

Chapter 4. Transportation

INTRODUCTION An effective regional transportation system links people and communities with each other and with the goods, services and employment opportunities which they seek, in an environmentally sensitive and fiscally responsible manner. It offers a choice of interconnected travel modes and forms a powerful tool for shaping future development. For this to occur, new investments in infrastructure or services should be strategically planned in conjunction with land use and coordinated with all levels of government.

OBJECTIVES

1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle;
2. Promote land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes;
3. Forecast the region's need for mobility and provide service and infrastructure to meet this demand while influencing choices towards transportation sustainability; and
4. Design complete streets for all ages, abilities, and modes of travel.

PROPOSED POLICY CHANGE	COMMUNITY FEEDBACK	STAFF RESPONSE (Where no response indicated means Staff believe the proposed Regional Plan addresses this adequately)	CDAC Direction
	High speed ferries desired		
	HWY 113 not necessary		
	Hammond Plains Road widening desired	Making the Hammonds Plains Road four lanes is not practical or safe due to property constraints and frequency of driveway intersections.	
	Community Transit desired	Policy T-10 supports community based transit options.	
	North Preston Road Sidewalk desired		
	Improved MetroTransit service in the Prestons Area desired		
	Urban Transit Boundary and Urban Tax Boundary should match		
	Accessibility/mobility is a barrier to linking our community (E. Preston, N. Preston, Cherrybrook) to the rest of HRM	See Ch. 4 Transportation, Objective 4.1.3 (also in Objective 3 in preamble above)	
	Emissions reductions should be implemented		
	Improve connectivity & connect transportation modes. Get people to parks and recreations facilities, public bike system, bike racks, showers, transit fare cards, water access required for paddlers/boaters – canoeing for transport		
	Are design standards adequate to meet the needs of complete streets? How to overcome as-of-right when trying to require sidewalks? How to retrofit streets when there are structural rehab on roads		
	Addressing future demand for industrial area where transportation is available to support it – Bayer's Lake & Burnside Business Parks		
	Connectivity to & within industrial areas		
	How are the values of sustainability/multi-modality implemented?		
	Lack of education & lack of enforcement have been detrimental. Consider making sidewalk multiuse trails with clear definition between uses		
	Diversity of needs – AT in rural & urban communities i.e. inadequate shoulders, no sidewalk)		
	Take out projects – other modes don't include projects	Projects for other modes (AT and Transit) will be identified in Priority Plans now underway. Road Project priorities have been determined.	
	Complete streets policy was taken out and now is an objective – should it be a policy statement?	Development of Complete Streets policy underway	
	Key policy directions conflict: integrate land use and transport versus preserve & expand industrial land holdings?		
	Map 3 Trails - Blue Routes are not mentioned; please consult trails groups for input/knowledge (i.e. Linear Trail is now – "Washmill Trail"	Active Transportation Priority Plan will address	
	Map 13 does not match the BMBCL Regional Park as shown on halifax.ca (May 31/12)		

	COLTA Trail does not go downtown yet, but connects Lakeside to Joseph Howe Drive		
	Perhaps a dotted line for future and heavy for completed?		
	Signage/wayfinding to assist AT users		
	Add a Glossary of Terms – i.e.: Greenway		
	Misuse of Urban/Suburban – i.e. Urban settlement in Suburban zones		
	Evaluation needs to be measureable/timeline/sustainable/who will do it? HRM or volunteers. i.e. UFMP – how many trees planted, as well as cut Trails/AT		
	Complete Streets Policy versus as-of-right for subdivisions & new commercial buildings		
	Add walking charter – recognized as a global movement		
	Benefit – more walking public – safer		
	Crosswalks – keep painted; educate		
	Winter maintenance/harmonize snow removal – new policy – for AT success		
	Investments in transportation as important as new libraries		
	Not just transit: Bike share, Improved pedestrian areas; Plan should reflect this – not just road networks for cars		
	Implementation...monitoring...why not urban/suburban targets for transportation		
	Structure our budget – more for AT		
	Strategy for developing rural transportation (not just a footnote under transit)		
	HRM support for community based transportation in rural areas.		
	No Idling at HRM facilities		
	Wayfinding/signage for AT/RT		
	Vision statement needed for transportation sector		
	Re-prioritize transportation spending: Choices		
	Need more ambitious goals and targets for sustainable transportation	While we aspire to exceed targets, integration strategies rely on targets being realistic.	
	Active transportation targets are weak, 25 years to double AT lack luster objective	While we aspire to exceed targets, integration strategies rely on targets being realistic.	
	Strengthening AT plan to include stronger language & need to integrate all ages into plan		
	3rd mode funding for AT		
	Get rid of need for third Halifax harbor crossing	The Plan states the third harbour bridge is beyond the 20 year horizon remaining for the regional plan.	
	Focus on multi-mode transportation network connection		
	Pedestrians have right too, work at malls/private land owners – transit & AT		
	Adopt the term “community transportation” for rural transportation		
	Define greenway		
	Adequate resources for volunteers – trail tool box		
	Create trail building standards – urban, rural, suburban		
	Add in an objective that highlights the importance of multi-modal – use that word not just integrated – integrated is good but also say/highlight multi-modal. Including all systems – all trips are multi-modal so prioritize plan for that		
	Big moves! Big investment in transit – not just widening roads for cars!		
	Invest where we want the modal shifts		
	No more status quo		
	8-80, child & youth friendly planning & transport guidelines		
	Put people 1st then goods		
	Remove details of road network. Priority plan – no other plan has those details in this regional plan - i.e. AT, Transit etc. Road network plan too detailed for this high level of a plan! Remove details (road widening OR have that detail for all sections. It makes it seem like it is the priority Keep the scale of detail the same - this plan would better reflect the objectives.	AT and transit details are the subject of separate consultation programs.	

	Conversation should emphasize moving people & goods not the mode choice Shift our priorities		
	Spending & plans toward transit, AT, multi-modal systems The future is not single occupancy vehicles		
	Where is the section/direction for the completion of a complete street plan– can't list say design complete streets without further direction. Make sure it actually happens		
	Remove widening of roads for cars! Models are out of date that say we should do this		
	No third bridge! Spend that money on the priorities listed – i.e. transit etc. trains for commuters. Money spent in wrong place if you do that!		
	Stop widening roads for cars! That goes against the objectives on page 57 if you make it easy to drive by investing our limited \$ on widening roads for cars then people will cont. to drive! Don't say one thing in the objectives and another in the details. If you widen, widen for bus only/maybe you don't have to widen instead limit cars further and put the money in transit!	Road network expansion priorities are defined based on need to maintain existing levels of congestion after the opportunities for transit and active transportation have been considered.	
	Children can't drive		
	Street design – add in that developers must build for all road users – sidewalks, paths etc.		
	Road Network Priorities Plan; we cannot have project such as a 3rd bridge crossing and still consider our transportation approach as sustainable transportation. Remove: 3rd Bridge & Bayers Road Widening		
	Identify locations of corridors or transit priority lanes on transit maps Benefits – improve multi modal TOD		
	Identify locations or corridors for designated transit lanes, transit priority Benefits - commit to sustainable transportation		
	Identify streets like Argyle that should get new street standards		
	Set up dedicated bus & commuter lanes.		
	If we are going to truly have a multi-modal system we need to have bolder goals.		
	We need to focus on building bike lanes and greenways on the peninsula not just in the suburbs, 50 km of bike lanes on streets on the Peninsula/Regional Centre. Benefits: Improve Health, reduce road maintenance costs, reduce emissions, reduce parking demand		
	Look at special street design for key entertainment streets in Downtown update engineering standards to include shared road designs – Argyle St.		
	Look at including something about local street bikeways policy to support traffic calming and diversion in connection to supporting bike routes.		
	Suggested Refinement – support local street bikeways in Regional Centre		
	Make a commitment to give priority to the bike lanes on designated AT Routes that will allow for reduction in service for car traffic but increase opportunities for cycling and pedestrians.		
	Take out Road Network Plan. Bayers Road widening & 3rd harbor crossing, why are they there, but not modal split targets?		
	Getting a policy statement that supports pedestrian, accessibility, neighbourhood businesses and future streetscapes for Quinpool		
	Walkways, trails and links are important. Keep them in mind when planning.		
	Complete the Shearwater Connector, ASAP to alleviate Portland St. traffic.	Shearwater Connector (Mount Hope Extension) is in the Plan. Integratio nwith planing of the Shearwater DND Air Force Base will limit how quickly this can be implemented. A Growth Centre is identified in the Plan, but is reliant on the road.	
	Complete a Growth Centre, completely serviced at the Caldwell Rd. end. Benefit: traffic solution		