



WHAT WE HEARD:

PUBLIC FORUMS and INFORMATION SESSIONS, NOVEMBER 2018

This document summarizes feedback and concerns heard from community members at three pop-up information sessions and two public forums in November 2018.

In advance of the public forums, Leading with Transit volunteers engaged dozens of community members at the Seaport Farmers' market in Halifax, Marley's Hope Holiday Craft Fair in Cole Harbour, and Dartmouth Pet Expo in Eastern Passage. Participants showed us on a map where they would like transit to go, and answered the questions:

- What should transit look like in 50 years?
- What would make you switch to transit?
- What would make transit work better for you?

Responses are recorded below according to our [Guiding Principles](#).

GENERAL CONCERNS HEARD

- The arrival of autonomous vehicles brings both challenges and opportunities. There is urgent need to act now, to shape the form of our cities before autonomous vehicles begin radically changing our built environment – the way cars did when mass vehicle ownership arrived. Installing permanent transit Right of Ways now will encourage future development to occur around transit.
- Service is not frequent and efficient, or even present for commuters in many areas of HRM. If you can afford to operate a vehicle, taking transit doesn't make sense; this needs to change.
- Regional Councillors and other politicians need to take transit concerns more seriously.

LwT ACTION: If we don't act now, industry and business will shape our city for us. We need to invent our future, not simply let it happen to us.

What can you do? Join us! Follow/like us on [Facebook](#), attend our events, and join one of our working groups. Your skills and support are needed to help advocate and make the case for a long-term transit strategy and investment in HRM.



IDEAS & SUGGESTIONS

Frequent

- 15 min service
- More than once every 30 min service
- More harbour transit options

Reliable

- Ensure busses wait for connections
- Reliable schedule
- Faster than driving personal vehicle
- Bus stops further apart

Accessible

- Affordable fares
- Reloadable cards and passes (presto cards)
- Fare capping
- Transit stops that enable accessible loading rather than fold-out ramps
- Accommodation for strollers, storage etc.
- More flexible seating (lifts to create space for wheelchairs, walkers, or strollers) in other areas of the bus.
- Hubs for Military members to bus to work; collaborate with DND on initiatives for ridership
- LINK bus should extend to seaport market, include a few more stop options
- Park and Ride at HRM/East Hants border.

Efficient

- Solar powered
- Alternative and renewable fuel sources
- Not reliant on fossil fuels
- Integrated with AT paths and routes

Permanent

- RAIL. Greatest number of responses called for some form of *rail* (LRT, commuter rail, Train to Cape Breton)
- Consider sea-level rise in 50 years – ensure permanent transit infrastructure accounts for this.
- Implement a gas tax like Vancouver to generate transit funding and encourage ridership

Passenger Centric

- Pet friendly
- Wi-fi
- Free park and Ride parking
- Information screens



- Safe vehicles
- Better event service
- Electronic fares and passes
- Rear door loading

Where would you like transit to go?

- Practical rural service is needed
- Musquodobit Harbour area has many commuters
- Daily regional routes from Windsor, Truro to HFX
- Rural Park and Ride Terminals are needed, especially at the limits of transit service
- Consider Rural Express Routes (see ENTRA Consultants report on 100 series highways)
- Regional and inter-provincial transit options
- Lawrencetown Road service
- Cole Harbour to Eastern Passage
- Tantallon Express – adding a stop in the North End
- Improved Dartmouth to Preston service via Main St. (Access to fresh groceries at Dave's)
- Service to local beaches (both south and eastern shores)

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