

## Chapter 4: Transportation – Supplementary Table (Comments received at the June 17, 2013 Public Open House)

PROPOSED POLICY CHANGE/ISSUE	COMMUNITY FEEDBACK	STAFF RESPONSE	CDAC DIRECTION
Road projects	1. 59% growth in suburban areas is good growth” and “[suburban growth] is transit oriented”. Then why are we widening roads??? Halifax had an incredible opportunity to hear the thoughts of Jarret Walker (Internationally sought after transit expert). He said “DON’T WIDEN ROADS”. Halifax has natural choke points (we are lucky) that regulate traffic. He also recommended a re-design of our transit “M.O.” which is consistently neglected by Metro Transit, the “Big Moves” and the Regional Plan. We also heard Toronto Transit Head Paul Bedford say “Toronto has tried for 30 years to solve its traffic problems by widening roads....and it DOESN’T work”.		
	2. Transportation - this is not a master plan, but an action plan for a number of activities to be undertaken. Where is the Master Road Plan that: <ul style="list-style-type: none"> <li>identifies planned arterial roadways both Province and HRM; this drives the development planning?</li> <li>identifies the missing links on the existing arterial roadway?</li> <li>establishes a priority for them?</li> </ul>		
	3. Have you checked into transportation in Bogota, Columbia? If not, suggest you do. Poor country, poor city, but they (a progressive, forward thinking mayor mostly) have made amazing people-friendly transportation changes over a relatively short period of time. Halifax needs much more (in terms of quantity and cohesiveness) attention to bike paths, pedestrian areas/streets, etc.		
	4. Take out road work project or include the same level of detail for other forms of mobility		
	5. Regional roads - Priority for road development should be: <ul style="list-style-type: none"> <li>Public transit</li> <li>Active transportation</li> <li>Personal vehicle - Let’s get people out of their cars.</li> </ul>		

Transit	6. Where is the master public transit plan? Why does the action plan include all buses on Portland St. not some on P.A. Road? (Staff note - not certain was P.A. is referencing)		
	7. How do you reduce security issues with all the public paths since you have to have security at Dartmouth Bus Terminal?		
	8. I lived on Mount Edward Road where the No. 62 bus runs once or twice a hour. Three buses run with only a few people on /off at peak times and are not frequent enough to use. The buses are also very loud, noisy and stinky. Although I would like to use the bus it is not efficient timing for me. I would like to see the city use smaller (20 people) quieter buses that run more frequently during off peak times. Perhaps more people would use them more if they knew they didn't have to waste 2 hours or more a day waiting for the bus.		
	9. Transit: <ul style="list-style-type: none"> <li>• Good – integrated transit – terminals; but this means routes that integrate with one another in an efficient way, NOT routes running parallel and duplicate routes (90, 80, 81 for example) which is what we have now.</li> <li>• Bad - “Future new resources will go to designed urban routes” – how much will this actually amount too? Will Metro Transit get a lot of new resources???? (I doubt it)</li> <li>• Continuing to service rural routes = “spreading resources thinly”. What intro to transit of RP+5 says they don’t want to do = how our transit system is set up; does this now. Concentrate on the densest urban areas first, get the ridership and buy-in, then expand</li> </ul>		

Rural Transit	10. Musquodoboit Harbour is designated as a rural commuter area but we lack commuter transit services (see map 2). Musquodoboit Harbour is an Eastern Shore hub community and it needs commuter transit! Consider just 2 commuter routes a day along the Eastern Shore, or other un-standard ideas - more carpooling, financial incentives. <ul style="list-style-type: none"><li>• Good – integrated transit – terminals; but this means routes that integrate with one another in an efficient way not routes running parallel and duplicate routes (90, 80, 81 for example) which is what we have now.</li><li>• Bad - “future new resources will go to designed urban routes” – how much will this actually amount too? Will Metro Transit get a lot of new resources???? (I doubt it)</li><li>• Continuing to service rural routes = “spreading resources thinly” what intro to transit of RP+5 says they don’t want to do – how our transit system is set up does this now. Concentrate on the densest urban areas first, get the ridership and buy-in then expand.</li></ul>		
	11. Tailored community based rural transit systems and funding support is a great initiative.		
	12. Create more specific goals and evaluate every year.		
	13. Summer water taxi system!		
Active transportation	14. Continued expansion of bike lanes		
	15. Where are the specifics for active transportation?		
	16. In Musq Hbr we need active transportation routes between the High School and the Musq Hbr Trail.		
	17. Widened street lanes more margins/walk & bicycle lanes along Hwy 7		
	18. Agree with changes... <ul style="list-style-type: none"><li>• MacDonald Bridge, bike lane. Can be considered ‘Gentrification’ needs work!!</li><li>• Trails are great but need op funds for maintenance.</li><li>• The city not well designed for biking. It’s too dangerous.</li><li>• Crosswalks are dangerous even lit ones. Should become traffic lights. 95K? Where are they? It would be great to see more of these in the downtown core. Robie? South? Summer? Lower Water?</li></ul>		