush hour traffic and you won't need any of the future considerations. Truck traffic should be encouraged to operate overnight.
- » With the HRM having 2 very active ports which require large trucks and trains to move goods out of the province, roads and routes need to be constructed to get these goods out of the city and not disrupt car traffic.
- » Does not affect me
- » Great. Cost of truck ferry may be a big deterrent.
- » We do not need another bridge or cross harbour truck ferry! Those are insane ideas. Intermodal transport is always going to be an issue in the downtown core. I look forward to seeing a reasonable port master plan.
- » Less transport trucks on the peninsula, use rail.
- » A truck corridor is a good idea. Also another bridge spanning the harbour would be a great plan also.
- » Yes
- » More rail, less road repairs. nicer downtown, better for environment. rail is the answer. not sure if the city has the ability to affect that though. affect what you can.
- » Seems to be working. If it works, don't fix it.
- » We need to get container traffic / trucks out of the downtown. The city building opportunity the port lands would create are immeasurable. Pt. Pleasant park expansion, urban development, waterfront extension and connection to PPP. Real activation of PPP (think Stanley Park as opposed to glorified dog park without any services).
- » I'm into this. Let's get the trucks out of our downtown core.
- » No actions taken?
- » This part of the plan seems to be the most complete. City businesses need goods and services to be delivered. A dedicated route would be ideal.
- » Move goods downtown at night like they do in other cities. It causes a lot less congestion in the city. Spring Garden gets congested when there are two delivery trucks parked half in the street, and half on the curb. Sure, people will hate working those shifts, but there will always be people willing to work them.
- » Can't read the pamphlet. Writing is too small and in some places parts of it are missing.
- » Been talking about using railway cut to move trucks for years and years. But you are afraid of upsetting the south enders. Stop talking about it, it will never happen.
- » Ok
- » From a community perspective, the ports could do more to lessen impacts on city roadways. Why should container-laden trucks shuttle between the Ceres and/or Halterm terminals and Harrietsfield, for example? Is it lack of holding space at each terminal? What about the 53 foot semitrailer units that pick up seafood at Sambro Fisheries and have to go through Halifax via Old Sambro Road and Northwest Arm Drive to get to their markets in Quebec and Ontario? Old Sambro Road is seriously overused by this heavier industrial traffic and showing signs of deterioration as a result. It's part of a loop route that is now being upgraded to provide safe cycling opportunities, but with that kind of industrial use in the northwestern half of the loop it is questionable how safe the cycling will be. Safer yes but not safe.
- » No real solution other than using smaller container ships to transport goods from the Point Pleasant terminus to the Africville terminus for subsequent transfer to trucks and/or rail.
- » Sound like reasonable ideas. It would also move traffic if transport trucks were not allowed on the bridge between 7 and 8 am?
- » The ferry sounds very expensive, and wouldn't necessarily be able to transfer many trucks at a time, right? Rail is a perfectly good solution. I think.
- » I thought the rail was going to be used for commuter train? People from UK are amazed that we don't use trains more here.
- » Would like more rail containers and fewer trucks.
- » I do not see any problem with how goods are moved now.
- » Good suggestions.

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- Do whatever you can to avoid the problem in Ottawa where large trucks have no choice but to go downtown (Rideau Street) to get on the highway
- Support and agree with the actions. HALTERM must remain a viable container terminal which is better supported for greater growth and easier access by trucks in and out. The rail cut and Robie street should be prioritised.
- If the bike lane stays on Hollis it needs to be either protected or we need to get heavy trucks off it.
- If cargo docks are moved to Dartmouth it should be a high priority to install traffic noise barriers for residents in proximity to Route 111. I live in Lake Banook Woods condominiums and the bridge across Lakes Banook and Micmac is extremely noisy. An immediate, temporary answer might be rubber at the expansion joints. A better option here and at other portions of the highway would be noise barrier walls which can be quite attractive. Truck noise has not been much of a problem in Halifax as the portions of road in high density areas are more congested so traffic speed is reduced and therefore, less noisy.
- Looks good to me. Get the trucks out of the downtown core somehow.
- I was going to say it but you've put it on the list. It drives me crazy that for years, 18 wheelers rumble down Lower Water Street towards the bridge. This is the area where most of our tourists go and also locals eat and imbibe-sometimes outside. Ten years ago I thought of a bridge to George's Island and then a tunnel to Dartmouth to deal with truck and commuter traffic. If I were King of the World, I might still do it but make it for public vehicles only-trucks and a commuter train with Park nRides.
- Please!! Get these large trucks off peninsula roads!
- Cross harbour truck ferry sounds interesting.
- Keep large trucks out of downtown as much as possible.
- Truck ferries is ambitious to say the least. Getting the heavy truck traffic off Barrington and Hollis streets would be fantastic. A dedicated truck line along the rail right of way is great thinking. Using the old Dartmouth refinery would be a great place for commercial sea traffic. There is a rail line there to get product shipped to and from markets.
- A cross-harbour truck ferry is a great idea - should definitely be pursued to reduce freight congestion on the city's main streets.
- It's not clear to me exactly what this means - giant eighteen wheelers in the city are not ideal, what is the solution to this?
- They're okay, but developments such as the Queen's Marque are already making things worse for goods movement in Halifax. A truck corridor seems a poor use of the rail cut.
- I agree.
- Badly needed. What on earth were the planners thinking when they moved the train station to the South end and blasted out the rail cut?? The container terminal should be moved to the Dartmouth side.
- This is a tough pill to swallow but, the point pleasant terminal has to be phased out not built up. It needs to be more park land or housing. Generating much more revenue for the city and accomplishing its goals for density or making the city more spectacular with such as huge park at its heart. Trying to figure out how to get more trucks into an already congested residential space should not even be considered. Dredge where the refinery was. Expand Fairview. Something. The south end should only get quieter, greener and more attractive for people to reside there.
- I think they are going in the right direction. Any plan must make sure that it is not a detractor for the transportation industry that might encourage development at another location. The idea of a cross harbour ferry is intriguing as long as the road network is designed for the increased traffic loads.
- Disagree with a truck corridor along the rail cut. Encourage more rail transport instead.
- I really like the idea of truck routes along rail routes. Directing trucks away from our small city streets as much as possible is important in reducing noise pollution and increasing safety for pedestrians.
- Shuttling containers by rail is a good idea. Truck corridor through the rail cut is a bad idea. Don't make a truck corridor. It would be horrible. Many children would go down there and get killed by trucks. Rail is much safer and is already established. Use the rail for commuter/ transport cargo goods. The ocean train from Montreal uses the rail cut and is part of Canada's heritage. Being able to ride your bike downtown Halifax and catch a train to downtown Montreal or Moncton is an important part of our national transport system and moving the Halifax rail station anywhere from a central downtown location would be extremely shameful.
- Good luck. Given the current location of container facilities, it is unlikely that significant changes can be made to reduce truck traffic on busy Halifax streets.
- Not sure why NS dismantled its rail system nor why it hasn't re-invested in rail transport. Trucking goods doesn't seem to be one of the cleanest options.
- We need fewer big trucks in the core. They hold up traffic and make it unsafe and scary for people biking and walking. Goods should be moved by rail or ferry, not trucks. Any street on which trucks mix with bikes should have a protected bike lane to reduce the likelihood of collision.
- Bringing trucks into the Halifax peninsula should be a last resort. Find ways to move goods by rail as much as possible, even if it means shuttling goods to truck depots outside of the high density urban areas. Re-route the rail through downtown Dartmouth through more appropriate industrialized zones and convert the rail line to a linear urban park and greenway. By all means, make better use of the rail cut into downtown Halifax for moving people and goods.
- View seems very narrow... there are various ideas that should be explored that have been identified in other studies of this issue. Other than just using the rail cut... dedicated heavy transport routes, time of day restrictions, et al.
- Truck corridor on the rail cut is long overdue. modify the specifications so that its cost effective (not the other way around). cross harbour truck ferry also makes sense as does relocating the south end container terminal. Keep trucks out of downtown Halifax.
- Another item with good ideas that many people forget about. An item I would like to add is to provide some limits on certain things like Garbage trucks should refrain from pick up on the major transit streets during the rush hour times. Delivery trucks on Spring Garden road should have limits on times of delivery so that you don't have 8 big trucks all parked on Spring Garden road at lunch time causing a traffic crunch. Same for Gottingen street in the morning and

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after noon rush, Buses are constantly being held up by illegally parked cars. Police should be aggressively ticketing these areas.

- » The direction stopped short of saying "get the trucks off of Hollis street". I hope the cross-harbour ferry and rail-container ideas are given serious consideration, but I notice that section is called "ideas" and not "actions" on this sheet..
- » A truck corridor along the rail cut, shuttling containers by rail and cross-harbour truck ferries are all good ideas. Don't know what a port master plan is.
- » All good ideas
- » Sounds good. I don't know enough about the transportation industry to comment on the feasibility of these plans.
- » no opinion
- » I like the cross harbour truck ferry. I'd like to see the rail line move away from valuable oceanfront property. Costly but worth planning for.
- » I think there needs to be studies or plans put in place for container shuttling on the rail cut. This will reduce container truck traffic on Hollis St/Barrington St.
- » Move the port outside the South End, perhaps to Eastern passage. Makes more sense to have it there with active rail transportation to move goods efficiently.
- » no opinion on this
- » I think trucks should be re-routed from the downtown core (Hollis St) ... streets are too narrow for big trucks.
- » I don't transport goods. Better to consult the industry directly.
- » Like the ideas proposed (again, out-of-box thinking), and am intrigued by the idea of truck lanes alongside rail lines.
- » Not a bad idea. Trucks severely impact rush hour traffic. Time restrictions/alternative routes sound reasonable.
- » Truck ferry makes good sense going forward.

What do you think about the directions and actions for the road network?

Comments are typed as written.

- » All fine, but I remain skeptical that real progress is being made to really make vehicle corridors friendly to forms of active transportation. The focus remains on roads and not other cross city ways for people to get to and from work.
- » Design for 40km/h streets (or less). Should be a guideline, not hard fast rules, so that planners, engineers can make decisions that best match the needs of a place. Also, we should experiment with things that have been shown to work, like "peanut" or "double roundabout" intersections. That's what we need at Windsor and Chebucto, for example.
- » Again, this makes sense and aligns with the evidence. Unfortunately stupid decisions like relocating some of the OE2 outpatients clinics to Bayers Lake fly in the face of the evidence. Ridiculous decision and works against the great work of the I/M/P.
- » Seems good.
- » Honestly, I am an able bodied person living in the peninsula. Until I am unable to, I will cycle. I support the initiatives promoting various forms of active transit.
- » People should always be prioritized over vehicles when planning and designing ways to use the city's infrastructure. Roadways should not be ignored, but they SHOULD be viewed as public space and upgraded, designed and maintained carefully.
- » It is a good idea to try and manage traffic better. Cars are a reality and need to be accommodated, no tois.
- » No clear plan for reduction in driving through infrastructure design (ie removing on street parking). Let's make that more explicit.
- » Red Book needs to give us tools like those in the NACTO guidelines. The longer we wait, the more money we waste building things that work against our values. Data collection on accidents should apply to all vulnerable road users, and should look at design issues that contribute to accidents. The potential for induced demand should be included in all transportation infrastructure reports to council, just like "financial implications" are always included.
- » Eliminate street parking all together on main corridors. Designated bus lanes and bike lanes would also contribute to better traffic flow and safety. More designated car pool parking lots/structures would encourage carpooling. Developing an smart system of apps and such would also make things easier for the public to access and utilize these options.
- » Its discouraging to know what the budget for roads in HRM is relative to all other expenditures for transportation (sidewalks, active transportation, buses, trains, bike lanes). What is the word "roundabout" even doing in a survey about mobility. New York's Vision Zero re-engineered 65 intersections for safety (aka walkability) and there was not a single roundabout created. Not sure in what circumstance "new roads" is being talked about - aren't we supposed to be reducing sprawl? Everytime you add a road there's a subdivision and a Tim Hortons waiting at the end.
- » Streets must be designed for more than just cars. I agree with the plan that congestion should be managed instead of attempting to eliminate it. Road widening is a very bad practice, and we should work on active/public transport methods to help people avoid congestion rather than attempting to make roads better for single-occupant cars.
- » The photo of the roundabout - these need to be designed with cyclists in mind! Other cities have done so successfully and we need to follow suit. As a cyclist who used to take these daily, they are not safe as cars do not share the road, the bike lane abruptly ends, you must merge (and despite signage telling you to merge, and signaling, cars react aggressively). There is a better way to incorporate bikes in roundabouts.
- » Make sure the Red Book includes all the necessary details regarding accessibility. Make it user friendly and available to the public so they know and understand their rights.
- » There is always going to be car traffic - however after implementing other strategies of this plan (i.e. complete streets, TDM) hopefully it will be less necessary to focus a section for single-occupant vehicles. I agree - all roads should work for all modes of travel.

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- » This should say "New roads MUST work for all modes of travel." The red book redesign can't come soon enough
- » Agree
- » There are so many deficiencies in the existing road networks that should be given the priority of being fixed before taking about anything new. Our city seems to enjoy disrupting flow and changing things that are already working to either create jobs or sustain ones that aren't serving us well now
- » manage
- » Better busing, currently it would take close to 2 hours to travel by bus to bayers lake
- » driving is still the most common mode of transport because the investment in other transportation models has not been made, and planning decisions are still being made that favour cars and parking over active transport
- » Great once again.
- » more rotaries or traffic circles. works everywhere else in the world, keeps traffic moving, slows traffic down. BUT learn how and where to put crosswalks and bike lanes and I mean NOT to close to the center of the circle.
- » It is smart to include these types of BMPs in the planning process to ensure any issues / lessons learned can be addressed. I think this may have a smaller impact given the peninsula's limited access points, but managing congestion (either on new roads or rededicating existing) makes sense
- » You guys are going a bit overboard with the roundabouts now. Something about a hammer and everything looks like a nail. There's still some validity to having lights. Even if its traffic controls prior to roundabouts. But these traffic circles without traffic control for pedestrians or vehicles are getting a bit out of hand in my eyes.
- » Charge a fee for driving in the downtown area. Like London.
- » Congestion of roadways should be relieved on the peninsula by restricting certain vehicular traffic
- » sounds good
- » Looks good.
- » The city spent a lot of money recently on roads to bring folks into work and out quicker. The problem is there is nowhere to park when they get to where they are going
- » We want to use other options other than cars, we just need to feel safe and convenient.
- » This should work to remove as many cars as possible from the roads using punitive measures licencing and taxes
- » Support
- » Managing congestion is a good idea
- » Good. This is a stronger statement than I had expected on roads, and I like it.
- » no ideas except to reduce speeds to 30kph
- » I like that road networks throughout HRM will be evaluated in a consistent way
- » Please please please encourage implementation of more roundabouts. As a driver and pedestrian, the new roundabouts by citadel hill/cogswell and Cunard/north park street have been a vast improvement from the old intersections with lights. Please update the red book so that it holds in high priority the idea of 'complete roads' that cater to more than just cars
- » Agree
- » ok
- » Great to have a plan. I don't see any reference to parking which seems to be a concern when redesigning roads. I would love to see the city have a stance on this aspect of road use so they could come up with a policy to address this issue
- » Ban non-commercial vehicles except for weeknights and weekends. Subsidize taxi fares for hospital visits
- » Big data capacity at our universities gives us the ability to do this if we have political will. Imagine the brain power of students applied to these problems (they learn and the city wins)
- » Our road network is largely obsolete. There needs to be recognition that private vehicles will remain the primary mode of transport for most people into the future even as the design of vehicles changes from internal combustion to electric.
- » I think incentivizing carpooling at large employers could help manage congestion. Potential verification through video surveillance at parking garages?
- » It seems like only inconveniences will get people out of their cars to choose alternate means. Make driving inconvenient and other modes more desirable
- » Design roads for non rush hour traffic only. Everbody travels by transit whenever possible
- » The roundabout in Fall River did not help the traffic one bit, the street light off the ramp of the 118 is usually red, then it still lines up, there is a lot of traffic coming from the other side of the roundabout so not a good flow and therefore the traffic still lines up on 118 all of the time
- » good
- » Limit the km of new roads built in favour of other options like improved transit and TDM measures. We definitely need better information and data on safety for pedestrians and cyclists, and road design has to integrate transit priority and HOV lanes in key areas
- » Never mind setting up new roads. Fix the old ones. The peninsula is where things are a mess. Getting to and from Halifax is a mess. If you live in Dartmouth it takes forever to get home. A better ferry system and transit system would help. As for cars. People will change some but not the way you think. This is reality. Live with it.
- » Sure. Don't see much in the way of details here...
- » OK, no comments.

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- » agree--- also think we need more roundabouts and smart interchanges like Larry Uteck.
- » so how am I to move around the city and go to places not served by public transportation? I can't walk more than 100 yards at a time. You may think that I will die and go away, ending the problem, but others will replace me with the same problems.
- » all seem to be reasonable
- » Very good
- » Makes sense
- » I think it all looks good. As for modes of transportation, for me personally, I like my car! And I could be talked into a Skytrain type of transit. Walking - short distances in cities fine, but I don't live in the downtown area I'm out toward Clayton Park and I'm middle-aged, so I'm not walking for work NOR am I going to start cycling for work at my age either, no way. Plus the weather can have quite a bit of precipitation so I'm more wary of my comfort as I get older. I do like the plans that have been found for directions and actions.
- » Good.
- » I'm glad all modes of transit will be considered for new roads
- » hey I agree with this one!
- » Agree that new roads should work for all modes of travel. Older roads don't necessarily work when they are being modified, and we all have to accept the limitations of the older sections of the city. I would NEVER drive on the bike lanes that are being created on the peninsula as I would always feel too unsafe as a cyclist.
- » "We have always been considerate of the cyclist and will continue to do so. The impact of your proposed change to Almon Street and the residence in the area is real. Reducing the parking is not acceptable."
- » Good plan. Some standardization of pedestrian movement on key roads should be done - allow crossing only at signaled intersections like the rest of the country.
- » People wouldn't need to take cars if the transit from outside HRM to areas of the city was improved and/or made available
- » Provide parking outside of peninsular Halifax with regular commuter transportation to the downtown core.
- » This is getting beyond fixable and I think the best way forward is to encourage new services and business to locate outside of the former city of Halifax. I really think any new health centers and hospitals should be built outside the former city of Halifax.
- » I like that road safety strategies are considered. But adding more roads only attracts more motor vehicles. It does not work
- » Not sure what this means in reality no examples
- » We have to improve and change the way we look at transit issues, Burriside and Dartmouth's main street have been around for years and we are still "looking at" the transit requirements.
- » Road network is linked to access to goods and services. With goods and services so spread out / sprawling as they are in HRM the need for roads increases as the only solutions to allow more cars and even more buses and bus routes. It's completely contrary in a fundamental way to what you are trying to do coordinated planning and support for small business to survive; build a city of shopkeepers: numerous stores and services throughout the city decrease the need to use cars or even a bus.
- » Kindly see previous comments
- » I think your point of "manage congestion rather than eliminate it" is a good and realistic statement
- » Elevated roadways would be the ideal solution
- » I like what I'm seeing here, especially if we're talking about getting the large commercial trucks out of the mix in downtown Halifax.
- » OK
- » This all sounds like a sensible approach for all concerned.
- » Always consider snow and poor conditions when planning alternate modes of travel. All too often folks plan based on the nice spring day. I am sorry I am sure I could give much better input if I could read the text.
- » Good luck with that
- » Sure. What strategies and proposals are we talking about?
- » I really hope there is more movement toward emphasis on mass transit and ride sharing, but I've been hearing this for years and haven't seen many actual changes
- » accept the fact that routes like Bayers rd will have to be expanded
- » This is good. I think that the "total humans/goods moved" metric needs to replace "number of cars delayed, and for how long" metric
- » STRONGLY SUPPORT revisiting the Municipal Design Guidelines! The formulaic, prescriptive approach results in streets that are invariably oversized and car-oriented. I strongly agree with the move toward supporting other means of transportation than the car. Cars are the least efficient form of urban transportation in every respect. Car-oriented planning is simply unsustainable - not just environmentally, but FINANCIALLY. We cannot afford an endless slew of highway projects, especially when we can minimize the need for new car-oriented infrastructure through good land use planning
- » This is good, but they need to fix the mistakes that were made on road design. The Cogswell interchange is one of them and we are glad the city is now taking it down. But Chebucto road widening goes completely against these principles and it needs to be fixed, it is a complete travesty that we let it happen. It needs to be added to the Integrated Mobility Plan.
- » Read the scholarly article "The Fundamental Law of Road Congestion: Evidence from US cities" by U of T professor Giles Duranton

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- » Despite common mantra that widening is bad, it's needed in some areas. If we already had 4 and 6 lane roads, I'd say STOP widening. However many routes are only 2 lanes and many lack even basic turning lanes, meaning flow is constantly interrupted. Lots of bottlenecks where number of lanes on different segments are inconsistent. Studies have shown that 2 lane roads can move nearly as much traffic as 4 lane roads, provided the single lane in each direction can be kept moving by providing left/right turn lanes and bus bays. Use saved width to create center boulevards in appropriate areas and extra curbside space for multi-use trails, etc.
- » These ideas seem completely rational and a great step forward. There isn't much I can say against this plan at all. An update to the red book does indeed seem to be needed. The focus to all types of transport and not only cars is a great choice for the goals set out in this plan as a whole.
- » It's smart.
- » Roundabouts are awesome we should put them everywhere! Fun on a bike and much much safer for pedestrians - you must only worry about traffic from one location.
- » Everything sounds good. A definite step in the right direction for all who use our roadways.
- » looks good
- » Anything is better than what we have in some instances.
- » no opinion does not affect me
- » Education and enforcement for drivers in respect to merge lanes, plus which lane to turn into when making turns onto two lane roads, allowing the right turns on a red onto a two lane road more efficient and roundabout protocol will go a long way to reducing congestion.
- » I was uncertain of the roundabouts and still believe some of the dutch systems for moving pedestrians and vehicles work far safer and efficiently.
- » More roundabouts.
- » Motor vehicles and bicycles do not mix unless roads are widened or changed to one direction to facilitate the widening. Or set in motion that cyclist use secondary streets and incorporate cycling lanes on these streets.
- » Reasonable
- » sure
- » Sounds good
- » Why wouldn't Cogswell be closed between Robie and North Park and consolidation of the commons. It's just one example but illustrates where thinking needs to go. We shouldn't be adding roads, we should be closing them? Shorter blocks, conversion of sections to plazas / parks, cul de sacs that continue for bikes and peds but not cars etc etc. Traffic calming should be implemented throughout, chicanes, humps, partial vehicle closures, turn restrictions - all on residential streets should be evaluated and considered by communities. Programs should be in place to implement over time or through development.
- » This seems like it should have been happening a long time ago. Better late than never I guess.
- » Looks positive. Many drivers are still confused by traffic circles, and tend to ignore cyclists and pedestrians.
- » Halifax is an old city and the streets in the downtown area show it. It's important to stem the flow of traffic in the area and keep as many vehicles out of the area as possible. The safety of city streets has been compromised over the years so any improvement would be welcome. Roundabouts are great vehicular movement tools, although people should be signalling their exit as they would when turning a corner. The pedestrian crossings are poor and need considerable visibility and textural enhancement.
- » Stop being so stubborn and update the traffic light system. You have the resources to make the changes, and have NSCC data students who can read the data (hire them for their 5-week work experience for free) and offer advice as to what should be implemented. Less congestion means more people are working. The more people that are working means the more taxes being collected through wages and possible innovations. Add more roundabouts, and stop building up on Peninsular Halifax. Everyone and their dog knows that building up will cause a glut of traffic congestion, and yet the almighty dollar will reign supremely.
- » Can't read the pamphlet - writing is so small and in some places parts of it is missing.
- » You can't fix the current corridor, potholes everywhere and there aren't even street lights on Magazine Hill and circumferential to Eastern Passage yet you want to create dual corridors. Again this is much ado about nothing as this will never happen.
- » Great. Driving is an addiction. Let's not feed it too much :-).
- » As noted in a previous section, Halifax is severely limited on what it can achieve, given its relatively small tax base, its "historic" street layout, and the relatively large number of bedroom communities surrounding it, some of which contribute only commuters and the traffic problems associated with them but which provide no additional tax revenue directly to this municipality. We can dream and plan and "think positively", but in the end, as with grandiose schemes such as the convention centre (no need for it, but built anyway) and a shiny new stadium (no need for it, so not built), most if not all the effort will be lost in developing "talking points" and committee meetings and guidelines.
- » No comments
- » I think infrastructure needs to be brought up to modern standards in the city. The roundabouts are a great way to move traffic, but people don't understand how to drive them properly. They should not be single file with bikes either. Bikes are so dangerous during rush hour! The riders need to follow the rules of the road and be insured for the damage they cause. They slow traffic considerably.
- » interested in how the system will entice and maybe even reward people from not utilizing single occupant cars.
- » roundabouts seem to work well. I do see improvements.
- » Sounds good
- » So many studies and continued planning. Why not more decisive action?

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- » All good ideas. Should put a high priority on bike lanes downtown. If bike rentals they should have electric assist because Halifax is very hilly.
- » Agree and support.
- » Make roads/lanes as narrow as possible. Make drivers drive as slow as possible. Do not widen roads just for cars. Avoid terrible design like this: <https://twitter.com/danp128/status/860127694964568065>. People always park there to pop into Starbucks. Vehicles there make it very difficult to see when trying to cross Isleville.
- » The primary reason that cars are the preferred choice is that most services are not readily and conveniently accessible any other way. I live only minutes by car from Dartmouth Crossing; public transit to and within that location is a joke. Improve public transport with more routes and less wait times and people will use it.
- » I don't see anything related to residential streets. Many are cut-through streets used by commuters during peak periods to avoid congestion. This reduces the quality of living in such 'cut-through' zones. I encourage you to figure out a way to reduce this traffic (traffic calming, one way streets, whatever it takes). The current standard employed by the folks in the traffic department (x number of trips = busy, applied in a seemingly uncritical manner) should be radically altered. If residents identify traffic problems on residential side-streets to the city, they should be believed and their concerns taken seriously rather than brushed-off by reference to arbitrary thresholds related to traffic volume. Do this, and you increase the quality of life in many neighborhoods (kids can ride their bikes on the streets; seniors don't have to worry about being run-down at residential intersections).
- » You have a typo under actions.
- » Great ideas!
- » It is better to manage congestion than try to eliminate - people will still use cars and need to find safe ways for all modes of transport/movement to get along.
- » If you can get people to get to and from areas quickly and efficiently, then you made something work. The big problem is car parks for people to feel it is safe to park at any hour and be able to get people out of single car situations for work or shopping. I think the biggest you have here is availability of land for car parks that help people from all areas.
- » Recommendations for improvement: Introduce municipal tax benefits for car sharing companies, and plan on promoting Halifax Transit (marketing campaign to boost public image is key).
- » What does it mean to manage congestion vs. eliminating it? Unclear.
- » Yes, focus on the capacity to move people, all people. We will move more people more efficiently when we make transit and active transportation safe, attractive, and joyful.
- » This is a premature objective which totally ignores the requirements of the citizens outside the urban core who incidentally comprise the majority of the population and tax base. Again we need an objective consultation process.
- » good but rather vague!
- » good
- » Agree
- » As long as new roads take into consideration the use of other modes of transportation and recognize the importance of alternative modes of transportation they are fine. They must not interfere with parks or anything culturally significant.
- » Make it very difficult but not impossible to drive a car in HRM especially on the peninsula.
- » The proposed actions seem to be change a plan that is 17 years old and gather more data. Just do it, but things need to be done (as seen in previous screens) to change current patterns. A huge issue is that universities, hospitals and container piers are all located on a peninsula with limited streets allowing access. As I was driving into the peninsula to get to the VG Hospital, I used to wonder why there was no bridge across the Northwest Arm.
- » Persuading people to walk, bike or take transit is very challenging. People drive because it is easier and more convenient, not thinking on the short & long term impact on their health and that of their children. To reverse the current trends we should be making it A LOT HARDER & MORE EXPENSIVE to commute to work by car than by transit.
- » Do everything you can to discourage driving!
- » Agree. The road network should always favour higher density public and/or private transit systems over single occupant private vehicles. Road networks must also work for pedestrians, cyclists, and greener forms of transportation.
- » The above seems like the correct direction, lacks detail to analyse fully.
- » New Red Book standards for the urban core - partner / twin with a small city in England to understand that not every street has to be like those in Clayton Park. More roundabouts please.
- » All good ideas.
- » "Would have liked this slide to include a severe restriction on widening projects, as the plan does acknowledge that these are ineffective. Would like a plan for continuous improvement to the red-book. Action should include rehabilitation of particularly bad roadways if the evidence suggests this is warranted."
- » As the rapid transit buses should be able to control traffic lights, car-poolers should also get special treatment so that they get where they are going faster than those who choose to drive alone in their vehicle.
- » Great ideas. Transit has to be a better option in order to get people out of their cars, so dedicated lanes for buses would do that. The bridges are still the major bottlenecks, so not sure if that would be possible there.
- » I feel like at times the plan describes creating infrastructure to support walking and cycling and other times describes "all modes of travel" or multi-modal and

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- I think these may mean different things so clarity and consistency maybe needed. Do all modes include scooters, wheelchairs, inline skating, cycling etc
- » I'm not really sure what the actions are actioning. I would like to see more focus on integrated travel modes (park and ride, etc.). I love the ideas they are implementing in European cities where they're reducing the amount of parking downtown while increasing the amount of transit and pedestrian friendly options
 - » no opinion
 - » I'm all for roads working for all modes of transportation, and prioritizing high occupancy lanes
 - » Quit building new road networks. Create public transportation that works for people, forcing people to take the easiest option. We keep building suburbs and more roads. Why not focus on building in the city and providing great transit opportunities. We create car dependent areas like Dartmouth Crossing, which is a terrible development. It could be served by proper transit, be surrounded by homes and have a walkable centre area. Instead it is a mess of roads. Additionally we should not be allowing developers to build office buildings in industrial parks and outside the centre area. This has produced most of the sprawl my generation now has to deal with
 - » a set of more creative options for use of park & ride would also make a big difference
 - » Not sure there is much substance on this panel. I like the idea of "managing congestion" and "transforming design guidelines", but nothing is indicating how this will be accomplished.
 - » Good. Just ensure that projects don't all happen at once, space them out.
 - » These seem like sound directions forward. All I ask is that your urban forest initiatives and principles are included in road planning. (And by the way, I really like the orange pedestrian flags at crossings on Herring Cove Road.)
 - » Again, an admirable goal. But, this is a stepwise process in which public transit needs to be improved to make people want to get out of their cars willingly. Forcing people out of their cars instead of making them want to own their own will create nothing but tension.
 - » Road widening, except in the case of adding space for transit or cycling, is an inefficient, outdated, and ineffective way to manage congestion.

What do you think about the directions and actions for parking?

Comments are typed as written.

- » Fine, although focus should also be on lower impact vehicles (motorcycles, scooters, bicycles) here as well. If we move more people to these vehicles through accessible/free parking, significantly more people parking downtown can be accommodated.
- » We should have dynamic pricing for parking so there are always spots open and that parking is priced according to demand. Halifax Council shouldn't set prices, since it's too political. It should be set by market demand. Take the book *The High Cost of Free Parking* and implement it please.
- » I strongly support reprioritizing on street parking for bike lanes and bussing, within reason. Also, we should look at ways to make parking garages more attractive for people.
- » What about things like park and ride? Again I think it is important to restrict parking but also make it cheaper and easier to get into the urban core via other means.
- » Seems good.
- » I like the direction you are taking. Car owners should pay more for parking and HRM should have to pay less to manage parking. Car owners should pay the exorbitant cost of renting large spaces of usable street that can be used for those using active transit/bus lanes. Parking is too inexpensive in Halifax and when I am with friends who drive we can always find parking for free or at a meter in Halifax (downtown or otherwise).
- » Surely technology offers easy solutions to utilizing the parking that currently exists.
- » Disagree with everything except upgrading the technology. Do not drive more people out of visiting downtown, businesses are already seeing the impact of high parking prices. Parking is not affordable in Halifax and this needs to be changed by providing more 2hr street parking spots and lower parking lot fees.
- » Good, but could use clear evaluation measures and plans for the coming years (ie # of spaces available, % of on-street vs off-street parking, etc.)
- » Priorities make sense. Is there a way to prioritize who is considered commercial loading? If I see another enormous paper shredding truck parking in SGR midday, my head will explode. The business districts should be mandated to come up with loading policies and systems. Shared loading zones for smaller businesses in congested areas? Coupled with a subsidized small cargo delivery service for those businesses? Also: I'm all for better tech in paying for parking but if that happens before the better tech to pay for transit, that will send a serious message. Also: can you repurpose on those parking metres into bike parking?
- » I agree 100% with eliminating curb side parking on main routes. All day commuter parking should take place somewhere other than the streets. Eliminating some of this parking would encourage people to utilize other options for transport. Be it car pooling or public transport.
- » This looks reasonable however why isn't there any mention of mall parking lots? institutional parking lots? grocery store parking lots? school parking lots? hospital parking lots? Burnside, Dartmouth Crossing, BLIP parking lots? How about leveling the parking field throughout the region?
- » We should work on other forms of transport besides single-occupant cars where parking is not necessary. In my opinion, we do not need an increase in available parking spaces. I also believe the removal of parking spaces is justified to allow for things like bike lanes or better sidewalks. It is important there are some parking spaces available for things like emergency vehicles, carshares/pools or for people with disabilities who rely on single-occupant vehicles to get around, but parking spaces for private cars should not be prioritized.

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- One of the best ways to reduce personal vehicle usage is to make driving cost more. This can be through a gas tax tolls, or parking fees. Parking in the core, where density should be at its max, should be expensive! And honestly, should be reduced. But we need to give people alternatives. Park and rides could be an option for this. We need space in the core for bikes, pedestrians, and developments of all kinds. But by moving parking to less densely inhabited areas we can use our space better. This also reduces the length of car trips for those outside the core, and those who live near the park and ride may no longer need to drive at all.
- I am confused about the new AT cycle route along University...cannot even do a safe drop-off. A public review of this is needed for all users.
 - I see illegal parking at night. Water st for example...so keep vigilant as to misuse of No Parking zones
 - Review the Handicapped Parking opportunities...include abutting public spaces such as Public Gardens, etc. and not just commercial spaces
 - One annoying occurrence is use of parking spaces at 4-5:30 pm by individuals picking up a passenger... no payment for space but tying up a potential space for the early evening. Idling instead of parking!
 - More signs about NO IDLING. I do not believe HRM has taken on this challenge, at least in front of Public buildings including Library, school, etc. The price of gas has not limited this bad habit
 - Opening up public space as in the new Apt complexes will help scarcity...publicity needed"
- Love the direction for parking. Similar to my last comment, hopefully if more businesses promote sustainable modes of travel, and streets are designed for all users, then there will be less need for parking.
- Further definition of parking controls is required to comment intelligently on this, but it appears good in its current form. Wayfinding for parking would be very helpful.
- Absolutely - but recognize that eliminating parking in residential areas to accommodate a few bike riders is not the answer - lower speeds and implement share the road policies.
- This is one issue that for some reason has come under attack in recent years and is surely having a significant negative impact on business - especially if you look at the boondoggle created in the downtown core and Spring Garden road area. These areas will be a ghost town for business in the not too distant future. I am certain that the car dealerships/industry in this city, who must add to the economy way more than bike shops, etc. cannot be happy with this self-serving, interest group focus. Every attempt should be made to increase parking spaces where ever it can be done. Otherwise, bye, bye economy.
- there should be more off street parking
- there isn't enough parking spaces now, if you remove them where would people who are in the area for shorter periods of time park?
- parking is only a valuable resource because the other modes of transport have not been given as high a priority
- Would it be possible to include an objective to convince businesses that a loss of lanes or parking does not equate to a loss in revenue?
- the closer to the city centre, the fewer roads and parking lots and cars should exist. more pedestrian streets. actually a pedestrian only BLOCK of streets. that is how it is done in europe. that is why people love to go downtown, live downtown. it is NOT supposed to be about cars
- Agree, except for the priority of service needs. Loading access can likely be addressed in other ways through goods management, and taxi stands should not have priority over residents / high turn over. Parking is currently a deterrent to going to the downtown core
- People in this city need to get with the times and realize that cities don't get to have unlimited free street parking. Go to any other major city - free parking isn't a thing. You need to implement a system that better manages the duration a certain vehicle can park on the street. Nobody should be using street parking as their 9-5 work parking
- I suspect there is ample parking availability in the urban core but people are not aware of it i.e. Halifax Library, etc. Monthly parking discounts could be given to those who car pool using license plate numbers for registration purposes. Although wouldn't be an option for private parkers and may be difficult to manage.
- More parking around Quinpool and electrical charging stations in all parking areas
- Restrictions of specific kinds of vehicles on the Halifax peninsula should be implemented to reduce the need for parking in the core of the city. Model London, England.
- parking will always be an issue. People are used to driving their cars due to the convenience of it. If we can make the bus rides faster and reduce the travel times then i can see it working
- there needs to be more free parking to encourage people to be downtown, or park and ride buses that are free (FRED) during summer!
- Accessible parking is vital at a reasonable cost. Public parking and not private will be priced more reasonably. It would also be nice to have free parking as well!
- Instead of having parking on every street, have main parking areas (with signs telling you if there are spots available - and have the signs all connected throughout the city so I know which direction to drive towards an option of a parking spot. I don't want to arrive somewhere and find no spots), but have them free at non peak times like the street are currently.
- Remove parking to create protected transportation lanes for cyclists. Be bold, get cars out of downtown Dartmouth and Halifax.
- if parking is removed from streets consideration should be made for reasonable underground parking/buildings. simply removing will only result in frustration for residents, visitors and the mobility challenged.
- I agree with the priorities but think that there should be more (free) parking areas provided to alleviate the commuter parking concerns.
- Parking, transit and roadways are all intertwined - if its easy for people to drive into downtown and park then (given most already own and pay for a vehicle) then they will choose the vehicle and maximize flexibility. If parking and or roadways are more challenging then transit options become more attractive. There needs to be "suitable" roadways and parking - but too much effort will just encourage more people to drive
- More handicap spaces at hospitals and clinics, there is not enough

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- » Very good
- » taxi stands need to be seriously looked at. At lot are never used in these days of cellphones and GPS. And one day Lyft or Uber will arrive
- » I would like to know where vacant parking spots are, and if they suit my needs (i.e. day long, or short term), and if coins could be eliminated
- » Love all these ideas. Honestly I would be happy to do away with curb parking entirely, with exception of accessible vehicles for people with limited mobility, emergency vehicles, and maybe delivery vehicles. The parking in Halifax, especially around the hospitals, ends up being used all day by people who drive in for their shift and don't want to pay the exorbitantly high parking prices at the hospital. Who can blame them. This takes away parking spaces from people who would only need them to pop into a store, visit a friend, walk in the park, etc. This may be beyond the scope of the IMP, but we need to seriously reconsider costs of parking at hospitals. It's one thing to charge a fee for an employee to park while they work, but visitors have to pay these prices too. If parking costs were lowered, more people would use the parking lots instead of staying on the streets.
- » Great ideas. I also think you should explore having a sideways bike and pedestrian shared. Why not, we already allow Segue traffic on the sidewalks. This would open up many areas to safer, more active biking and walking. They don't need to be continuous, maybe they happen wherever the narrow makes you feel as though you're about to die if you're on a bike, like the Windsor/Chebucto intersection, one I seldom share with cars, I go on the sidewalk to save my life there, and other places.
- » All I can tell you is that I have lived in Halifax for decades and if you make parking anymore difficult than it is now less people are going to downtown Halifax. I know this as I live in the West End of Halifax and my Wife and I go out frequently but very seldom do we go downtown now for that reason.
- » Here's the info about parking! Maybe an overall vision on what actual rights to free parking you can expect to have as a car owner.
- » More multi-level parking buildings are needed so that businesses in downtown will not suffer.
- » Missing is the information about available parking spaces. Large cities like Auckland have real-time signs indicating space available in major public and private parking; why do we not have this? It would certainly reduce the congestion created by those who spend 20 minutes looking street by street. Think about less expensive municipal parking at transit hubs coupled with more expensive all day rates in the most dense areas. This could encourage, park and ride for some all-day commuters.
- » Seems to be little recognition of the importance of curbside parking to small businesses.
- » I think it is important to support all-day commuter parking until commuters have been given viable alternative options. I am a cyclist and walker as my primary modes of transportation but think it is important to highlight research initiatives in this area to learn from other cities in Canada and internationally to find systems that would work well.
- » Ideally I like to see all on-street parking eliminated in the urban core and pick up/drop off location moved off streets as well.
- » Sorry no time
- » Good idea, but does not address those that end up needing to take a car to the city because of working there, there is a lot of people living out of the city core and travelling to city to work, but none of the plans address the outlying areas or solutions for these areas.
- » have more free parking
- » Pricing in the peninsula and at the future TOD nodes needs to be priced high so that people will use the other options—but only once there are viable transit, cycling, and walking options in place. Better consideration of regional travel destinations (e.g. shopping centres, airport, major employment centres) and coordination with land use planning is needed. Right now there are major destinations with terrible bus access (e.g. Dartmouth Commons, airport) which means parking lots at these locations have to be huge. I like this priority diagram—implementing it will be much more challenging.
- » If you want people to park then lower the prices. As for downtown parking people need the parking and companies are pricing people way to high. Even DND is charging now. As for parking other places there are no problems that I can see. Make parking just for 2 hours. Fix Rainnie drive back to what it was. It was great for people who worked downtown.
- » As someone who has mobility issues and needs to park downtown, eliminating the already sparse available parking annoys the hell out of me. So that's what I think of that.
- » Very good. Only suggestions would be (1) residents servicing needs should not be broken out from service needs e.g. why is loading zone a higher priority than a spot for the plumber to park when I need one? and (2) begin to educate residents about the cost in infrastructure etc. to build on street parking with a view to moving residents parking below high turnover parking at some future date.
- » agree
- » more handicapped parking, not less
- » All day commuter parking is also a must have. There is nothing worse than, the Day that you have to drive, cause of an appointment, you forced to either pay inflated parking fees or drive all over looking for a spot or run out numerous times to move cause of short time limits. Worried about parking being filled up, shorten transit times, and make it cheaper.
- » Would hope that if any of this is implemented it would be phased in over a period of time, accompanied by a communication and education plans for public.
- » What about encouraging new construction to have underground parking rather than outside?
- » I like it but need to restrict all day street parking in city core
- » I am very wary on this topic after coming from living in a rip-off parking society in Vancouver. Do away with parking for Emergency at Hospitals. How? simple, if someone goes in with the patient - during the processing of patient information, the person who drove the patient (or the patient themselves if they drove) should be handed a PASS from the ER processing clerk. This way they put it on their dash of their car because it is a true emergency and everyone else using the parking lot can pay. But not the people with the PASS. Also, there should be special PASS cards for street parking for itty bitty cars, scooters and

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motorcycles like there is in Vancouver...and any parking at post-secondary school areas should give students a half-price PASS that they can put on their rearview mirror showing the by-law officer that they have pre-paid for their special discounted student pass for these street parking areas. which can easily have coloured posts that delineate where students can park around their post-secondary institutions with their special PASS anyone else using these spots would pay the standard meter-parking regular price for these spots.

- » Sounds good
- » I agree
- » limited and expensive downtown parking is killing the economic well-being of the downtown area by discouraging visitorship
- » I think that reallocating curb space is discriminatory to people with children, seniors, those with disabilities. Again, a nice idea but in practice it only limits where people can and will go. So many seniors I know complain about the places they cannot access. When Spring Garden West did their public meetings they actually proposed getting rid of the drop off areas in front of St. Andrew's United Church - how insulting! The church members noted that without it, the church would close, as this is so important to seniors. Likewise the very dumb bike lanes on University Avenue - way too much money spent so that now the street sits completely empty most days when this parking is so badly needed. It's pitting the young and fit against the disabled and seniors and it really bothers me and my family.
- » I am not seeing the positive I see tickets.
- » Halifax does a good job of balancing parking needs with bike lanes and other users. Some roads with minimal parking should be converted to bike lanes such as Portland between circ and downtown
- » Again commuters would need to park all day if there was a decent transit they could use
- » Makes sense with commuter parking outside of Peninsular Halifax - affordable when combined with bus tickets. Weather proof bus stations at these sites.
- » Need better signs to show where parking is available (e.g. real-time data posted at major intersections)
- » Make parking a higher priority or kiss the viability of the city good bye. Folks like myself tend to get what they need outside the former city of Halifax
- » ...and if you add more roads, you need more parking. I suggest focusing on reducing motor vehicles, they simply take up too much space
- » Entirely disagree, street parking should be accentuated and spiteful exclusion zones eliminated there is a large constituency who cannot get buses but drive and walk one or more kilometres to work which is a hybrid of active transportation. There will be no option in some areas and you will be attacking this mode of getting to work as usual.
- » Enforcement and Transit issues must be fixed before "parking issues are studied" if you improve transit car parking requirements will go down.
- » consider tolls to reduce demand for city core parking - establish parking outside the core, and provide transport to the core - carless city concept
- » Parking is always an issue in all major cities. "Free" parking has driven many stores and businesses to Bayer's Lake, Burnside and other suburban sprawl, which has consequences for providing services and Transit. Unfortunately, none of us want to pay for parking. Parking garages are often badly designed, spaces are too small for the many large SUVs and pickup trucks and then there may be security issues especially for people who are alone. I see no easy solutions. It could be helpful to residents in streets around the universities and hospitals that they could be issued with parking permits, so parking can be restricted on certain streets, such as is done on Parker St
- » Parking is such a huge problem in the area of the VG hospital. I've had 3 people tell me in past 2 days how they come in for cancer treatment and spend \$\$\$ time looking for a parking spot on either the street or in the parking lot
- » Definitely upgrade parking technology. Not fair to limit parking for residents
- » I can't say that parking has ever been an issue for me in downtown Halifax, with a few exceptions, normally I can find a decent place to park when I need one, and I don't mind walking a few hundred metres. One exception from personal experience is the hospitals. People who need to get there or are trying to visit patients have a very hard time finding parking and paying for it. I would like to see that aspect of parking improved; there may be similar examples I'm unfamiliar with
- » OK
- » If you make it too tough on commuters you will drive business to the country. Where will your tax base come from. North Americans love their cars more than their elected officials by far. We live in NS so we don't have to live like Torontonians! If you mess with that idea you will be dropped like a hot rock at each and every election! Build more high rise and subterranean parking. If there is enough indoor parking the streets will be more open.
- » For parking I support a MacPass approach. I wouldn't think twice about parking downtown if I could just use my MacPass
- » Implement park and ride garages on the peninsula as well as in suburban areas, parking garages/lots near shopping areas, instead of relying on curb side spaces, re-purpose unused land (for example where gas stations have been torn down, but land can't be used safely for building - why aren't these areas available for parking lots?)
- » Not much change. What about requiring all new buildings of a certain size to incorporate a parking garage. MORE IDEAS are needed. Again, any good ideas from elsewhere?
- » Seems sensible
- » how will people who do home health aide work fit into this? why is this not a priority in the fastest greying part of Canada? if I cannot find parking people do not get service!!!!!! all multiplex apartments and condos should have a minimum required amount of visitor parking!!
- » Strongly support. Also, surface parking lots should not be allowed in the downtown area, as they sterilise the streetscape and are an inefficient use of land
- » The parking technology needs to be upgraded first, then all these principles can be implemented. It's too antiquated, hopefully the city can implement a demand parking rate system like San Francisco

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- » We need parking, people should pay! Make it easy for them by turning all meters into ones that take a card or can be topped up by a 'Phone app. Looking for coins will make drivers complain of higher fees, will probably pay more if it can be done through credit
- » While I like bike lanes, curbside parking is also important to draw the majority of users with cars. Higher density "downtown/village style" suburban cores should be created with small underground parking garages with entrances to multiple surrounding streets. Park under the core, walk up to services above. Nothing large-scale, just enough to replace on-street parking and a few extra spaces. People are lazy and nothing will change that in this busy world
- » This would be great. It seems most all roads in the core either have excessive parking by all-day or it is simply banned, again only for car traffic. One option could be to remove parking on one side during peak hours and the other on the return hours for congested areas. In non-congested areas strategic routes could have parking removed on one side to allow for rapid transits, and then another street down remove one side. This has the benefit of halving the parking on both streets and not completely removing it all together (Helping to avoid hurting residential and commercial/businesses from being harmed due to no parking in the area) All in all this would be a great initiative
- » Good. Just don't eliminate parking right now... it's already impossible to find parking as is
- » Parking should be a very low priority - limited parking spots will discourage people from commuting in to the downtown core, instead using park and ride facilities. The freed up space of parking should be used for transit corridors and bike lanes, not more lanes for cars
- » All new developments in the downtown should be required to supply 20% hourly public parking in addition to tenant and leased parking
- » Parking in HRM is definitely a challenge. Some areas have lots of parking options while others have very few. This creates a dilemma when you have to travel somewhere for appointments, etc.
- » resident needs should be rated higher than the service needs
- » I live in Dartmouth, I rarely go in to Halifax due to the lack of parking. But, if the Woodside ferry operated until midnight most nights I would definitely make more trips in to the city. If there was a bus to take people from the Halifax ferry terminal to dockyard, you'd have hundreds of cars off of the road. As you know, parking is an issue on the base.
- » Don't own a car so does not affect me.
- » Awesome
- » New buildings already require parking to be incorporated into their construction, not enough but it is there. Limit how much traffic is going into the Halifax peninsula - downtown core by opting for building work places in the business parks. These parks have become big box shopping instead, with very limited green active transportation or transit service
- » If transit was improved the commuter parking would not even be an issue. Also, see no mention of bike parking...this needs to be a priority
- » Build parkades to accommodate daily parking. Ensure the rates are appealing to commuters to encourage usage. This should be administered by the municipality and it would generate monies for other projects and lift the tax burden
- » Good
- » parking is not a problem it's a perceived problem. it should continue to be privatized. Free parking should have a true cost attached to it. Higher taxes on Bayers Lake parking lots?
- » Parking, especially on the peninsula, is ridiculous, to say the least. Getting around on the peninsula by bus doesn't work in all areas. Improve the ease of getting around the peninsula with better thought-out bus routes and you may have something. On the subject of parking: we have the accordion buses now and the no parking area at bus stops has to be lengthened to allow room for these longer buses.
- » I like this. As a cyclist, pedestrian, and delivery van driver, I see a lot of bad parking behaviour. I like the ranking system suggested however, enforcement needs a review
- » Educate drivers to check for incoming cyclists/vehicles before opening doors/walking out in traffic.
- » Effective parking remedies are only available if the number of cars needing spaces is reduced. Rather than have timed parking during certain hours or even days would be to have colour-coded parking. When a driver renews his licence he is identified with a colour. Throughout the city would be coloured parking spaces where a driver would match his coloured identity sticker in the windshield. Parking in another coloured zone would bring a fine. This would considerably simplify the parking arrangement and regulations
- » For every condo building, there should be a law enacted that requires them to have five metered parking spots on their premises for nearby appointments and shopping. The complex owners make money, and help the city at the same time.
- » Can't read the pamphlet, writing is too small and in some places parts of it is missing
- » Doing analyses and drafting policy, these are bureaucratic terms that basically mean hire some consultants and use my tax dollars for more studies while people can't park anywhere. You sure didn't mind getting rid of parking spaces for sick patients replacing them with cyclist lanes on university avenue. You did that fast enough.
- » Great, but I'm a little worried about conflicts between pedestrians/cyclists/parked cars/shop owners. Education/consultation might help
- » Zone parking permits are going to have to be much more widespread, and very likely a special permit with a steep fee to "routinely" access and park in downtown core areas. More parking enforcement staff will be needed, of course. As noted in a previous point, many parties are going to have to be involved. If anything, less parking in the downtown core will become the norm. More outlying Park'n'Ride, transit-oriented lots and/or structures will need to be built and/or agreements made with various outlying shopping centres, plazas and supermarkets to designate a well-marked portion of their parking lots to Park'n'Ride use if they are serviced by one or more transit routes. fair is fair!
- » no comments

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- » ok for the downtown core. Parking garages could be built, and a reasonable price charged if you want people on transit, then make central parking areas by terminals with ample parking that is free or very low cost
- » Parking lots should consider lower prices to entice people into paying for monthly passes more, as to help reduce the strain of parking on the street
- » Also, full-day parking bans should be considered in the winter, especially when Barrington becomes single-lane."
- » Again I say, if you had more park and ride situations (See what they do in Bath, UK - you have to park outside and hope frequent inexpensive buses into town, there are huge fines for parking in town). Only local traffic can park or buses. If it is well set up less people will think about driving and parking downtown. England has a good handle on public transportation problem solving
- » Probably not adequate parking
- » Sounds good
- » These are fine
- » Parking on a Fri or Sat nite in Halifax is very difficult -- OK for Dartmouth residents as it is easy and pleasant to take the ferry and parking at Alderney is free at night. Car share spots could worsen the problem if they just sit there and take up parking spaces
- » Parking is a disaster, and needs to be prioritized. There are several practical and immediate options for multi-story parking facilities to ease the issue and free up streets for buses and cars to drive on. This would also improve snow clearance operations in winter. Other cities have gone this route and you don't have a parking problem. We have the locations, and we need to build the facilities. This needs to be a priority or people will continue to avoid the downtown core. This will only be a greater challenge with the evolving development along the waterfront
- » Remove it in favor of better modes. We have too much free parking
- » Sounds OK
- » Parking is a valuable resource? BS. All of the proposals appear valid. I once volunteered on the Active Transport Advisory Committee and was shocked that there was no reliable data on parking, to the point that members of the committee considered collecting their own data!
- » Sounds good
- » The peninsula needs a curb parking strategy. Many residents don't have driveways so we need access to curb parking maybe through a registration system? Turn over of curb parking is important for businesses and when people park all day for work in free curb parking it doesn't allow for this opportunity for customers to get curb parking
- » Always good to upgrade to present technology- however to appreciate that not everyone has access to personal cell phones, computers
- » You have a big problem trying to solve this. Most of downtown Halifax open car parking lots have been bought up for major construction builds. Parking for downtown merchants customers have evaporated. Good luck on this issue
- » Why are there no plans to address major parking issues for those working in the downtown core? Lack of space and supply for commuters will only get worse - we need a plan that incorporates this problem and addresses it
- » We should attempt to implement a dynamic pricing system for parking, whereby price is dictated by usage, ensuring a steady supply of parking for people who want it.
- » I support kindness meters - I think there should be dedicated spaces for motorcycle and rideshare parking
- » A good start. End free parking for non-residents, and limit free parking for residents. Move to a system where the price of parking fluctuates according to demand, with a target of keeping a few spaces available at any time. Roll the income from that parking back into the immediate neighbourhood. Remove all minimum parking bylaws (e.g., churches must have X parking spaces per square foot of church) if they still exist in Halifax, and make it easier for businesses to share parking (e.g., a church will use its lot most on Sunday and a dentist office will use its lot more on weekdays). More covered bike parking, including at schools
- » Increase and enhance parking downtown
- » Ok, as are the proposed priorities.
- » Park And Ride places on the outskirts
- » Parking downtown is already a detractor. Parking management must be careful not to make it harder to park. There must be alternatives in place before reducing street parking
- » Parking is important but give priority to active transportation
- » We need less curbside parking and more alternatives. I've heard of other cities doing very innovative work to combat this cramped feeling with have from cars in Halifax
- » HRM must reduce parking on main streets and replace with bikelanes and BRT
- » In the downtown core, there needs to be affordable parking for both short-term and all-day customers. Maybe there could be some exploration of using transponders or other pay-as-you-go methods. Currently, one needs coins to pay for meters. Most parking lots require an outrageous amount for the first hour or 1/2 hour. All of these things discourage one from going downtown with a car. Maybe that is the purpose, but then there needs to be some reliable, convenient system for a person to park a car somewhere and use transit to get into the city centre. In my opinion, currently, that does not work very well
- » I fully support the parking priorities list given above. All-day commuter parking should be at the bottom of the list, and employers should focus on incentivizing carpooling and public transit and negotiate monthly E-passes for their employees as a benefit.
- » Great, but let's be bold! No more free parking in HRM. Why are meters free after 6 and on weekends? Let's always be charging for this valuable use of a limited resource. Put the revenue generated into financing bike lanes and dedicated bus lanes

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- » Streets should not be used for long-term (i.e. all day) parking except for residents (by on-street permit?) Implement parking facilities for long-term parking, preferably NOT large surface parking which is unsightly and a poor use of valuable municipal land. City parking must be provided as a convenience, BUT must never be more economical than public transit or facilities for non-motorized use.
- » As I read this there will be the elimination of many parking spaces. This will be quite a burden on the rural population needing to visit the urban core for services and have no access to public transportation. Very narrow view, again no consideration for the rural residences of the Municipality.
- » Get on with this already. direction is fine, but take some action for god's sake. Smart phone apps, better parking pricing (higher on streets to make parkades more attractive) use parking revenue to make traffic and parking improvements in the local area (not general funds).
- » Again good ideas, as if we ignore parking it will only alienate a lot of the drivers and make them angry at the Bikes and Buses and pedestrians that they will then blame for their difficulty.
- » What about enforcement? The existing metered spaces downtown are dominated by all-day commuter parking, this practice should be ended.
- » I agree with the priorities listed but there was no mention of parking areas for bicycles and that is a must if we are to encourage more bicycle users coming into town and leaving their cars at home.
- » Great.
- » Sounds like a good start but needs to be integrated with a transit plan that supports park and ride options.
- » no opinion.
- » Congestion fees to encourage alternate transportation to single person car use.
- » Sounds fine, but parking should be the least of our worries and focus.
- » all day commuter parking is great, but there should be an option for people who don't need it every day.
- » Halifax needs more parking spaces / garages / whatever. The downtown core is hanging by a thread because it is too difficult to get to and park and "spend the day" I avoid the downtown core because it's too much of a hassle to park.
- » It really isn't clear and direct enough for me. Parking is a MAJOR issue in HRM and especially downtown. I don't see much in regards to concrete actions. Looks like a bunch of political code words and jibberish.
- » Like the idea of setting priorities as part of curbside parking management. What a good idea!
- » Focus on all-day commuter parking. This is where this city really lacks. If more of it was available, there would be less abuse of the existing high turn over parking. I'm not saying that every street should have free all day parking, but employees need to park somewhere until public transit is developed to the point where these people can/want to use it.
- » Sounds good! Consider outside of residential parking, curb side parking should be paid regardless of timing. Would help with encouraging other forms of transportation.
- » Parking by people going to work and tying up the residential streets is really out of control and needs to be stopped.

What do you like about it [the draft Prioritization Model]? How would you change it?

Comments are typed as written.

- » This is great, but I am curious as to why this is being applied to specific projects and not the 2020 proposed outlook as a whole - at least that is my impression looking at the 2020 plan for the peninsula. Connected and healthy do not appear to be significant considerations for at least the north end of the city.
- » Looks good, accountability and monitoring is very important.
- » I like the idea and that you are promoting people living in an area rather than cars. This model should create beautiful infrastructure.
- » I love that health is included as a criterion. I would add social connectivity to this as I have been reading about the impacts of healthy social bonds on individuals and thinking about how design of public spaces (including significant public space infrastructure that is roads and sidewalks) can help or hinder this. I think it fits in the same category as "health".
- » It is clear that all communities have not been considered in this connection objective. It is questionable if there are affordable options for those who live outside of the city because of a lack of transit available to them. I agree with the most of the goals of the plan but don't think they have been completely reached with this proposal.
- » The pillars need to be more explicit about what the goals of the plan are. They are also not necessarily reflective of the values that are captured in the actual components of the project. Clearer measurability and evaluation criteria as well as timelines for key milestones are needed.
- » I think it's a solid system, but I wonder if equity should be included. Can you work with word equity or fairness or equal access into the "connected" pillar?
- » We should approach this with the mindset that this is propelling us (HRM) to a brighter future. We need to be able to facilitate growth of our city. We want to attract new life, development and business. Bringing our city up to modern standards.
- » It's excellent that HRM is undertaking an integrated mobility plan. The problem with the Centre Plan is that it isn't integrated with the rest of HRM, it treats the urban core separately. The proposed "corridors" will jeopardize existing complete and walkable neighbourhoods to convenience moving people on/off and through the Peninsula not to serve the needs of Peninsula residents many, many of whom already walk or bike. At least two of the proposed "growth centres" are located in areas that are already densely populated and will be negatively impacted - Ounpoo and Spring Garden Road.
- » I think it does well in scoring projects as they go by the plan itself. It gets its priorities in the correct order.

ONLINE COMMENTS

- As mentioned before the inverted triangle is a great indicator. Also, you do not mention much quantifiable information. I would appreciate an update on this - perhaps you need some time to put it together, however evaluation needs to be quantifiable as well
- Can't read it. Certainly need base line data for evaluation. The maps are missing existing AT routes so this is an example where it will not work until all data is up to date. Do not just focus on the Centre Plan, each Growth Centre needs attention. Then perhaps more residents can find employment within an enhance neighbourhood and will be walking to work and keeping cars off the road
- I think the pillars and mode choice are a great way to evaluate the projects, I am not sure how "experience" evaluation will be completed, as the questions are more open-ended and could be based on personal opinion (i.e. comfort and enjoyment of a route differs between cyclist and car driver)
- This is great, and appears to be worded properly to avoid the possibility that a project that slows cars would be halted if it means other modes move better.
- Consider those who have little voice - the Bike Coalition has a loud one and a strong lobby but what about the aging population and the disabled including the blind? How does eliminating parking near the CNIB help the latter, for example?
- I like everything except the prioritizing other modes over cars as it just makes not sense for this city, our climate, etc. to ever amount to any significant numbers doing whatever that mode is to justify the resources. We are not the southern states or on the pacific coast. Three quarters of the year you hardly can even use a car. Very few people are hopping on a bike in the rain, wind and snow we get on many occasions in this city. Unfortunately a vision because it scores accolades for a small few, has been won over common and responsible fiscal sense.
- Would love to see more greenery, barriers between sidewalks and streets and it's not just cars that cars that don't watch for pedestrians, bikes are just as guilty
- Like most initiatives in Halifax, my primary concern would be that something scores very poorly and then it gets done anyway. (HRM by Design)
- HEALTHY should be weighted 4 or 5. EXPERIENCE should go to 4. Make it about LIFE, not cars. And I say this while owning 4 cars!
- I think the four pillars are very valid, but think they might be hard to evaluate simply in terms of "trade-offs"
- Unfortunately the image is illegible
- Pedestrian First
- It sounds good, if it's actually followed. More input from community and less from big-money developers and the flawed Halifax Waterfront Development Corporation would go a long way to re-establish faith in HRM voters' confidence that plans are actually going to benefit residents, not just hit them in the wallet.
- I think it sounds good, from what I could read - the print on the prioritization model example was quite small
- It looks at all the elements
- Replace single-occupancy-vehicles with cars in all areas. Yes carpools are better than solo drivers, but no cars at all is infinitely better
- I like that you're considering these aspects... however it seems that to actually incorporate them all, we would be moving to increase our population density... I don't want to live in a downtown apartment complex so if I visit will I be able to find affordable parking?
- Too much to access in depth
- It looks good on paper but getting it into action is a new ball game. I wish all involved with this project much success
- I appreciate that very little is about convenience. Only one element of "Experience" refers to "level of service". This is very important, because change cannot be effected without reimagining status quo perceptions of service.
- Halifax has never been a more liveable city. The new Central Library, Oval, Public Gardens, Farm Market, and waterfront, plus free Wifi (coming this summer) and downtown development spark a feeling of excitement and pride. I would like to see mobility plan implemented, especially in the Dartmouth and Eastern Shore areas
- You have considered all relevant issues and included these in the scoring. I can't think of anything missing. Very happy to see measures being taken to empirically assess and compare the plans.
- I like that it's trying to drag Halifax into this century
- I think safety should be it's own pillar out front. I think that we've been fooled into thinking that car related injury and death is acceptable collateral damage
- I think it is too complicated for me to evaluate it at this moment as an online survey.
- See previous comments
- I cannot read it, too small
- I like that it considers the present and future growth/potential long term impact. I would add explicit language under "Connected" that encourages projects to be directly connected with Halifax Transit (public transit) in some way. I think public transit is the best way to make a city liveable for all residents and has a lot of spinoff benefits, active transportation and creating a sense of community among them
- The prioritisation model looks like it will only list the positive impacts of a project and not the negative impacts. Those should count in the score as well
- Sorry, but at least its being discussed. A system should be planned and then everything should be built towards that ideal model 10 or 15 years in the future. OH & the mini home concept should be looked at thoroughly. It is the most affordable for seniors
- Good concept to connect all community members, need to clarify who is considered the community, it is not clear there, does it include all person in the Halifax Regional Municipality? It appears it does not as it says Does it improve connections between locations and areas in Halifax Region. Who is considered Halifax Region is that HRM
- seniors should ride FREE FROM AGE Go AND UP
- I think the four pillars are a good start to actually developing a balanced decision-making process. The two "other impacts" to me seem just as critical as the four pillars though. I get that four is easier to remember than six, but I would consider all of these equally

ONLINE COMMENTS

- » Just fix the transit problems. We do not need bike lanes or roundabouts. Fix traffic flow off of the peninsula by closing the shopping centre entrance on Bayers Road, get rid of the Cogswell Street exchange and have the roads go straight and keep the land all green and park space. Stop development of high rises on the peninsula including the waterfront. Those little kiosks that were there were loved by everyone and now thanks to a developer we cannot enjoy them. The area should have been left a park. THE BUILDING SHOULD BE MADE NO MORE THAN 3 STORIES AND THE DESIGN SHOULD HAVE SUITED THE AREA. We are slowly destroying our communities and cities by the wasteful use of money. The money should be used for transit, police, fire etc. Not for bike lanes, bumpouts, roundabouts. We need to keep our history and the developers in this town do not care about history all they want is the almighty dollar and this council and mayor are letting them.
- » "shrug" I don't agree or disagree. If y'all think it'll work - go for it.
- » Generally OK with it but (1) there should be better qualification of benefits e.g. 5 modes marginally improved may be much less valuable than 1-2 modes significantly improved and (2) there should also be some mandatory thresholds, e.g. project cannot proceed if new infrastructure would be built that is not wheelchair accessible or if mods reduce accessibility.
- » ensure it is cost effective - we cannot just spend and spend -- it needs to be sensible. Last year the public transit system expenses was about 120M and ridership was about 20M or less. I expect you will just spend spend spend -- soon my taxes will be \$15,000 a year and I will have to move outside HRM and commute.
- » it is too focussed on a very narrow definition of "active living"
- » It is a bit difficult to take it all in, but it looks as though it has been well thought out. Go ahead! Frank
- » this should have been presented as the very first question, so the reader understands what this is all about. This the foundation and I like the descriptions. Again, couldn't read the example provided.
- » The four central pillars are fantastic.
- » Yes, but the language you use is bureaucratic... ""A key deliverable of the JMP"" and ""are the different modes integrated"". I think you need to have someone who can use clearer language to explain this to people.
- » I like how all aspects of transit are being considered
- » I think prioritizing pedestrians, cyclists and transit over vehicles is unrealistic in older parts of the city. I think you can do this in new growing and pre-planned areas as the suburbs expand. But in the older part of the city, it just makes people at a disadvantage not want to come downtown.
- » I was not able to read all of the above. I am currently retired. I worked for 43 years and the last 10 years were at [REDACTED]. I purchased my home on Almon Street so I would always be able to get to work. Please do not implement your proposed changes to Almon Street. It would be devastating.
- » More emphasis on connections, less about affordability where AT comprises such a small portion of road budget.
- » People who work in the city core cannot afford to live there so living and working in that community is not realistic.
- » Wow. Tired of the four pillar approach. The presentation overall is too small to read!!!! I agree in general with the plan. I would like to see efficient transportation like Skytrain in Vancouver. It needs to be affordable, convenient.
- » Seems sensible
- » Put more focus on redeveloping existing commercial areas that are suffering and dovetail residential growth and improvements.
- » Not sure of actual impacts on implementation. don't agree with limiting height everywhere in the city as plan supports. let the city be a city.
- » unreadable
- » too difficult to read. unable/difficult to comment.
 - it appears you have a scoring system, but the model should also include a ""value"" based score for each of the elements.
 - the value score x the assessment score resulting in the final score.
 - looking at the link to the plan I would offer:
 - the key performance indicators could be ranked or scored with a given ""value"" of importance in addition to just a simple score, which would add more value I believe. (a value based scoring system)
 - perhaps also, Risks of each ""option"" should be considered, with a Risk assessment to be combined with the ""Options analysis scoring, to give a semi-quantitative comparison of Options for plans under consideration (ie. combine Risk assessment, with Value based Options analysis for semi-quantitative score comparison)
- » The Connected and Sustainable parts are good. Healthy is only possible for those who are physically active. Safety is a personal responsibility -- some design features can promote this, but if people are told that this plan makes them safe they will accept that and not take responsibility from not doing something stupid. People have to learn/be taught how to be responsible pedestrians/cyclists. Maybe All cyclists need to take a road test. You don't need a Project for not owning a car to be cheaper, provided one has access to bus/ferry service for normal use, and then use taxis or rent for special uses. All projects, by definition, MUST be cost effective and responsible! Stating this is adding unneeded words -- this type of document needs to be well edited so that some people will actually read it.
- » I really do not think bicycles should have priority over vehicles.
- » I do agree but need better understanding how you will be able to force the residents to lead a healthier lifestyle.
- » I can't read the second slide, so I can't comment in detail, but I love what I see on the first slide!
- » See previous comments
- » First worrying about healthy living to promote transportation is never going to work. We have an aging population here and it is not going away in the next 30

ONLINE COMMENTS

- of 40 years. Trying to make less priority on affordability is a mistake if the premise is no personal vehicle. The best places in the province can only be reached by automobile in any practical way we have to plan around that fact. We love the comfort and convenience of our cars. DEAL WITH IT!
- » This text is even worse, if that is possible. There is no way anyone did testing on this before you sent it out.
 - » The method of evaluating is fine - not sure about the scale of some of the developments being allowed under the Centre Plan though.
 - » There is no sign of priority in this. What about the allocation of funds to do these things? Are all things able to happen at once? They are simply words without an action plan. Not sure of the value of that rating system.
 - » I think you need to have test models to help grade projects. Can a person commute using a bike/car/walking. Test cases or different lifestyles and uses as a diagnostic tool.
 - » I believe that data must be more deeply present (and its role must be more obvious) in the decision-making.
 - » I strongly agree with the Prioritization Model. The move away from car-oriented planning is based on sound urban planning principles.
 - » It is all encompassing, but the pillars and impacts need to be accurate for it to work as a proper evaluation tool. I like it.
 - » I like the four "pillars".
 - » Sorry, images are too small to read and no way to enlarge. So, cannot comment.
 - » The scoring metric, as shown, without simply a final score is great. The only problem I see is that "minor, some and significant" changes etc. need to be defined in some definitive way, with a metric shown on the chart. Otherwise these metrics could change from personal point of view rather than comparative point of view versus other projects. (If it is to be used for comparison, the metric must be defined in a non vague way).
 - » I like that commuter convenience is a priority. I don't love that walking is part of the physical plan ONLY because walking is subject to weather (otherwise I love it because walking everywhere is awesome).
 - » Seems very simple. Scores should be weighted - making sure something is healthy and affordable should outweigh whether it helps connect outside areas.
 - » Public approval only, no intervention or approval by staff or council. If the public makes a recommendation it stands.
 - » I think it takes all factors into account for developments, etc.
 - » I like how it limits any one biased, even if subconscious. It is fair, but I would consider a high range for each score to allow for a more precise evaluation (a 1-10 for each area).
 - » At the moment - I do not know. Who is responsible for judging the criteria? That will always be the ultimate test. Who does the scoring and what are their subject criteria priorities... prejudices.
 - » As it stands it is heading in the right direction.
 - » I like the plan with the exception that some services are being enhanced at the same time as others are provided with no service at all. Let us first all eat bread and then assign a priority to those that eat steak.
 - » I just wonder if this model will be applied to new subdivisions. Because I can't imagine how a new subdivision would ever score well enough to be approved so I wonder if it's a pretty document that doesn't mean very much.
 - » How about lobbying the feds to reinstate the tax break for bus passes? Low income seniors depend on the tax break come income tax time - and that - - person - - has taken that away from us. Safety within the buses - force people to get their strollers out of the aisles before someone gets hurt tripping over them. They need to put up the seats and put their strollers out of the aisle. They're a safety hazard - when there is only 4 to 6 inches between the wheels of 2 strollers at the front of the bus. This is the only place in Canada where you can block the aisle. Someone is going to get hurt. If it's me - you'll hear from my lawyer!
 - » The most important part of this is the note at the end. Each of these projects will need proper consideration by involved and active councillors. Hopefully we can get some more of those elected.
 - » I like its commitment to the pillars. It will also be important to employ common sense so that the rubric doesn't screen out obviously beneficial ideas because they don't fit this mold. Is there an appropriate mechanism to monitor success in these projects, for project managers as well as the public? Will there be accountability?
 - » I think the evaluation of the plan asks the proper questions, and will hopefully provide results that there is still much more work to be done on the plan.
 - » I think cyclist comfort should be a priority as well in impact. I don't cycle, but the people that do should have peace of mind in knowing that they are safer than right now and before implementation.
 - » Can't read the pamphlet - writing is too small and in some places parts of it is missing.
 - » It is a waste of time and my tax dollars. Our environmental footprint is total sham. Active transportation in HRM won't impact the environment so stop trying to make us give up our cars. That is the ultimate plan, for every person to give up their cars. I'll get rid of my car when Savage and the rest of HRM council get rid of theirs. There is a big disconnect between council and staff and how the general public perceives things.
 - » It's all great, I am pleasantly surprised, but I wonder if those priorities will also be applied or if every single project will come with a string of exceptions to make it more car-friendly, less kid-friendly, etc.
 - » My answer was No, I don't agree, but only in a limited sense. The "Four Pillars" are indisputable - motherhood goals. A cyclist myself - who when the weather permits has a 12 km ride to work, I disagree that Other Impacts / Mode Choices "Are pedestrians, cyclists, and transit prioritized over vehicles?" should be a deciding factor. I touched upon this earlier. Beyond a one-mile radius from the downtown core the percentage of cyclists and pedestrians versus people moving by other means is vanishingly low, so outside that zone that factor should not be considered in prioritization. Within that core, but also within any "community core" outside the downtown core those weighting factors must be brought into the equation.

ONLINE COMMENTS

- » no comments
- » I cannot read it- the entire survey was very difficult to read. this page I cannot make out at all, the fonts are in some places very clear, but on these pages they are unreadable.
- » I want to see the proposed bus system type, to see if you've been listening to the people about "fast transfer" some bus lines are way too long
- » Cannot understand the proposal
- » What about demand as a category? Halifax has a lot of retail sitting empty. I think this is a good start but more work is necessary
- » I like the focus on people and liveable cities -- the car-oriented development model is dead. Also like the focus on environmental sustainability
- » Based on this review, mass transit, active transportation and parking should be the priorities immediately from my perspective.
- » It's a decent simple framework but could do more to emphasize other modes of transit. A project shouldn't necessarily score higher because it accommodates cars in addition to other modes
- » I think that there should be some consideration as to how a proposed project impacts the quality of life in a given neighbourhood or district which would include aesthetic considerations as well. Otherwise, this seems good (although very general). Also, I would like there to be a more detailed descriptor associated with 'connected'.
- » I think you have a good base to draw from. However, the idea of building more condos and business towers in the downtown core should stop. The Dartmouth Crossing area is a great place to get some of the bottle necks out of downtown Halifax. A new hospital would be an ideal place in the Dartmouth Crossing. The ease of highway transportation to this area is already established. there is plenty of room to expand.
- » The model is too vague. The criteria that need to be fulfilled need to be more detailed at the Pillar level
- » Like the four pillars and mode choice before experience, and particularly like the explicit inclusion of considering the impacts upon vulnerable people - the reality is public transit choices impact them most because they have no other options
- » It seems good. My main concern is with how many plans Halifax has developed in the recent past where the plan was good but projects keep getting exemptions. I would like these exemptions to be very seriously curtailed or ended
- » I believe there is insufficient sampling to represent public opinion. Very few citizens will respond and these processes are hijacked by special interest groups thereby skewing the results and ending up with a majority of the citizenry annoyed and disaffected. I would utilize third party objective surveys proposing open ended questions. This process indicates a clear bias for an active transportation model which may have some merit but does not reflect other realities such as automobile access to the core. To assume automobiles will disappear is naive and shortsighted. Even Montreal is now experiencing serious problems with their mature transit system and people are still using cars. I think there is a big requirement for City Planners to recognize this reality.
- » This seems quite hypothetical, but let's try it and then fix it if needed. Can't read the Centre Plan example!
- » Maybe? Chart is confusing. Connecting mainland common trail to chain of lakes trail would open up a lot of mobility possibilities "
- » I can't read the sample Centre Plan model. The type is too small
- » I think that it is well balanced.
- » If everything is a priority, there is no direction as to where to start.
- » The four pillars seem to be the most critical to rank projects, but the only way to make AT & ST a priority is also by investing more money into it than we currently do. Most of our transportation infrastructure money is going into road construction, connecting suburbs, highway tweening. More money should be allocated to AT & ST projects by the provincial government too
- » I believe the pillars are good for guiding decision making. However, any decision produced from using this decision making guide should also be reviewed with critical thought
- » The general principles seem about right. The emphasis on connectivity, affordability, health and sustainability are correct. Priority should be given to projects that have the greatest impact on people and outcomes related to the City's modernization plan for promoting density and economic development. Make sure that there is not a bias toward projects that just affect the Halifax peninsula. Halifax has grown into a much larger geographic entity than simply the old downtown.
- » I see nothing about urban / rural balance in the planning. A majority of the mass of the Municipality has been excluded from even being remotely included in the overall goals and objects. Again, the rural folks pay taxes and for what...
- » Seems fine. get on with it. stop doing studies
- » Overall as I'm happy with the plan. Only item which I'm not fully sure should be part of this plan but could have a big impact on the people's sense of safety if there are a pedestrian or Biker is to have to police begin to enforce some of the basics like failing to signal, running yellow lights, rolling through stop signs and right turns without stopping (cars and bikes), Jay Walking etc... If the citizens in HRM thought they may get a ticket for something they may become better and more attentive which will make improvements in the system overall. As of now most citizens do not worry about getting tickets for the basic stuff they only think police will ticket them for speeding
- » I'm happy to end the tyranny of the automobile, resist the pressure to water-down this plan!
- » I really like the Pillars. Connected and Sustainable and I support the Other Impacts. Mode Choice and Experience. If all this is implemented, Halifax will be a much less crowded and noisy place and people will have cleaner, safer, faster ways to get into/out of the city
- » The contribution of a project to urban sprawl must be considered under the sustainability pillar. If we want a vibrant city core, it must be explicitly included in the evaluation. It would be easy to meet all the current criteria while contributing to urban sprawl.
- » I like that it considers more than just the bottom line. It is a holistic approach with an eye to the future and not just the next election

ONLINE COMMENTS

- » I actually cant read it on my screen
- » I captures key considerations that will help create a more thoughtful solution to the transportation issue
- » It makes future project considerations objective and addresses all four 'pillars' without putting priority on cost.
- » it would really help if I could read this. way too small, even with zoom. The dedicated bus lanes and changes to park and ride should come first
- » The assessment criteria seems to align with the goals of this plan; I question how much this plan aligns with what residents want / need.
- » Looks simple and makes sense, for once
- » My only concern is that developers, who often have an interest in transportation, are making contributions to the campaigns of municipal councillors. Otherwise, councillors may find it difficult to be as objective as they ought to be when presented with transportation decisions
- » Pillar one and two seem reasonable and are really what about 90% of the decision should be based on. Pillars 3 and 4 are admirable, everyone wants to go green, but are not always realistic.
- » Like the way that it encompassed all walks of life. lots of greenery and emphasis needs to be on safety for all.

HALIFAX INTEGRATED MOBILITY PLAN

ADDENDUM: MORE WRITTEN AND VERBAL COMMENTS RECEIVED IN ROUND 3

Hi there,

I took the IMP-Phase 3 Survey and would like to share an additional suggestion to reduce single occupancy vehicles on the road and increase active transportation:

I think ferry commuting from Alderney Landing to downtown Halifax has growth potential. One way to incentivize ferry transit would be to build/offer free all day parking for transit pass users at the Alderney Landing Ferry Terminal. There could be electronic monitoring at the parking entrance verifying transit pass holders linked with vehicle registration. It would increase active transportation after ferry passengers arrived on the Halifax side who could walk the remainder of their commute. It could reduce bridge/peninsular Halifax traffic (including single occupancy vehicles) driving during rush hour. This could have spinoff business for commuters to stay in Halifax/Dartmouth for dinner/entertainment after work.

Thanks for your time,

Thank you for the detailed report. I found it very interesting.

Two points stuck out in my mind: improvements in mass transit (buses) and objections of residents to all day parking on their street (taken up by people who do not live in the area).

I am supportive of encouraging more use of mass transit (and adding new features, such as commuter trains). However with busing as it stands (routes and schedules) there are real disincentives to using it.

I live in the Fleming Heights area. If I want to take the nearest bus (#15) to be downtown/be to work on the hour, I have to leave nearly 1.5 hrs. ahead of time to get there, due to the schedule. I know this is not a high-use route, but it strikes me as a chicken/egg scenario. People don't take the bus as often because it isn't convenient. If it ran more often, perhaps that would change. If I walk further (10-15 min.) I can catch buses on Herring Cove Rd. However, to catch the one that takes me closest to work on Quinpool, again I sometimes have to leave well before the start of my shift (about an hour) to get there on time.

As for taking up all-day parking spots, the mall where I work recently stopped allowing part-time employees free parking in the lot (even though snow piles languish there for weeks – taking up many of the precious spots! – but I digress...). So if I drive, I have to park on the street. I can understand frustration of folks in that neighbourhood when a friend may want to drive over or a delivery arrives and there's no place to pull in. However, with the aforementioned busing conundrum and the parking conundrum, I don't have much choice.

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

Walking and bicycling are two other options. The walk takes nearly an hour. Haven't explored bicycling in recent times though as a driver I find the stretch from the roundabout up Quinpool rather harrowing (bike/car proximity)! When I have ridden up Quinpool there, I have felt safer riding on the sidewalk (though that's not allowed)!

I realize that the overall plan is not going to be tailored to individual needs – it needs to have some benefit for a wide range of residents and will benefit the environment for all. However, I offer my scenario as a snapshot of obstacles that are presented by the current system.

Thanks for taking the time to read my input.

WRITTEN SUBMISSIONS

Greetings;

I have a significant and important problem with this survey!

I opened the survey and drafted an initial critical comment to the first segment - Land Use.

This first segment required some time for thought and consideration, and I left it as a draft intending to return with more positive comments. I proceeded to browse through the remaining segments to determine how my original comments might impact and be impacted by later sections.

Without realizing it, I pressed too many 'submit' keys and discovered that my browsing had eliminated my opportunity to provide any comments to any further segments. The survey had been 'closed' to me.

Please fix this and allow me to re-access the survey

My user name is _____

Regards

Hi

When I started survey your writing was not legible in the boxes, therefore could not do survey.

You refuse to accept both my email address and my password; therefore I am unable to take your survey.

Suggest that the statement that my email address is already taken – is valid – it is taken by me !!! You just refuse to accept it from me. I just hope others trying to take your survey don't run into the same problems.

Your site does not prove someone to click "forgotten password?"

Please update and resend.

Thank you

Hello,

I am very sorry, but I tried to do your survey and I found it was not legible. I definitely made an attempt to give comments based on headings, but the text is too small, and is clearly just an image on the screen (showing up blurred/pixelated, particularly the italic-style font mid-way through the survey). There were parts of the survey that were completely unintelligible, and I have better than 20/20 vision. If I were older or had any vision problems I wouldn't even be able to make out the headings.

I understand why you might make the decision to use images in this way, but usability is key. I fail to see how this could have been tested on various devices/resolutions/browsers. Even if you took your planning document and provided it as a .pdf, then we could follow along if you gave page references. That is not ideal either, and I understand it is time-consuming and expensive to convert your report to .html, but now you have undermined your data.

Since I am delivering bad news, you should also know that it should be written in plain language. Is this not geared to the general public? I would recommend writing it at a grade nine reading and comprehension level. There are tools that can help with this.

Apologies for the perfunctory note,

In-person conversation, May 11, 2017

- I've studied the challenges facing commuter transportation, especially from the suburbs and rural area into downtown.
- I believe there's a niche market for a premium, small-vehicle, door-to-door paratransit service.
- Some people would pay a premium for door-to-door convenience.
- The service would be app-driven to optimize allocation of vehicles, seats and routing.
- Regular trip patterns would emerge, so routes would evolve organically based on demand.
- This would complement, not undermine Halifax Transit service, by serving needs that regular transit does not easily serve, especially where route frequencies are low, storefronts are set back across vast parking lots, at off-peak times and in low-density suburbs.
- Lower fares could be offered for people needing at-door service on only one end of their trip, for example from a rural carpool parking lot, or to a suburban transit terminal.
- This could be a profit-making business enterprise.
- Care would have to be taken to avoid violating the Taxi Bylaw.
- It would be worth a small fee to allowing dial-a-ride vans to use the proposed bus lanes.
- There may also be potential for a ferry between downtown Halifax and Mainland South, across the Northwest Arm.
- The idea of a fast ferry from Bedford to downtown Halifax looks very attractive.
- Some people have been observed using Halifax Transit's free park-and-ride lots for carpooling instead of for MetroLink.

OTHER WRITTEN AND VERBAL COMMENTS

There need to be more details about measuring success and evaluating projects.

I was unable to attend one of the open houses so I want to provide my feedback via email. I live in a newer developed area of Middle Sackville (Twin Brooks Development) in District 14. I live across Sackville drive from the Sunset Ridge Development.

1. Margeson Drive Planned Park and Ride

I understand that park and ride for transit will be operational in the next year or two at the Margeson Interchange. This will be a great benefit to the people of Middle, Upper Sackville and beyond. Unfortunately this park and ride is on the other side of the highway. Although the bridge has a bike/pedestrian path there is no cross walk marked on the roundabouts or pedestrian access to the roundabout from Swindon Drive or Sackville Drive. There are bike lanes that travel along Sackville drive in this location. I believe an Active Transportation (AT) Trail from ideally Sackville Drive but at least from Swindon drive would greatly improve the use of this transit location. There are hundreds of home in the area and people that would be able to walk to this location instead of driving. If this park and ride is as successful as the 185 Sackville Link the parking lot will quickly become full so other modes of transportation will become important.

2. Sidewalk – Sackville Drive to Middle Sackville

Middle Sackville is quickly being built up along the Atlantic Gardens section of 1620 Sackville Drive. There is a pharmacy, Tim Horton's and other amenities opening. Unfortunately there are not sidewalks in this area to allow safe pedestrian access. A sidewalk between Beaconsfield Way and Bambrick Road would allow access to these amenities from both Twin Brooks and Sunset Ridge developments greatly increasing the businesses foot traffic.

3. Roundabout for Intersection of Sackville Drive and Beaverbank Road

This is a very busy intersection and has been flagged by HRM as one of the most dangerous for motorists, bikers and pedestrians. It's also a point of congestion. Given the recent success of the two roundabouts on the north commons I would suggest that a roundabout here would greatly improve the walkability and bikeability along Sackville drive. My hope is that it would also improve the safety for everyone in this area and create a more esthetically pleasing introduction to Sackville from the highway.

Thank you for taking the time to read my letter. Any updates on this plan would be appreciated. I'm fully supportive of the Draft Integrated Mobility Plan.

Thank you.

Phone call from Graziella Grbac, Executive Director, Main Street Business Improvement District, Dartmouth, April 24, 2017

- I like the principles and pillars of the IMP, but our experience with HRM has, too often, been resistant to BID requests consistent with a vision for a Complete Community, especially regarding transit access from Eastern Shore, a transit terminal, traffic calming initiatives (a median), pedestrian safety initiatives (crosswalk, 50k zone signs) and delayed momentum with approved public infrastructure projects that encourage development, access and mobility modes.
- In particular, repeated requests have been denied for better transit connections to enable Dartmouth, Cole Harbour and Preston area residents to reach the large cluster of health and wellness services, Community College, Main Street, Micmac mall, Burnside and downtown Dartmouth.
- Instead, the emphasis of both Halifax Transit and, apparently, the IMP has been to strengthen links between Main Street and Halifax. But links between communities within Dartmouth are at least as important.
- Main Street must be recognized as a destination which others within Dartmouth want to visit for its clinics, Salvation Army, discount stores and community college, but without a car this is difficult because the transit routes are structured to get people to Halifax.
- This difficulty is all the more important because the Main Street area is an important destination for residents of the Prestons and other East Dartmouth communities which the Province's health department has identified as fragile (low income and in need of wellness services).
- The IMP Transit Priorities Map should show the Main Street leg extend eastwards beyond the Community College, at least as far as the Forest Hills Connector or connecting to the services in Preston.
- Residents of Dartmouth, Forest Hills and Cole Harbour also need to get to MicMac Mall, which is already on the Main Street Transit Priority Corridor. The problem is that this corridor does not seem to recognize the need for people to get there from beyond (east of) the community college. The IMP is concentrated on access to the Halifax Peninsula and neglects Dartmouth-to-Dartmouth connections with hubs of employment, education, wellness and shopping.
- The argument that the wooded area between Dartmouth and Cole Harbour along Main Street is "dead mileage" is not sufficient, since the Macdonald and MacKay Bridges could also be called "dead mileage" yet their importance as links is well recognized.
- One suggested solution would be to eliminate the route duplication of the #61 and #68 buses, to bring one of them into the metro area via Main Street instead of Portland Street. Corridors are often quoted in the IMP and Transit plan as priority yet Dartmouth has only two major corridors of which one (ironically, the one running through lower income communities) is almost absent of transit services.
- Main Street is already striving to be a Complete Community, and the IMP recommends initiating Complete Communities around transit terminals. Why not also do the converse – i.e., put a transit terminal in the middle of an existing/aspiring Complete Community?
- The Main Street BID hosted a meeting on behalf of all Dartmouth communities, which was well attended by Councillors and MLAs, yet Halifax Transit declined the invitation and the manager of the

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

IMP did not attend. That Dartmouth-wide event drew more attendees than did the IMP consultation in Cole Harbour, yet seems to have fallen on deaf ears.

Comments heard at a meeting of the Age Friendly Community Steering Committee, Main Street, Dartmouth, April 26, 2017:

- We need efficient intra-Dartmouth transit. This is an issue in regards to affordability.
- It is easier to travel to downtown Halifax by bus than to the Dartmouth General Hospital from Main Street.
- 25% of the cost of home care, which is an important component for aging in place, is associated with transportation.



Strategic Transit Proposal

HALIFAX REGIONAL MUNICIPALITY
(INTEGRATED MOBILITY PLAN)

METRO GO!



Shawn Pothier
May 11, 2017

CHALLENGES

1 Commuter growth on outskirts of HRM, growing seniors demographic, rural NS commuters and persons with disabilities

2 Even reaching target of 70% of own vehicle commuters, the volume of traffic in the city centre will still be much greater

3 Existing Metro Transit routes have difficulty reaching the outskirts of HRM efficiently and economically (challenge for taxis also)

4 Buses too large for outskirts routes, and with too many stops, will take far too long per commute to reach the city centre

5 High fuel costs for large buses on longer commutes which also result in a larger environmental footprint

CHALLENGES

6

Seniors, youth and persons with disabilities often unable to walk to bus stops or to their desired destination after commute

7

Due to the wide spread of HRM residential zones, the commuting distance is often too far for viable biking or walking alternatives

8

Taller development in city centre only represents a few thousand residents even if all proposed developments were executed

9

Parking is a growing concern with additional bike/bus lanes virtually always sacrificing parking *(new developments only provision ~50%)*

10

Real estate is limited and restrictive making infrastructure development and improvements downtown extremely costly

OPPORTUNITIES

1

Growing volume of commuters, especially in outskirts of HRM, and growing seniors demographic with special transit needs

2

Growing public demand for **convenience, safety** and **affordability** in a reliable transit service that covers HRM

3

Greater corporate density in compact city centre allows for concentrated commutes to office buildings

4

Taxis offer only viable alternative, but are currently under review, have safety/legislative concerns, avoid outskirts & special needs

5

Active ferry service could be expanded with carpool lots to reach the inner Bedford Basin, Burnside and the Northwest Arm

PREMIUM TRANSIT SERVICE



**METRO
GO!**

METRO GO!



Metro GO! is a technology driven premium transit service that caters to HRM's growing demand for door to door personal transportation. Targeting the corporate worker, seniors and special needs commuters, its fleet of smaller (~7 passengers) transport vehicles combines the luxuries of *convenience* and *safety* in an *affordable* solution fit for anyone on the move!

REQUIREMENTS

1

Must develop or procure an intelligent booking application capable of scheduling and payment via phone or internet

2

Must acquire appropriate fleet of vehicles and drivers capable of delivering excellent customer service for retention and growth

3

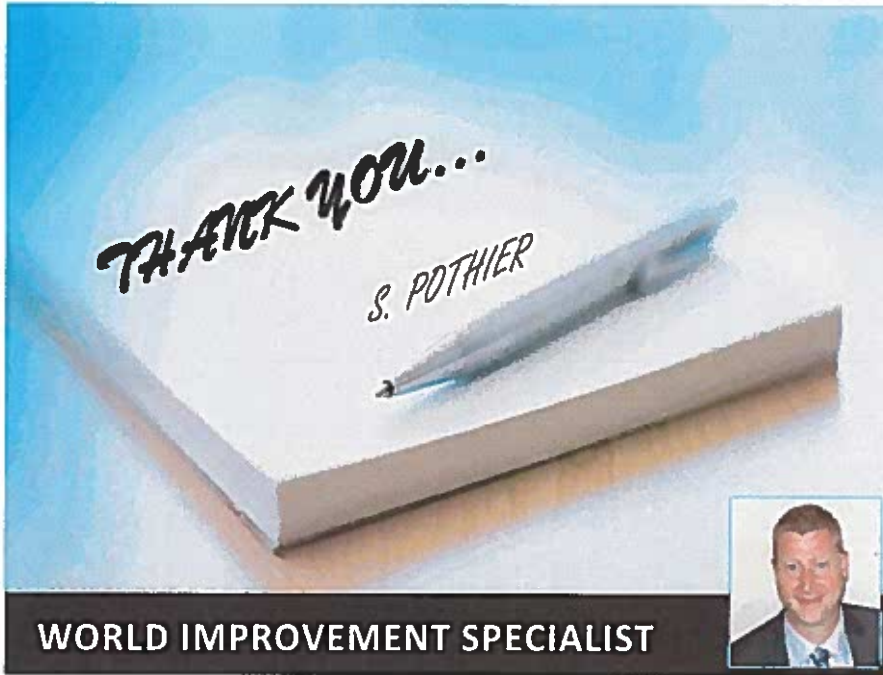
Must acquire appropriate real estate to establish strategically located carpool parking lots across HRM (*discount locations*)

4

Must execute a thorough marketing plan that reaches all residents and focuses on: **convenience**, **safety** and **affordability**

5

Must evaluate and draft legislation to allow for the proper delivery of the **Metro GO** service before it becomes privatized



WORLD IMPROVEMENT SPECIALIST

HALIFAX

INTEGRATED
MOBILITY PLAN