

THEME 4: HRM is MOBILE

Vision: Directing growth to appropriate areas based on existing infrastructure and services (ie. growth centres and corridors) must be a primary consideration. Growth areas must be supported and reinforced by an appropriately designed transit service and active transportation network. There must be a continued focus on improving the experience of transit users, expanding the transit service in appropriate areas with the appropriate service, and maximizing ridership, while minimizing single-occupant vehicle commuting. Investment in active transportation and car-sharing options will be supported wherever possible to help provide alternatives to vehicle ownership.

Key Objectives:

- ✓ Integrate land use, transportation and transit planning to achieve sustainable growth patterns
- ✓ Create more opportunities for active transportation
- ✓ Review Road Network Functional Plan
- ✓ Focus on improving the existing transit service rather than expanding to new areas

Council Focus Area: Transportation; **Community Outcomes:** Integrated & Affordable Transportation Networks; **Administrative Priorities:** Excellence in Service Delivery.

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>4.1 Direct growth and increase opportunities to live, work, and play in areas with existing transit services</p> <p>Survey Says: Important 85% Not Important 7%</p>	<p>4.1.1 Integrate all transportation planning with clear goals and timelines to stop vehicle commuter growth, reverse it and switch more trips percent to transit and active transportation.</p>		<p><u>In scope:</u> HRM and the Province already seek to coordinate transportation planning through a Strategic Joint Transportation Committee. Research is underway to explore the potential for establishing a Regional Transportation Authority representing all modes of transportation.</p> <p>The current Regional Plan sets targets for modal split. These will be reviewed as part of the RP+5 project. Since the adoption of the Regional Plan in 2006, a number of functional plans and strategic documents were developed to provide better service and integration between the various aspects of the transportation system, including:</p> <ul style="list-style-type: none"> • The HRM Regional Parking Strategy provides an overview of best practices and recommends reduced parking requirements in Regional Plan Growth Centres served by public transit. • Studies of the Bedford-Halifax corridor are examining traffic forecasts and opportunities for express bus, ferry and rail transit. • Metro Transit’s Five Big Moves proposal seeks to focus transit investment in markets with the greatest ridership potential. • The HRM Active Transportation Plan, approved in 2006 and currently being reviewed, recommends integrating the transit system, trails and on-road networks. A central goal of the Active Transportation Plan is to double the number of people who use Active Transportation for a portion or entire trip, particularly for commuting. 	<p>Staff recommend that the RP+5 Project consider a Regional Transportation Authority to:</p> <ul style="list-style-type: none"> - represent all modes - include users, owners and providers - include Transportation Demand Management (TDM) - integrate its work with settlement planning, community design, community health and safety, environmental analysis, fiscal planning and community economic development - set challenging but achievable goals to reduce the proportion of trips made by single-occupancy motor vehicles 	<p>Integrated planning must include not only all transport modes, but also the critical inter-relationships between transportation, land use, settlement patterns and community design. Studies reported in 2010 suggest that:</p> <ul style="list-style-type: none"> • Increasing employment density by 10% can reduce vehicle miles traveled by 0.5 to 1% • Mixed-use neighbourhoods typically exhibit 5 to 15% less vehicle travel • 30 to 60% of commuters to major commercial centres such as downtowns use alternative modes, compared to 5 to 15% at dispersed locations • People who live in more walkable communities walk 2 to 4 times more and drive 5 to 15% less than in car-dependent areas • Residents of transit oriented developments typically own 20 to 60% fewer vehicles, drive 20 to 40% fewer miles, and use alternative modes 2 to 10 times more than those of car-oriented areas. (Todd Litman with Rowan Steele, <i>Land Use Impacts on Transport – How Land Use Factors Affect Travel Behavior</i> (Victoria Transport Policy Institute, 25 May 2012) http://www.vtpi.org/landtravel.pdf) <p>Even larger reductions are possible when integrated with more sensitive market pricing signals for travel and improved regional transit. Synergies also arise when more than one of the above factors are applied, especially when done in a coordinated manner.</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>4.2 Focus transit and active transportation investment in the Regional Centre</p> <p>Survey Says: Important 80% Not Important 6%</p>	<p>4.2.1 <i>The current transit system is mostly designed for getting people from the suburbs into and out of the Regional Centre at rush hour. It is difficult to get around by transit in the Regional Centre as most routes are circuitous, inconvenient, and not frequent enough. Trips that would be a very easy 10 min by transit in the Regional Centre end up being done in the car by residents, because the transit system caters to the suburban commuters. Let's find a way to get people moving around the Regional Centre as well.</i></p>		<p><u>In scope:</u> One of the objectives of RP+5 is to encourage growth in the Regional Centre to meet Regional growth targets, and HRM recognizes that providing quality transit service is an important component of that. The Regional Centre contains the highest residential and employment densities in HRM, which supports efficient delivery of trinity services. HRM's Economic Strategy recognizes the importance of the Regional Centre to HRM's overall prosperity.</p> <p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit". One of the objectives of the Five Big Moves is to enhance transit service within the Regional Centre, in part by the introduction of High Frequency Corridors. Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p> <p>In April 2011 the Transportation Standing Committee of Council endorsed in principle the Five Big Ideas for Active Transportation, which are informing the current AT Plan review.</p>	<p>Staff recommend RP+5 continue to provide high level policy direction to increase level of investment and transit service in the Regional Centre through measures such as High Frequency Corridors, Urban Express, and additional ferry service.</p> <p>Staff recommend that the AT Plan review also consider operational barriers to walking, such as standards for priority snow clearing on high frequency walking routes in the Regional Centre.</p>	<p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit":</p> <ul style="list-style-type: none"> Big Move #1 – High Frequency Corridors Big Move #2 – Investing in Service Quality and Reliability Big Move #3 – Focus On Cost Effective & High Ridership Service Big Move #4 – Urban Express Big Move #5 - Burnside/Dartmouth Crossing Realignment <p>See report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit", at:</p> <p>http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf</p> <p>In April 2011 the Transportation Standing Committee of Council endorsed in principle the Five Big Ideas for Active Transportation including a recommendation that \$2M a year be allocated for the next 5 years to implement high priority AT corridors in HRM (subject to public consultation). The Five Big ideas include:</p> <ul style="list-style-type: none"> #1. Employment Centre Spines (Burnside Drive trail, B.L.I.P., Peninsula Cross-Town Connector, Woodside Ferry and Greenway) #2 Connection and Extension of the Linear Parkway (COLTA, Old Sambro Rd. and McIntosh Run Trail connection) #3 The Bedford Sackville Spine (Little Sackville River, pave and extend Bedford-Sackville Greenway) #4 The Completion of Alderney Connection (complete Canal Greenway and improve connection between Alderney and the McDonald bridge) #5 Blitz for Arterial Sidewalks (e.g. Bedford Hwy, Wright Ave) <p>To read the full report, please visit http://www.halifax.ca/boardscom/SCtransp/documents/110413.pdf</p>
	<p>4.2.2 <i>Late night bus routes will increase safety and accessibility</i></p>		<p><u>Aligns with another initiative:</u> Following the completion of RP+5, Metro Transit will be developing a 5 year strategic plan, at which time this suggestion can be considered.</p>	<p>Staff recommend that CDAC not expand the scope of RP+5 to cover late night bus routes, as this can be addressed in the Metro Transit 5-year plan.</p>	<p>Large cities such as Montreal offer late-night bus routes to serve shift workers. This can help reduce the cost of living by avoiding the need to purchase a car.</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	<p>4.2.3 Encourage Transit to engage the community to examine existing routes so that they link in a positive manner with walkable routes and trails. Be proactive and share this good news with users. Include the bike riders so they can use the bus/bike option. Introduce bike lockers.</p>		<p><u>In scope:</u> The HRM Active Transportation Plan, approved in 2006 and currently being reviewed, recommends integrating the transit system, trails and on-road networks. Following the completion of RP+5, Metro Transit will be preparing a new 5 year strategic plan, and will be engaging the public as part of that process. In planning for new bike routes, HRM looks for opportunities to foster connections with transit facilities. New transit terminals and park and ride facilities incorporate bike parking. There is an existing bike locker program at some terminals. HRM will be reviewing the bike locker program to ensure it is meeting resident needs.</p>	<p>Staff recommend that the RP+5 Project affirm the importance of integrating the planning and implementation of Active Transportation infrastructure, public transit service and community design to encourage use of these modes while fostering active, healthy lifestyles.</p>	<p>Studies reported in 2010 suggest that people who live in more walkable communities walk 2 to 4 times more and drive 5 to 15% less than in car-dependent areas. (Todd Litman with Rowan Steele, <i>Land Use Impacts on Transport – How Land Use Factors Affect Travel Behavior</i> (Victoria Transport Policy Institute, 25 May 2012) http://www.vtpi.org/landtravel.pdf)</p> <p>See also Todd Litman, <i>Evaluating Transportation Land Use Impacts - Considering the Impacts, Benefits and Costs of Different Land Use Development Patterns</i> (Victoria Transport Policy Institute, 27 May 2012) http://www.vtpi.org/landuse.pdf</p> <p>Metro Transit maintains a web page with information on combining Active Transportation and Transit at: http://www.halifax.ca/metrotransit/MetroLinkBikeRackGuide.html</p>
<p>4.3. Create strategies to encourage people to use active transportation corridors, including trails, sidewalks, walkways, pathways and bicycle facilities.</p> <p>Survey says: Important 90% Not important 4%</p>	<p>4.3.1. Build walkable/complete communities</p> <p>(also see comments 1.16.1, 3.2.1, 3.2.2, 3.3.1)</p>		<p><u>In scope:</u> Compact, mixed-use, walkable transit-oriented Growth Centres are foundational to the HRM Regional Plan. This regional vision is to be interpreted at the local level through Community Visioning or streetscape studies, followed by Secondary Planning Strategy reviews for each Growth Centre. In the Suburban Settlement Area, this has already taken place for Sackville Drive, and is nearing completion for Bedford Mill Cove and Dartmouth Main Street. Visioning has also been completed for Spryfield, though a local plan review has not yet been undertaken.</p> <p>Due to the large number of Growth Centres, many suburban communities will have to wait several years before their local plan policies and land use by-laws (zoning) are aligned with the vision for walkable, mixed use town centres envisaged in the Regional Plan. Business Improvement District groups are interested in alternative approaches from a marketing perspective. Analysis and consultations for the Dartmouth Main Street, Penhorn Mall and Sackville Drive planning processes have produced concepts and tools which could be considered for other suburban centres and corridors. There is an opportunity to use the lessons learned for recent secondary planning processes to develop a “model land-use by-law” for urban, suburban and rural centres to facilitate and to expedite pedestrian oriented development.</p>	<p>Staff recommends the RP+5 project:</p> <ul style="list-style-type: none"> - Continue to focus on creating sustainable, and well-designed communities that reflect HRM’s unique blend of urban, suburban and rural living. - Create strategies to promote HRM as a “green city”. - Mandate changes to municipal street design standards to facilitate Context Sensitive Street Design - Develop a “Model By-law for Centres” to guide and expedite future secondary planning efforts to ensure pedestrian supportive building and site design - Adopt the Regional Trails AT Greenway Network into policy to guide development of future trails by a map to the Regional Plan indicating major existing and proposed AT routes and trails. 	<p><u>Active transportation:</u> HRM has an Active Transportation Functional Plan which provides the management strategy to develop and improve trail networks. HRM is reviewing and revising the Active Transportation plan to identify priority projects for the next five years which will be implemented under the Regional Plan.</p> <p><u>Regional Trails:</u> HRM’s Regional Trails division has been working with numerous community organizations across HRM to develop a network of trails that can be used for both recreation and active transportation. A draft “Active Transportation Greenway Vision Statement” developed by staff identifies three general types of greenways appropriate for active transportation as part of a region-wide network. This network will be presented during the second phase of RP+5 public consultation in the winter of 2013 and incorporated into the Regional Plan</p> <p><u>Transit:</u> Recent analysis suggests that people are more likely to use alternatives to the private car when communities combine mutually supportive land uses within short distances. Focusing residential density around transit stations is important. This enables multipurpose trips to be made by combining transit with walking or cycling. Without this synergy within station areas, the complex “chained” trips that typify modern commuting must be done by car.</p> <p><u>Complete Streets:</u> To complement pedestrian-supportive building and site design, streets must also be oriented and designed to serve all users, including pedestrians, wheelchair users, cyclists and public transit riders. Neo-traditional approaches such as “Complete Streets” and “Context Sensitive Solutions” recognize that streets serve multiple</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
					functions, not only for transportation and access, but also as social space and ecological corridors. These multiple roles call for changes to street design standards inherited from an era when automobile mobility was the main criterion. For more information on "Context Sensitive Solutions" (CSS) see http://www.ite.org/css/
	4.3.1.2 Build bike lanes! Do not widen roads in the Regional Centre. Provide alternative modes of transportation options and do not prioritize the needs of private automobiles.		<u>In scope:</u> The Active Transportation Plan will be updated during the RP+5 process. The Road Network Functional Plan will also be updated following the RP+5 review.	Staff recommend that the RP+5 Project affirm the importance of integrating the planning and implementation of Active Transportation infrastructure, public transit service and community design to encourage use of these modes while fostering active, healthy lifestyles.	See a report on Five Big Ideas for AT: To read the full report, please visit http://www.halifax.ca/boardscom/SCtransp/documents/110413.pdf See HRM is mobile-
4.4 Consider using existing rail lines for transit Survey says: Important 83% Not important 6%	4.4.1 Develop, foster and support integrated multi-modal transportation options for people featuring a "mobility-mix pass" for users to access transit services, car shares, bike shares, taxis, rail and more!! The system could enable tracking of each of these modes		<u>Not in Scope.</u> In May 2012 Regional Council requested a Commuter Rail Feasibility Study to be completed. The study has not progressed because HRM staff have not been able to obtain the agreement of CN to be involved in the study because of ongoing litigation between CN and HRM. CN owns the land and the infrastructure required for commuter rail and their insight into operations and technical aspects are imperative to the study.	Staff recommends that this be not added to the scope of the review as it is operational in nature.	
	4.4.2 For "use of rail lines" ensure wheelchair accessibility.		<u>Not in scope,</u> Metro Transit recently completed a Universal Accessibility Plan, which was approved in principles by Regional Council in January 2012. Any future projects would have to comply with the relevant legislature and guidelines for accessibility. http://www.halifax.ca/metrotransit/documents/7.2MetroTransitUniversalAccessibilityPlan.pdf http://www.halifax.ca/metrotransit/documents/UniversalAccessibilityPlan.pdf	Staff recommends that this be not added to the scope of the review as it is operational in nature.	The Commuter Rail Feasibility Analysis is currently pending the outcome of a legal dispute between HRM and CN (see 4.4.1).
4.5 Review the Road Network Functional Plan based on RP+5 review and	4.5.1 Developers need to contribute to any road changes, building, in any new development.		<u>In scope:</u> The Regional Plan aims to minimize municipal costs. HRM already has the authority to charge developers for off-site road and transit improvements through the Capital Cost Contribution program. HRM is currently reviewing this program.	Staff recommend that RP+5 continue to explore the expansion of development charges for additional community amenities and development of policies that further sustainable development	Recovering costs arising from municipal projects necessitated by outlying development helps balance the financial incentives to improve the attractiveness of infill development in locations which already have the necessary municipal infrastructure. See Finance and Audit Committee Report on a recent CCC study

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p><i>enhanced travel demand modeling that includes vehicular, transit and pedestrian trips.</i></p> <p>Survey Says: Important 78% Not Important 3%</p>				patterns..	http://www.halifax.ca/boardscom/SCfinance/documents/AuditItem9.1.3CaptialCostContributions.pdf Regional Council Report http://www.halifax.ca/council/agendasc/documents/110913ca1121ii.pdf
	4.5.2 Please explain how the Bayers Road expansion protects existing urban neighbourhoods.		<u>In scope:</u> In so far as expanding capacity on arterial roadways reduces congestion, this reduces infiltration of traffic into residential neighbourhoods trying to avoid congestion. Reduced idling also alleviates local air pollution. HRM has been preparing a new transportation model which, together with updated input, enables further study of the effects of this project on local traffic and regional transportation.	Staff recommends that CDAC consider output from the latest traffic modelling by HRM staff before making any revisions to Map 7 (Future Transit and Transportation) of the Regional Plan. New settlement pattern, Stantec Sustainable Urbanism study and the Mainland North Corridor Study will inform changes to the Road Network Functional Plan.	HRM's new transportation model enables a more detailed breakdown of travel modes and trips. New traffic zones have also been delineated, data is being gathered, and the model is being calibrated for use in upcoming transportation analysis across the region. CDAC will be provided with a detailed presentation on any changes to the Road Network Functional Plan.
	4.5.3 Decrease automobile traffic		<u>In scope:</u> The current Regional Plan seeks to balance investment in roadways and transit to reduce single-occupancy automobile trips by encouraging walking, cycling and transit use. The regional settlement pattern is intended to focus development in Growth Centres which cluster residences, shops, employment and recreation within walking distance of existing or future transit terminals. New settlement pattern, Stantec Sustainable Urbanism study and the Mainland North Corridor Study will inform changes to the Road Network Functional Plan.	Staff recommend that the RP+5 project consider a further shift in investment toward public transit, walking and cycling facilities in collaboration with the Province.	See answer 4.1.1
4.5.4 The HRM should gradually abrogate parking meters and move to a modern, efficient system of collecting parking fees. Several options should be evaluated: 1.) Prepaid Vouchers 2.) On-the-Spot Vouchers 3.) Mobile Payment		<p><u>Another initiative:</u> These operational ideas have potential and could contribute toward the overall intent of the Regional Plan, though they are operational and technical in nature. A pilot installation of pay-by-plate technology is planned for implementation in the Fall of 2012. A successful pilot may result in a region-wide replacement of parking meters. Amendments to By-law P-500 Parking Meters are now underway.</p> <p>Regional Plan section 4.3.5 will be updated to reflect key recommendations of the Regional Parking Functional Plan.</p>	Staff recommend that CDAC not expand the scope of RP+5 to cover technologies for on-street pay-parking, as this is already being addressed by Transportation & Public Works staff. Staff recommend the Centre Plan and subsequent secondary plan reviews will continue to use the framework of the Regional Parking Strategy to guide changes to parking land use by-laws.	Efficient management of parking has a major impact on achieving economic, land use and urban design objectives. The HRM Regional Parking Strategy (adopted in principle by Regional Council in 2008) concluded that excessive provision of parking is as harmful as too little and that in comparison with 11 other Canadian jurisdictions, "minimum requirements in Halifax Mainland and other more suburban and rural HRM communities required the highest parking levels of jurisdictions assessed for general office, government office, general retail, large retail, grocery store, and restaurant uses in many instances". The Functional Plan proposed a number of strategies to increase the efficiency of the existing "parking system" and reduce parking demand. The functional plan proposed parking standards the different types of growth centres, but these so far have not been widely adopted into land-use by-law. Key recommendations related to zoning include:	

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
					<p>A.1.1 In the short term, adopt proposed adjustment factors as guidelines to be implemented by staff on a case by case basis. They should be formalized into the new land use zoning bylaw.</p> <p>A.1.2 Implement changes to parking standards in conjunction with ongoing reviews of zoning standards and the development of the centres plans, consistent with the proposed framework.</p> <p>A.1.3 Modify parking space dimension requirements for standard and accessible parking spaces.</p> <p>A.1.4 Adopt consistent set of mobility disabled parking standards across HRM.</p>
	<p>4.5.5 It has been clearly demonstrated that the transportation provisions of the 2006 Regional Plan are inadequate to handle projected cross-harbour traffic, and a 3rd harbour crossing is both necessary and inevitable. To avoid increasing economic and social costs, and to ensure the achievement of other planning goals, the 3rd crossing should be built sooner rather than later. The Woodside location should be incorporated in the revised plan, along with policies to ensure its rapid implementation.</p>		<p><u>Out of scope:</u> The Regional Plan determined that additional cross-harbour vehicle capacity would not be required within the 25-year time frame of the regional plan. A subsequent study suggested that expectations for transit ridership and favorable settlement may not be realized and that the need for a third harbour crossing would be sooner than the Regional Plan suggested. While steps will be taken to ensure the opportunity to construct a third crossing is preserved, its cost and other implications are so enormous that measures to reduce demand need to be fully engaged before a commitment to building another crossing is made.</p>	<p>Staff recommend that the issue of third bridge crossing not be included as part of RP+5.</p>	
	<p>2.6.2 Install parking meters in Bayers Lake and Dartmouth Crossing to even the playing field for downtown businesses.</p>		<p><u>Out of scope:</u> Parking meters on public right of ways are used to control the use of public parking and allow appropriate turnover of limited parking spaces. Owners of private land may choose to place parking meters or control access to their land for parking.</p>	<p>Staff recommend that RP+5 not be expanded to consider parking in suburban retail parks.</p> <p>Staff recommend the Centre Plan and subsequent secondary plan reviews will continue to use the framework of the Regional Parking Strategy to guide changes to parking land use by-laws.</p>	

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>4.6 Develop new design standards and increase investment in infrastructure (e.g. effective bike routes and storage options and wide, walkable sidewalks with healthy tree canopies)</p> <p>Survey Says: Important 87% Not Important 5%</p>	4.6.1 More secure bicycle parking and storage locations		<p><u>Another initiative:</u> Regional Plan Policy T-4 already requires land use by-law provisions to specify the quantity, type and location of bicycle parking spaces for different types of development. These requirements were added to the land use by-laws upon adoption of the Regional Plan.</p> <p>In terms of public bicycle racks, HRM adds new on-street bike parking on an ongoing basis. There is a request form at: http://www.halifax.ca/traffic/documents/ProcesstoRequestPublicBikeRack.pdf . HRM staff are also available to provide advice on the installation of off-street bike parking at private and public facilities.</p>	Staff recommend that this comment be referred to the Active Transportation Plan review.	<p>See the HRM cycling webpage at http://www.halifax.ca/cycling/</p> <p>Also see the HRM Active Transportation web page, at http://www.halifax.ca/TDM/activetransportation/index.html</p>
	4.6.2 Enclose and warm downtown streets when necessary		<p><u>Out of scope:</u> Streets in downtown Halifax were not designed to be enclosed. Doing so would be expensive to build, costly and environmentally harmful to operate, and is not universally desired.</p>	N/A	Quebec City enclosed a major retail street a few decades ago, but has recently removed the roof and restored the street to an outdoor space. The WinterCities Institute offers research findings and best practices for communities in harsh climates. See http://www.wintercities.com/
	4.6.3 Making MacDonald Bridge biking/walking accessible on both sides		<p><u>Another initiative:</u> Bridge infrastructure is outside the municipal mandate. HRM and the Bridge Commission seek to coordinate transportation planning through the Strategic Joint Transportation Committee. Research is underway to explore the potential for establishing a Regional Transportation Authority representing all stakeholders and modes of transportation. This would include the Bridge Commission and issues concerning bicycle and pedestrian infrastructure.</p> <p>The HRM Active Transportation Plan is being reviewed, and will include consideration of opportunities for crossing the harbour on foot or by bicycle, including access to the MacDonald Bridge.</p>	Staff recommend that this comment be referred to the Active Transportation Plan review.	<p>See the HRM cycling webpage at http://www.halifax.ca/cycling/</p> <p>Also see the HRM Active Transportation web page, at http://www.halifax.ca/TDM/activetransportation/index.html</p> <p>The Halifax-Dartmouth Bridge Commission has a website describing upcoming renewal work on the Macdonald Bridge, at https://www.hdbc.ca/docs/final%20pdf.pdf</p>
<p>4.7 Implement the Active Transportation Plan with a priority on Regional Centre bike lanes</p> <p>Survey Says: Important 80% Not Important 8%</p>	4.7.1 AT and Walkability through "Complete Streets" and "The Walking Charter"		<p><u>In scope:</u> Section 4.3.1.2 of the current Regional Plan calls for street standards appropriate to compact, mixed-use transit and pedestrian-oriented communities, and recognizes that streets should be considered part of the public space.</p>	<p>Staff recommend that CDAC support a review of municipal street design standards to facilitate Context Sensitive Street Design.</p> <p>Staff recommend that this comment be referred to the Active Transportation Plan review.</p>	<p>The Institute of Transportation Engineers (ITE) provides a website on Context Sensitive Solutions, including links to several fact sheets for various types of multipurpose roadways, at http://www.ite.org/css/</p> <p>HRM signed the International Walking Charter in April of 2010. HRM has also undertaken several walkability audits/surveys within communities for example through the Community Visioning process. This is undertaken with residents so HRM staff hears first-hand the opportunities and the challenges of the existing walking network. Another opportunity for improvements to the walking network within HRM is during the review of the Active Transportation Plan which has just started. Specific attention will be given to what HRM hopes to achieve and implement over the next 5 years. The existing AT Plan is at http://www.halifax.ca/TDM/activetransportation/index.html</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	<p>4.7.2 2 distinct biking strategies: 1. Neighbourhood and peninsular biking for flat environments; 2. Commuter biking—off peninsular that relies on an expanded trail system.</p>		<p>In scope: Biking strategies will be considered as part of a review of the Active Transportation (AT) Functional Plan. This review is currently being initiated, and relevant comments received through the RP+5 Project will be forwarded to HRM staff undertaking the AT review.</p>	<p>Staff recommend that the RP+5 Project affirm the importance of integrating the planning and implementation of Active Transportation infrastructure, public transit service and community design to encourage use of these modes while fostering active, healthy lifestyles.</p> <p>Staff recommend that CDAC consider adding a map to the Regional Plan indicating major existing and proposed AT routes and trails.</p>	<p>See the HRM cycling webpage at http://www.halifax.ca/cycling/</p> <p>Also see the HRM Active Transportation web page, at http://www.halifax.ca/TDM/activetransportation/index.html</p>
	<p>4.7.3 Create crosstown connector bike lanes—physically separated from vehicular traffic with greenery/vegetation.</p>		<p>In scope: A review of options for a north-south peninsula bike corridor will be complete by summer 2012 and a recommendation on a route or routes will be made to Regional Council in fall 2012.</p>	<p>Staff recommend that CDAC consider adding a map to the Regional Plan indicating major existing and proposed AT routes and trails.</p>	<p>For more information see: www.halifax.ca/cycling</p>
<p>4.8 Provide off road Active Transportation trails in accordance with the Active Transportation Plan with an emphasis on primary and secondary destination routes and links to transit hubs</p> <p>Survey says: Important 78% Not important 5%</p>	<p>4.8.1 A more complete system of bike lanes, not just floating lanes that lead nowhere</p>		<p>Another initiative: HRM is continuing to expand the bike route network. Currently there is a focus on extending existing facilities, developing the peninsula bike route network, and making connections to facilitate continuity of routes. As the network develops, “floating lanes” will become connected. At a strategic level, HRM is also reviewing its Active Transportation Plan, and this will consider the need to connect existing bicycle lanes.</p>	<p>Staff recommend that RP+5 continue to provide high level policy direction on active transportation routes, including priority projects in the Regional Centre, in transit hubs and growth centres.</p> <p>Staff recommend that CDAC consider adding a map to the Regional Plan indicating major existing and proposed AT routes and trails.</p>	<p>The existing AT Plan is at http://www.halifax.ca/TDM/activetransportation/index.html</p> <p>Research for policy direction include;</p> <ul style="list-style-type: none"> • International and National Research and Support for Transit Oriented Development • International and National Research and Support for Sustainable Transportation • AT Greenway Vision Statement (includes a proposed network map and 3 types of greenways: Long Distance Greenways; Local and Regional Greenways; and Urban Greenways) • HRM Metro Transit 5 Big Moves • HRM TDM Functional Plan • HRM Active Transportation Plan (2006 and being revised/updated) • Bikeway Traffic Control Guidelines for Canada (2012) • National Guide: Active Transportation- Making it work in Canadian Communities (2010) • Provincial Sustainability Strategy

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>4.9 Develop a Regional Open Space Plan that integrates active transportation pathways with community form and outdoor recreation</p> <p>Survey says Important 83% Not important 4%</p>	<p>4.9.1 <i>ATV's are a mode of transportation; regulate and promote their use</i></p> <p>Also see 4.3.1, 1.16.1, 3.2.1, 3.2.2, 3.3.1)</p>		<p><u>Out of scope:</u> The Province of Nova Scotia regulates all motor vehicles under the NS Motor Vehicle Act. The province also sets policies regarding the use of ATVs on many urban, suburban and rural trails. Whether or not to allow ATVs on trails is a contentious issue in rural communities, and HRM will continue to work with trail user groups and the Province in finding mutually acceptable solutions. HRM's Active Transportation Plan focuses on human-powered modes of transportation to encourage active living. Regional Council has not endorsed the use of ATVs on HRM trails.</p>	<p>N/A</p>	
<p>4.10 Increase the quality and reliability of transit services</p> <p>Survey says Important 88% Not important 3%</p>	<p>4.10.1 <i>Improve transit reliability, and efficiency.</i></p>		<p><u>Aligns with Metro Transit projects-</u> RP+5 will focus on better integration between land use and transit and will provide high-level direction on the integration of transit and land use. The Metro Transit 5-Year Plan will reflect the Regional Plan and is scheduled for completion following RP+5.</p>	<p>Staff recommend RP+5 continue to develop high level policy direction to increase level of investment and service in the Regional Centre.</p> <p>Staff recommend RP+5 introduce a "Transit Service Boundary Map" to ensure a more efficient and reliable transit service.</p>	<p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit". One of the objectives of the Five Big Moves is to enhance transit service within the Regional Centre, in part by the introduction of High Frequency Corridors.</p> <p>http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf</p> <p>Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p>
	<p>4.10.2 <i>bus to airport/beaches in summer. Use rail cut for train service (airport/beach) use the bonus tool to encourage transit (pool bonus credits)</i></p>		<p><u>Partially in scope:</u> Transit service suggestions require technical analysis, much of which is already completed or underway through other initiatives. Specifically, a new MetroX route, the Route 320 Airport/Fall River commenced service on May 31, 2012, and provides frequent, limited stop service from the Halifax Stanfield International Airport to Dartmouth and Halifax.</p> <p><u>Service to the beaches:</u> There are no plans for Metro Transit service to any of HRM's beaches at this time. Beyond the Metro Transit service area, there may be potential for some rural communities to initiate their own services in partnership with the Province.</p> <p><u>Rapid transit:</u> A cost overview has recently been done comparing the potential for express bus, fast ferry and rail service between Bedford and Halifax. Regional Council has directed staff to study the cost and feasibility</p>	<p>Staff recommend that as part of RP+5:</p> <ul style="list-style-type: none"> - Develop a Transit Service Boundary to be presented during phase 2 of RP+5 public consultation and adopted into policy to indicate where transit service will be provided over the span of the Regional Plan to maximize ridership potential, enable improvements to existing services and support Regional Plan's growth objectives - Request a clarification to the HRM Charter definition of transit 	<p>The new airport bus service is described at: http://www.halifax.ca/MetroTransit/MetroExpress.html</p> <p>An operational and cost comparison of commuter rail, express bus and fast ferry for the Bedford-Halifax corridor is available at: http://www.halifax.ca/metrotransit/documents/BedfordTransitAlternatives.pdf</p> <p>A clearly articulated transit service boundary will support Regional Plan's land use objectives, enable strategic planning and improved level of service in areas with high potential ridership.</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
			<p>of commuter rail in more detail with the participation of CN. This study cannot commence until after the conclusion of litigation regarding maintenance of the rail cut overpasses. In the meantime, potential high-quality transit such as commuter rail, express buses and ferry services will be borne in mind as HRM staff reviews the location and distribution of the Regional Plan Growth Centres.</p>	<p>for the purpose of Capital Cost Contributions, to include all modes, whether existing or potential (e.g. rail, fast ferry and community operated transit)</p> <ul style="list-style-type: none"> - Consider the "Five Big Moves for Transit" report as a basis for supporting land use planning objectives in the Regional Centre and other growth centres. - Consider the longer-term potential for rail, transit and fast ferry in relation to growth centres. 	
<p>4.11 Increase frequency of existing transit routes</p> <p>Survey says Important 72% Not important 6%</p>	<p>4.11.1 Designate a network of frequent transit service along corridors.</p>		<p><u>Another initiative:</u> This idea has potential and is already being addressed by Metro Transit. The first High Frequency Corridor will be introduced on August 27, 2012. This corridor will stretch from the Bridge Terminal to the Portland Hills Terminal, and will have a frequency of 10 minutes or less on weekdays. Additional details will be available on the Metro Transit website as the launch date approaches.</p> <p>The concept of a network of High Frequency Corridors will be brought forward as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit, which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p>	<p>Staff recommend that CDAC not expand the scope of RP+5 to cover frequent transit corridors, as these will be considered as part of the Metro Transit 5 Year Plan.</p> <p>Staff also recommend removing this policy direction as it may be too detailed for the Regional Plan and is already covered by policy directions 4.2, 4.10 and 4.12.</p>	<p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit". This report identifies the key steps required to improve service and increase ridership. The creation of High Frequency Corridors was identified as one of these key steps. The full report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf</p>
	<p>4.11.2 Rapid transit to suburbs will encourage people to shop/visit downtown</p>		<p><u>In scope:</u> The current Regional Plan is premised on developing high quality transit links between Suburban Growth Centres and the Regional Centre, which includes downtown Halifax.</p>	<p>Staff recommend that the RP+5 project review the distribution and function of Suburban Growth Centres in relation to existing and potential express transit service, drawing from recent and upcoming studies on the potential for using modes and corridors best suited to meet the objectives of the Regional Plan.</p>	<p>Metro Transit and Regional & Community Planning staff have already been exploring opportunities for various modes of express transit in strategic suburban corridors, including a consideration of how these options align with existing and proposed Growth Centres. This work will continue to inform the RP+5 analysis, and the outcome of RP+5 will also provide a basis for any future transit initiatives.</p> <p>Metro Transit will be preparing a 5 Year Strategic Operations plan, which is anticipated to commence immediately following the completion of RP+5. This will allow the future direction for transit to be informed by any transit related amendments/policies to the Regional Plan as part of RP+5.</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	<p>4.11.3 Energy and Transportation: advance clean energy public transportation infrastructure in HRM.</p>		<p><u>Another initiative:</u> Aligns with current policy and scope and Provincial Sustainable Transportation Strategy. A study is currently underway that is evaluating opportunities for natural gas use within HRM's fleets and ranking those opportunities based on criteria such as:</p> <ul style="list-style-type: none"> • Operating efficiencies • Regulatory issues • Fueling infrastructure and fuel availability • Depot consolidation needs • Vehicle performance and maintenance <p>Following this initial evaluation, further analysis will develop more detailed business cases for the most promising opportunities.</p>	<p>Staff recommends the RP+5 not be expanded to consider this comment as it relates to other operational initiatives already underway.</p>	<p>Province of Nova Scotia: Climate Change Action Plan, Action 19 (Sustainable Transportation Strategy): http://climatechange.gov.ns.ca/doc/ccap.pdf</p>
	<p>4.11.4 Waverley is still waiting for a bus service.</p>		<p><u>Partially in scope:</u> There are no plans to introduce Metro Transit service to Waverley. Section 4.3.2.5 of the current Regional Plan identifies potential for community-based public transport for small rural areas. Metro Transit is not well positioned to serve small, specialized transportation markets in rural areas due to vehicle size, garage locations and the need to focus limited resources on areas with high ridership potential. HRM staff have been working with consultants, provincial staff and community representatives to explore alternative models for rural mobility based on community self-organization, and cost sharing using small vehicles, variable routes and more flexible scheduling. A report will be sent to Regional Council outlining a possible partnership approach for rural communities interested in establishing their own local mobility services.</p>	<p>Staff recommend that RP+5:</p> <ul style="list-style-type: none"> - Develop a Transit Service Boundary to indicate where transit service will be provided over the span of the Regional Plan to maximize ridership potential, enable improvements to existing services and support Regional Plan's growth objectives - Strengthen Regional Plan policies facilitating community-based bus and small-boat services in partnership with private operators and other levels of government, separate from but complementing Metro Transit services, with criteria to guide any involvement by HRM. 	<p>Rural public transport requires creative solutions tailored to the context of the communities which it serves. Depending on the local settlement and demand patterns, services may need to deviate from a fixed route or schedule. Vehicles and drivers should be based within the community or at the outer end of the route. Volunteer resources, business sponsorships and local fundraising can help mitigate high costs per rider. The Province offers three funding programs:</p> <ul style="list-style-type: none"> - The Nova Scotia Transit Research Incentive Program (NS-TRIP) provides funding to support capacity building initiatives intended to generate new and improved public transit services in rural and unserved urban areas of Nova Scotia. This supports research and project start-ups: http://www.gov.ns.ca/snsmr/muns/infr/ns-trip.asp - The Accessible Transportation Assistance Program (ATAP) aims to enhance <u>existing</u> inclusive transportation services through the purchase of an accessible vehicle or modification of an existing vehicle: http://www.gov.ns.ca/snsmr/pdf/ans-muns-accessible-transportation.pdf - The Community Transportation Assistance Program (CTAP) is intended to promote the delivery and provide operating support for cost effective and sustainable community-based inclusive transportation services in low population density communities. It is provided only for dial-a-ride operations: http://www.gov.ns.ca/snsmr/pdf/ans-muns-community-transport.pdf

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	4.11.5 Have Metro Bus Service every 10 minutes and use small buses		<p>Another initiative: High-frequency bus corridors are already being addressed by Metro Transit, and policies related to Urban Express and High Frequency corridors will be included as part of the RP+5 review.</p> <p>Smaller buses require more drivers and maintenance per seat, and are not cost effective for urban transit. There may be potential for some rural communities to initiate their own services using minibuses or vans beyond the Metro Transit service area in partnership with the Province.</p>	Staff recommend that RP+5 include policies supportive of Urban Express and High Frequency corridors, but that CDAC not expand the scope of RP+5 to cover bus size, as these are detailed operational suggestions.	<p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit". This report identifies the key steps required to improve service and increase ridership. The creation of High Frequency Corridors was identified as one of these key steps. The full report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf</p> <p>Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit, which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p>
4.12 Improve and expand transit services in areas with high potential ridership	4.12.1 Add a Woodside /Dartmouth ferry service		<p>Another initiative: Metro Transit is planning to add a fourth vessel to its ferry service to increase frequency between Woodside and Halifax. Adding a route on the Dartmouth side between Woodside and downtown Dartmouth has been considered in the past, and if revisited would have to be compared with costs of running conventional buses or utilizing the Dartmouth waterfront rail line if such a linkage were justified in the future.</p>	Staff recommend that CDAC not expand the scope of RP+5 as this suggestion can be considered as part of the next Metro Transit 5 year plan.	Staff will be preparing the next Metro Transit 5 Year Plan following the completion of RP+5, and this suggestion can be evaluated that time.
Survey Says: Important 86% Not Important 4%	4.12.2 Consider Light Rail Transit		<p>Out of scope: This request is outside of the scope of this review. Regional Council recently requested the preparation of a Commuter Rail Feasibility Study to evaluate the potential for Commuter Rail. There are no plans to consider Light Rail at this time, as it is much more costly than Commuter Rail which takes advantage of surplus capacity on existing tracks. As track, vehicle and signalling technology continues to develop, options may arise in the future for in-street extensions from existing railheads to strategic destinations. In the meantime, staff will further explore the feasibility and cost of commuter rail on existing tracks.</p>	None required.	Ottawa operates wireless Diesel Light Rail on existing tracks, with lighter-weight railcars protected by Positive Train Control (PTC) from conventional trains using intersecting tracks. Track usage is also designed to be time-separated between conventional and lightweight trains, though currently no conventional trains use the same tracks. A brief description of the O-Train is at http://www.octranspo1.com/routes/o-train
	4.12.3 Expand the ferry service to Bedford		<p>In scope: Ferry service to Bedford would require specialized high-speed vessels. A cost overview has recently been done comparing the potential for rapid bus, fast ferry and rail service between Bedford and Halifax. It is too early to determine which type of service should be implemented. In the meantime, potential high-quality transit such as commuter rail, express buses or fast ferry service will be borne in mind as HRM staff reviews the location and distribution of the Regional Plan Growth Centres. The Mainland- North Corridor Study will may have a significant impact on future growth in the Bedford area and may require additional analysis with respect to eh high speed ferry t serving the area.</p>	Staff recommend that CDAC consider opportunities for high-quality transit service such as express bus, rail and ferry to help focus development into compact, walkable mixed-use town centres, and opportunities for these centres to enhance ridership on such services.	An operational and cost comparison of commuter rail, express bus and fast ferry for the Bedford-Halifax corridor is available at: http://www.halifax.ca/metrotransit/documents/BedfordTransitAlternatives.pdf

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	<p>4.12.4 <i>Make transit simpler, more intuitive, easier to use, consider "actual" rapid transit with its of ROW</i></p>		<p>In scope: This idea has potential and is already being addressed by Metro Transit which is identifying several High Frequency Corridors.</p> <p>The first High Frequency Corridor will be introduced on August 27, 2012. This corridor will stretch from the Bridge Terminal to the Portland Hills Terminal, and will have a frequency of 10 minutes or less on weekdays.</p> <p>Additional details will be available on the Metro Transit website as the launch date approaches. Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit, which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p> <p>Providing dedicated busways would be very expensive, though there are opportunities for extending bus lanes and adding ferry services. Existing underutilized tracks may also enable commuter rail to be implemented at some time in the future.</p>	<p>Staff recommend that CDAC refer to recent and upcoming studies on the potential for using transit modes and corridors best suited to meet the objectives of the Regional Plan.</p>	<p>In November of 2011, Metro Transit prepared a report for the Transportation Standing Committee of Council entitled, "Five Big Moves for Transit". This report identifies the key steps required to improve service and increase ridership. The creation of High Frequency Corridors was identified as one of these key steps. The full report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf</p> <p>An operational and cost comparison of commuter rail, express bus and fast ferry for the Bedford-Halifax corridor is available at: http://www.halifax.ca/metrotransit/documents/BedfordTransitAlternatives.pdf</p>
	<p>4.12.5. <i>Rewrite Metro Transit service standards based on density of jobs and residents per hectare rather than percent coverage.</i></p>		<p>Another initiative: Following the completion of RP+5, Metro Transit will be preparing a 5 year strategic plan, at which time this suggestion will be considered.</p>	<p>Continue to provide high level policy direction to increase level of service in the Regional Centre.</p>	<p>Metro Transit's current Five Year Operations Plan is available at http://www.halifax.ca/metrotransit/ssi/documents/5yearStrategicOperationsPlan.pdf</p>
	<p>4.12.6 <i>Implement a Northwest Arm WALK ON AND BIKE FERRY (NOT a high speed car ferry) that supports local active transportation between Mainland south and south end Halifax. No more Herring Cove Roads - that was a pathetic example of bad decision-making from local politicians on bike lanes and advancing active transportation infrastructure.</i></p>		<p>Another initiative: The current Regional Plan mentions the potential of community-based services, water taxis and small craft shuttles to serve specialized transportation markets. This specific proposal is more closely related to the Active Transportation Plan, which is also being reviewed. The idea of a bike-ped small-craft ferry across the Northwest Arm has been forwarded to the staff who are undertaking that review.</p> <p>An Active Transportation commuter cycling route between Mainland Halifax and the Peninsula is being looked at through a consultant study. This will also inform the review of the Active Transportation Plan.</p>	<p>Staff recommend that the AT Plan review consider options for AT mobility between Mainland Halifax and the Peninsula.</p> <p>Staff recommend CDAC consider adding Regional Plan policies facilitating community-based bus and small-boat services in partnership with private operators and other levels of government, separate from but complementing Metro Transit services, with criteria to guide any involvement by HRM.</p>	<p>Two Northwest Arm small-boat pilot projects were undertaken with logistical assistance from HRM several years ago, at the initiative of local community groups who chartered private operators. Ridership was encouraging but lapsed due to repeated cancellations because the dock was not usable in high winds. The experience gained points to the importance of adequate docking facilities, optimum vessel size, advertising and communication with regular users. Further research has been done at the Dalhousie School of Planning, and can be made available upon request. The potential for a small-boat ferry across the Northwest Arm serving cyclists, pedestrians and wheelchair users will be considered as part of the Active Transportation Plan review.</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	4.12.7 Consider the work done by the Cities & Environment Unit & It's More Than Buses		<p><u>In scope:</u> Some of the concepts introduced by these groups were included in the "Five Big Moves for Transit" report to the Transportation Standing Committee in November, 2011.</p> <p>Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit, which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p>	Staff recommend RP+5 continue to provide high level policy direction to increase investment and level of transit service in the Regional Centre based on the Metro Transit Five Big Moves.	The report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf
	4.12.8 Metro Transit bus number 107 should stop in East Preston		<u>Out of Scope:</u> East Preston is serviced by the existing Community Transit route on Highway # 7 and Brooks Drive. Metro Transit does intend to introduce Route 370 Porters Lake in the coming year. This will be a limited stop rural express route, stopping only in Porters Lake, Dartmouth, and Halifax. There is no additional transit service planned at this time for East Preston.	N/A	
	4.12.9 There should be transit along the St. Margaret's Bay Road from Tantallon to the downtown – At least a Link or MetroX on week days.		<u>Out of Scope:</u> MetroX service already exists for this community. The Route 330 is a limited stop MetroX route, providing service from Tantallon to downtown Halifax via Highway 103. On August 27 th , 2012, the Route 330 will be expanded to include a stop in Sheldrake Lake (Exit 4 on Highway 103). The Route 33 Tantallon Express also provides weekday rush hour service from Tantallon to downtown Halifax, via Hammonds Plains Road. Route 21 and 23 currently provide service to Timberlea along the St. Margarets Bay Road. There are no additional plans for expansion of transit to this area at this time as the bulk of the population is served by the existing service.	N/A	
4.13 Support economic growth and densification goals by implementing previously planned circulatory transit routes for the Peninsula Survey says Important 67% Not important 5%	4.13.1 What are the previously planned circulatory transit routes?		<p><u>In scope:</u> This refers to the previously planned downtown shuttle that would provide circulation within the downtown core. Metro Transit's Route 8 Waterfront was created to serve this need.</p> <p>Preparation and consultation on the next Metro Transit 5 Year Plan will include evaluation of the most appropriate ways to improve transit in the Regional Centre.</p>	Staff recommend RP+5 continue to provide high level policy direction to increase investment and level of transit service in the Regional Centre based on the Metro Transit's Five Big Moves.	The report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf
	4.13.2 Not all existing transit routes are equally viable. Cannot comment on "previously planned circulatory transit routes". I support the conclusions of the IMTB (It's More Than Buses) public consultation that took place in 2011.		<p><u>In scope:</u> Some of the concepts introduced during "More than Buses" were included in the "Five Big Moves for Transit" report to the Transportation Standing Committee in November, 2011.</p> <p>Staff intend to bring forward the principles of the Five Big Moves for consideration as part of the engagement/consultation process with Regional Council and the public during preparation of the next five year plan for Metro Transit, which is anticipated to commence following the conclusion of RP+5, targeted for Spring 2013.</p>	Staff recommend RP+5 continue to provide high level policy direction to increase investment and level of transit service in the Regional Centre based on the Metro Transit's Five Big Moves.	The report can be found at: http://www.halifax.ca/boardscom/SCtransp/documents/Big5RecommendationReportasofNov4.pdf

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>4.14. Assist rural communities with locally-based, independently operated mini-bus and small boat services</p> <p>Survey says Important 67% Not important 9%</p>	<p>4.14.1 Rural communities, as always, an afterthought, even though we pay HRM taxes. Instead of "assisting" rural communities, how about finally acknowledging that HRM extends to Ecum Secum and WE NEED A BUS!</p>		<p><u>In scope:</u> Section 4.3.2.5 of the current Regional Plan identifies potential for community-based public transport for small rural areas Metro Transit is not well positioned to serve small, specialized transportation markets in rural areas due to vehicle size, garage locations and the need to focus limited resources on areas with high ridership potential. HRM staff have been working with consultants, provincial staff and community representatives to explore alternative models for rural mobility based on community self-organization, and cost sharing using small vehicles, variable routes and more flexible scheduling. A report will be sent to Regional Council outlining a possible partnership approach for rural communities interested in establishing their own local mobility services.</p>	<p>Staff recommend that CDAC consider adding Regional Plan policies facilitating community-based public transport solutions in partnership with the Province for services not provided by Metro Transit.</p>	<p>See 4.11.4</p>
	<p>4.14.2 Where does rural community transportation fit into the plan</p>		<p><u>Partially in scope:</u> Section 4.3.2.5 of the Regional Plan identifies potential for community-based public transport for small rural areas. Metro Transit is not well positioned to serve small, specialized transportation markets in rural areas due to vehicle size, garage locations and the need to focus limited resources on areas with high ridership potential. HRM staff have been working with consultants, provincial staff and community representatives to explore alternative models for rural mobility based on community self-organization, and cost sharing using small vehicles, variable routes and more flexible scheduling. A report will be sent to Regional Council outlining a possible partnership approach for rural communities interested in establishing their own local mobility services.</p>	<p>Staff recommend that Regional Plan policies facilitating community-based public transport solutions in partnership with the Province for services not provided by Metro Transit be strengthened and include a provision for set criteria.</p> <p>Staff recommend that the review continue to mandate the revision of rural road standards to facilitate more sustainable and walkable community design.</p>	<p>See 4.11.4</p>
<p>4.15 NEW Approve a Metro Transit Service Boundary where public transit service is viable and appropriate based on ridership potential and growth objectives of the Regional Plan</p>	<p>See 4.1.1, 4.2.1, 4.2.2, 4.2.3, 4.10.1, 4.11.1, 4.11.2, 4.11.4, 4.14.1, 4.14.2 4.12.7, 4.12.8, 4.12.9, 4.13.1, 4.13.2, 4.11.5, 4.12.1, 4.12.2, 4.12.3, 4.12.4, 4.12.5</p>		<p><u>In scope:</u> One of the key objectives of the RP+5 review is a greater integration between land use and transit planning (see October 4, 2011 staff initiation report http://www.halifax.ca/regionalplanning/documents/RP5ReviewScopeWorkplan.pdf)</p> <p>One of the key objectives of the Regional Plan is to reduce reliance on private automobile and increase the use of transit and active transportation. Community consultation to date identified transit as one of the key issues of importance to the community. The Five Big Moves for Transit highlights "Investing in Service Quality and Reliability" (#2) and "Focus On Cost Effective & High Ridership Service" (#3). To be effective, these goals need to be supported by a clearly identified area of transit service that can support regional growth objectives and introduce a degree of predictability into the local housing market, while also facilitating community-based public transport solutions in partnership with the Province</p>	<p>Staff recommend that as part of the RP+5 process a Transit Service Boundary be proposed to indicate where transit service will be provided over the span of the Regional Plan to maximize ridership potential, enable improvements to existing services and support Regional Plan's growth objectives.</p> <p>The Transit Service Boundary will be presented during Phase 2 of RP+5 public consultations (Winter 2013)</p>	