Express Shuttle Study

REPORT

PREPARED FOR

Dalhousie University
Saint Mary’s University
Capital Health
IWK Health Centre

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1. INTRODUCTION

1.1 Scope and Objectives

"Canada’s future sustainable development – in terms of competitiveness, environmental stewardship, human health and social inclusion – will require fundamentally different patterns of transport use ... in which particular priority is placed on collective forms of passenger transport, on active transport, on non-transport mobility options ... over and above the single-[passenger] automobile."

- Urban Transit in Canada: Taking Stock of Recent Progress (2009)

The purpose of this report is to develop the rationale and present an operating plan for an express shuttle program to serve Dalhousie University, Saint Mary’s University, Capital Health and the IWK Health Centre in south end peninsular Halifax. These institutions are all members of the Institutional District Transportation Committee.

The basic concept of a shuttle service is that of a micro transit system. One of the key motivations for this initiative is the recent Dalhousie Transportation Demand Management (TDM) Plan which recommends that the university “explore use of off-site park-and-ride facilities linked to the campus with a shuttle bus ... preferably in partnership with adjacent hospitals”

This study was also precipitated by the concern of the Transportation Committee that transit service within the Institutional District in particular did not adequately serve the needs of this large employment base and that an alternative service may be warranted. Beyond this concern was the recognition that significant benefits could accrue to the participants, to wit: less demand for employee parking spaces could reduce overall campus expansion costs, and with fewer employees parking at the hospitals there could be better focus given to visitor and patient parking needs without having to add costly parking in the immediate vicinity of the hospitals.

The specific mandate for this study was to identify and implement a process for gathering input from the Committee communities and stakeholder agencies to identify transit service needs, capital needs, partnership opportunities, funding options, and implementation strategies. Following this mandate, the study has gathered input from students, faculty, and staff of Dalhousie and Saint Mary’s University and employees of Capital Health and the IWK. Focusing mainly on the work trip, it presents an understanding of population locations, travel patterns for work, and existing transit usage. The data employed was derived mainly from:

- Employee residence data (forward sortation area (FSA) postal code information)
- An online employee travel pattern survey
- Travel time surveys

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1 Urban Transportation Task Force, (Ottawa: Council of Deputy Ministers Responsible for Transportation and Highway Safety, 2009)
2 Transportation Demand Management Plan for Dalhousie University, November 2011, p. 52, 54.
Prior existing commuter study and transportation demand management studies completed by the various participants.

This report provides a realistic operating plan for an express shuttle program, including proposed service levels, routes (maps), annual capital and operating costs over a five-year period, as well as an estimate of off-site parking requirement, a governance and finance plan, and an implementation process and schedule.

As indicated by the quote at the beginning of this section, finding and implementing alternatives to cars, especially for the commute trip, will be an important component of our sustainable future. It is a reality of TDM strategies that no single initiative tends to be sufficient to cause a significant shift in transportation mode choice. Instead, many strategies working in concert tend to be most effective in fostering permanent change. The shuttle initiative is thus an important element in, and in fact dependent on, a larger initiative.
2 BACKGROUND

2.1 Introduction
The four participants in this study, members of the Institutional District Transportation Committee, are Dalhousie University, Saint Mary’s University, Capital Health and the IWK Children’s’ Hospital. Together they provide work to more than 18,000 full and part-time employees. In addition, thousands of students, patients and families come to the respective facilities each day.

The map below shows the general configuration of the Institutional District in south end peninsular Halifax as well as the locations of each employer or building. It is estimated that more than 40,000 people move to and from the Institutional District on a daily basis.

Figure 1: Institutional District

2.2 Participants: Facilities and Challenges
Following are brief descriptions of each institution and its current employee transportation challenges.

2.2.1 Dalhousie University
Dalhousie University includes three connected campuses that cover some 32 hectares (nearly 80 acres) in Peninsular Halifax. The campuses are Studley, Carleton and Sexton (the former Technical University of Nova Scotia). It is the largest university in Atlantic Canada with about 6,000 faculty and staff members and 17,500 students at its Halifax campuses.
The Dalhousie University Master Plan Framework Plan (2010) reports that approximately 11 percent of students and 39 percent of staff and faculty are drivers who park on campus. The figure below shows the distribution of the surface parking supply (shown in grey). The figure also shows transit routes.

Figure 2: Dalhousie University Transit Routes and Parking

As also shown in the figure above, the University is served by several Metro Transit bus routes. These are listed as follows:

Table 1: Transit Service to Dalhousie University

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Name</th>
<th>Route</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Spring Garden</td>
<td>Coburg Road (east-west)</td>
<td>10 minutes</td>
</tr>
<tr>
<td>3</td>
<td>Mumford</td>
<td>Robie / University</td>
<td>3 times a day</td>
</tr>
<tr>
<td>7</td>
<td>Robie</td>
<td>Robie / South</td>
<td>20/30 minutes</td>
</tr>
<tr>
<td>10</td>
<td>Dalhousie</td>
<td>South / Dal Terminal</td>
<td>30 minutes</td>
</tr>
<tr>
<td>14</td>
<td>Leiblin Park</td>
<td>Robie / Spring Garden / South Park / South</td>
<td>30 minutes</td>
</tr>
<tr>
<td>17</td>
<td>Saint Mary's</td>
<td>Robie</td>
<td>30 minutes</td>
</tr>
<tr>
<td>18</td>
<td>Universities</td>
<td>Robie / South Park / Spring Garden</td>
<td>30 minutes</td>
</tr>
<tr>
<td>41</td>
<td>Dal-Dartmouth</td>
<td>South / Dal Terminal</td>
<td>30 minutes</td>
</tr>
<tr>
<td>42</td>
<td>Dal-Lacewood</td>
<td>South / Dal Terminal</td>
<td>30 minutes</td>
</tr>
<tr>
<td>58</td>
<td>Woodlawn</td>
<td>Coburg</td>
<td>Weekday peak hours.</td>
</tr>
<tr>
<td>80</td>
<td>Sackville</td>
<td>Robie / Spring Garden</td>
<td>30 minutes</td>
</tr>
<tr>
<td>81</td>
<td>Hemlock Ravine</td>
<td>Robie / Spring Garden</td>
<td>30 minutes</td>
</tr>
<tr>
<td>90</td>
<td>Larry Uteck</td>
<td>Robie / University</td>
<td>30 minutes</td>
</tr>
</tbody>
</table>

Note: This table focuses on service to the Studley and Carleton campuses. Since it borders the busy transit corridor of Spring Garden Road, the Sexton Campus is well served by many routes; the other campuses much less so.

The Route 1 bus provides the most frequent service to the university, operating along the northern boundary of the Dal Campus. There is a transit terminal at Dal served by Routes 10, 41 and 42. Dal students participate in Metro Transit’s U-Pass program.
In addition to the Metro Transit service, the university also provides a student transportation service after hours as a security feature for students going off-campus called Tiger Patrol. The service uses two seven-seat vans owned and operated by Dal Student Union. During the daytime the vans tend to remain idle.

2.2.1.1 Current Issues
One of the key land use policy challenges facing Dalhousie has to do with the provision of parking. The problem of parking availability is particularly acute at this time in the University’s history as it is undergoing expansion. In 2011, there were 2,090 parking spaces distributed across the campus as follows:

<table>
<thead>
<tr>
<th>Campus</th>
<th>General</th>
<th>Reserved</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studley</td>
<td>876</td>
<td>370</td>
<td>168</td>
</tr>
<tr>
<td>Carleton</td>
<td>39</td>
<td>173</td>
<td>3</td>
</tr>
<tr>
<td>Sexton</td>
<td>323</td>
<td>89</td>
<td>49</td>
</tr>
<tr>
<td>Total</td>
<td>1238</td>
<td>632</td>
<td>220</td>
</tr>
</tbody>
</table>

Source: Transportation Demand Management Plan for Dalhousie University, November 2011. “Other” refers to accessible parking, motorcycle parking, metered spaces and undefined. There are various grades of general parking including term, weekly, daily and special purpose (e.g., for patrons of DalPlex and overnight parking). According to the current Dalhousie Parking Fees (September 1, 2011 – August 31, 2012), annual fees vary from about $225 for outdoor regular (unreserved) staff parking up to $1,255 for some indoor reserved spaces. This translates into a range of $0.90 and $5.00 per day, respectively, based on 250 working days. Daily rates are a little less than $10.

Under municipal regulations, the university is required to maintain at least 1730 parking spaces which, based on this inventory, it currently exceeds.³ Dal uses a general and “preferred” parking system. As stated in the recent Transportation Demand Management Plan for Dalhousie University (2011), “current practice is to oversell the general parking spaces, which results in occasions where all parking spaces are full and some permit holders are unable to park.” In 2010, the University limited the number reserved spaces it sold, which led to panic among patrons. There is clearly a greater demand for parking than there is supply. Meanwhile, there are varying positions and possible approaches to the solution. For example:

- Should the supply remain static but at a higher user cost to manage the demand?
- Should fees remain static so as not to discourage enrollment?
- Should supply be increased and at what cost and what benefit?

³ Land use policy 70BC(1) for the U-2 (high-density university) zone states: “Parking for U-1 and U-2 uses in the ‘Peninsula Centre Area’, shall be required to be maintained at 1730 or more parking spaces in total.” - Halifax Regional Municipality, Land Use By-Law for Halifax Peninsula, updated to March 24, 2012, page 107. A map of relevant zoning is provided in Appendix D.
While these questions are outside the immediate scope of the present study, they may form part of the solution to the viability of an offsite park and ride/shuttle solution: most of the new parking spaces that have been added at Dal in recent years have been in structures (e.g., Risley Hall, Marion McCain Building). Such parking is very costly to construct.

When viewed from the broad perspective, the concept of remote parking can offer an attractive alternative for employees if it can be provided at a lower cost and without undue convenience. The provision of off-site parking has the potential to reduce the need for parking structures. It may therefore be argued that funds intended for this type of parking may be used to support the shuttle system instead or at least to help defer construction of the parking spaces.

2.2.2 Saint Mary’s University
Saint Mary’s University has approximately 7,250 students and 750 faculty and non-teaching staff. There are 886 parking spaces and additional metered on-street parking in the vicinity of the university. Saint Mary’s sells approximately 1,000 parking permits each year, with about half of them sold to faculty and staff. The following map, prepared by the university, illustrates the distribution of parking permit holders in 2010. The largest concentration of permit holders is on the peninsula and Mainland North.

Figure 3: Distribution of parking permit holders, Saint Mary’s University - 2010

Saint Mary’s University Campus Master Plan, Campus Growth Potential (online: http://www.smu.ca/masterplan/growth.html)
Saint Mary’s encourages staff and students to walk, cycle, and carpool through the HRM SmartTrip program and it also partners with Metro Transit in the provision of the U-Pass program for students. The university is serviced by Metro Transit with 5 routes – 9, 10, 14, 17, and 18 – as shown in the following table.

<table>
<thead>
<tr>
<th>Route number</th>
<th>Name</th>
<th>Route</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Barrington</td>
<td>Tower Road</td>
<td>60 minutes</td>
</tr>
<tr>
<td>10</td>
<td>Dalhousie</td>
<td>Beaufort / Inglis</td>
<td>30 minutes</td>
</tr>
<tr>
<td>14</td>
<td>Leiblin Park</td>
<td>Robie / Spring Garden / South Park / South</td>
<td>30 minutes</td>
</tr>
<tr>
<td>17</td>
<td>Saint Mary’s</td>
<td>Robie / Inglis</td>
<td>30 minutes</td>
</tr>
<tr>
<td>18</td>
<td>Universities</td>
<td>Robie / South Park / Spring Garden</td>
<td>30 minutes</td>
</tr>
</tbody>
</table>

2.2.2.1 Current Issues
The Campus Master Plan creates the opportunity for, but does not prescribe, an ultimate increase of 4,000 annual enrollments. It also calls for 1,118 parking spaces long term, an increase of 26 percent more than the current inventory. It assumes that this addition will necessarily be incorporated into parking structures. The Plan states: “The provision of parking in structured facilities requires that the University dedicate sufficient revenue to build parking facilities and simultaneously promote alternative modes of transportation in a cohesive, proactive and comprehensive fashion.” Yearly parking rates for employees range from $360 to $605 for reserved underground spaces (1.44 to $2.42 per day respectively). Motorcycle permits cost $70 or $0.28 per day. Part time faculty typically use metered parking at $2 per hour. The impact of these low rates will need to be borne in mind when considering fare structure of the express shuttle.

2.2.3 Capital Health
Capital Health is the main agency responsible for administering hospital services in the Halifax Regional Municipality, with a total of 22 major facilities owned or rented by the agency. Of these, the QE II Hospital Complex is the focus of this study. The QE II Hospital complex is the leading medical care facility in Atlantic Canada, with

Capital Health operates a shuttle service which runs between the IWK Hospital on Summer Street and the Mackenzie Building on University Avenue. The service is free and runs on 15-minute headways following a back and forth route on Summer Street. Total length of the route is about 2 kilometres (round trip). The shuttle was required to serve the blood analysis function of the hospital. As blood samples are drawn from patients at the IWK and analyzed at the Mackenzie buildings, it is necessary to transport the samples frequently between the two buildings. It was found beneficial to offer the shuttle service in addition to the sample run since the vehicle was already available. The service is provided by a private company under contract to Capital Health. The service is licensed to operate under provisions of the Motor Carrier Act.

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5 Source: http://www.smu.ca/administration/facilities/park_staff.html
patients coming to the city for specialized treatments from all four Atlantic Provinces. The Complex consists of two main campuses, also known as Sites:

- **VG Site:**
  - Bethune Building
  - Centennial Building
  - Centre for Clinical Research
  - Dickson Building
  - Victoria Building
  - Mackenzie Building
  - Nova Scotia Rehabilitation

- **Halifax Infirmary Site**
  - Camp Hill Veterans Memorial Centre
  - Halifax Infirmary
  - Abby J. Lane Memorial Building

There are approximately 7,400 medical and support staff at these two sites. The hospitals are serviced by Metro Transit. Since it straddles the busy transit corridor of Spring Garden Road, Capital Health is well served by many transit routes. In addition, Capital Health offers a shuttle service which runs between the VG and Camp Hill Sites, described in the side bar on the previous page.

### 2.2.3.1 Current Issues
The hospitals are zoned under the Park and Institutional (P) land use designation on the Peninsula. The Land Use By-Law does not make any explicit requirement that parking be provided in this zone. Therefore, the amount of parking provided tends to a business decision rather than a response to regulation. At present, there are about 1,750 public and 150 staff-only parking spaces within the QEII Complex, distributed as follows:

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>Parking Spaces</th>
<th>Daily Parking Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VG</strong></td>
<td>South Park Street (surface)</td>
<td>712</td>
<td>$13 Public</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$13 Staff</td>
</tr>
<tr>
<td></td>
<td>Rehab (surface)</td>
<td>79</td>
<td>$5 Public</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$5 Staff</td>
</tr>
<tr>
<td></td>
<td>College Street (surface)</td>
<td>150 (est.)</td>
<td>$2 (overnight) Public</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$2 (overnight) Staff</td>
</tr>
<tr>
<td><strong>Halifax Infirmary</strong></td>
<td>Robie Street Parkade</td>
<td>637</td>
<td>$13 Public</td>
</tr>
<tr>
<td></td>
<td>Veterans Memorial / Abby Lane (structure)</td>
<td>264</td>
<td>$13 Public</td>
</tr>
<tr>
<td></td>
<td>Summer Street (surface, metered)</td>
<td>62</td>
<td>$7.50 Public (max. 3 hr.)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>1,754</td>
<td>150 Public</td>
</tr>
</tbody>
</table>
Note: The Nova Scotia Cancer Centre expansion was initiated in 2012, displacing about 85 parking spaces next to the Dixon Building. Displaced employees were encouraged to park at the Fenwick Tower parking garage.

2.2.4 IWK Children’s’ Hospital
The IWK Health Centre, which encompasses the Grace Maternity hospital, is the regional children’s hospital. It is situated adjacent to the VG Site of the QEII Hospital Complex. Most visitors park in a six-storey structured facility attached to the hospital building which holds approximately 550 vehicles. Parking rate is 13 dollars per day although weekly rates can be arranged for visiting families. Staff typically park in surface parking lots on South Street. Rates at those lots are 6 and 9 dollars per day.

### Table 5: IWK parking (estimate)

<table>
<thead>
<tr>
<th>Location</th>
<th>Parking Spaces</th>
<th>Daily Parking Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Public</td>
<td>Staff</td>
</tr>
</tbody>
</table>
| University Avenue  
(parking structure) | 550     | $13   | $13    |
| South Street - Impark  
(surface)         | 100     |    $6   |
| APSEA Lot                        | 50     |        | $9     |
| **Total**                      | **550** | **100** |         |

2.2.4.1 Current Issues
The hospital actively encourages staff to find alternate transportation. The park and ride shuttle would be seen as one aspect of an overall strategy at the hospital. As noted earlier, the HRM Municipal Planning Strategy (MPS) and Land Use Bylaw do not include any specific requirements for parking at any of the hospitals. Regarding the IWK parking area, it states (Policy 7.2.2), “the most appropriate reuse of the parking lot west of the Children’s Hospital on South Street and Robie Street shall be considered by the City to be institutional.” The MPS also states (Policy 3.1.3) “Facilities related to major institutional uses shall not be permitted to locate in residential areas. Such facilities shall be required to locate within the areas designated for said uses”. This restriction is presumed to include parking facilities, which by this policy would not be permitted adjacent to institutionally-zoned land.

2.2.5 Summary of Parking Rates

### Table 6: Daily Staff Parking Rates – All Institutions

<table>
<thead>
<tr>
<th>Institution</th>
<th>Parking Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalhousie University</td>
<td>Low $0.90</td>
</tr>
<tr>
<td>Saint Mary’s University</td>
<td>High $5.00</td>
</tr>
<tr>
<td>Capital Health Hospitals</td>
<td>Low $1.44</td>
</tr>
<tr>
<td>IWK Hospital</td>
<td>High $2.42</td>
</tr>
<tr>
<td>Permit Parking</td>
<td>Low n/a</td>
</tr>
<tr>
<td>Daily Parking (flat rate or max. time)</td>
<td>Low n/a</td>
</tr>
<tr>
<td></td>
<td>High $5.00</td>
</tr>
<tr>
<td></td>
<td>Low $10</td>
</tr>
<tr>
<td></td>
<td>High $16</td>
</tr>
<tr>
<td></td>
<td>Low n/a</td>
</tr>
<tr>
<td></td>
<td>High $13</td>
</tr>
<tr>
<td></td>
<td>High $13</td>
</tr>
</tbody>
</table>
3 CURRENT CONDITIONS (DEMAND ANALYSIS)

3.1 Introduction
Having looked at the four individual institutions and their various transportation issues and concerns, the remainder of this report looks at these employers in the aggregate, since a single service is being contemplated that would serve all institutions.

The questions to understand are where employees live, where they work, how they currently travel, and what issues and opportunities are available to service a portion of these trips by an express shuttle mode? In other words, how many people could be served, and from where and by what means?

This chapter will address these questions.

3.2 Where people live and where they work
For simplicity, we have defined five basic geographical areas to illustrate where people live. As shown in Figure 4, these are based on postal code forward sortation areas (FSA) and labelled Peninsula, Area North, Area South, Area East and Area West. They are described as follows:

- Peninsula (Halifax Peninsula east of Joseph Howe Drive; FSAs B3K, B3L, B3J, B3H )
- Area North (Bedford, Sackville, the airport, Hants County and areas beyond via Highways 102 and 101; B4A, B4C, B4G, B4E, BT7 and others outside HRM)
- Area South (Armdale, Spryfield, Purcells Cove and as far as West Pennant; B3P, B3R, B3V)
- Area West (Mainland Halifax, Lakeside-Timberlea, Tantallon and points farther west via Highway 103; B4B, B3Z, B3M, B3N, B3S, B3T and others outside in rural parts of the county and further west)

Figure 4: Study Area Geography (based on postal code FSA)
Using the geography described above, the following table shows total employees at each of the four institutions distributed by their general place of residence. Colours correspond to map colours.

**Table 7: Estimated Institutional District Employment (from postal code FSA data)**

<table>
<thead>
<tr>
<th>Area</th>
<th>Empl</th>
<th>Percent</th>
<th>Empl</th>
<th>Percent</th>
<th>Empl</th>
<th>Percent</th>
<th>Empl</th>
<th>Percent</th>
<th>Empl</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area North</td>
<td>612</td>
<td>9%</td>
<td>1241</td>
<td>17%</td>
<td>76</td>
<td>10%</td>
<td>365</td>
<td>17%</td>
<td>2294</td>
<td>14%</td>
</tr>
<tr>
<td>Area East</td>
<td>880</td>
<td>13%</td>
<td>1760</td>
<td>24%</td>
<td>131</td>
<td>18%</td>
<td>569</td>
<td>26%</td>
<td>3340</td>
<td>20%</td>
</tr>
<tr>
<td>East/North</td>
<td>1492</td>
<td>23%</td>
<td>3001</td>
<td>40%</td>
<td>207</td>
<td>28%</td>
<td>934</td>
<td>42%</td>
<td>5634</td>
<td>33%</td>
</tr>
<tr>
<td>Area South</td>
<td>388</td>
<td>6%</td>
<td>591</td>
<td>8%</td>
<td>56</td>
<td>8%</td>
<td>194</td>
<td>9%</td>
<td>1229</td>
<td>7%</td>
</tr>
<tr>
<td>Area West</td>
<td>1454</td>
<td>22%</td>
<td>2293</td>
<td>31%</td>
<td>210</td>
<td>28%</td>
<td>631</td>
<td>29%</td>
<td>4588</td>
<td>27%</td>
</tr>
<tr>
<td>West/South</td>
<td>1842</td>
<td>28%</td>
<td>2884</td>
<td>39%</td>
<td>266</td>
<td>36%</td>
<td>825</td>
<td>38%</td>
<td>5817</td>
<td>34%</td>
</tr>
<tr>
<td>Peninsula</td>
<td>3264</td>
<td>49%</td>
<td>1535</td>
<td>21%</td>
<td>273</td>
<td>37%</td>
<td>440</td>
<td>20%</td>
<td>5512</td>
<td>32%</td>
</tr>
<tr>
<td>Total</td>
<td>6598</td>
<td></td>
<td>7420</td>
<td></td>
<td>746</td>
<td></td>
<td>2199</td>
<td></td>
<td>16963</td>
<td></td>
</tr>
</tbody>
</table>

The first element to note from this table is the number of employees at each institution (bottom line). Capital Health is the largest employer with over 7,400 employees resident in Nova Scotia\(^6\), followed by Dalhousie University, the IWK and finally Saint Mary's with the fewest employees (about one-tenth as many as Capital Health). As noted earlier, there are about 17,000 local employees in the Institutional District overall.

The data in Table 4 may be further appreciated by looking at the following graphs. The first graph aggregates employees by geography and place of work. A more detailed chart showing residence by community is shown in Appendix A.

*Figure 5: Area of Residence / Place of Work*

The next graph simplifies the distribution by aggregating all employees geographically.

---

\(^6\) There are a few employees, mainly faculty, who live outside the Province and who are not included in these data.
From these data and charts we can see that about one in three employees (5,500 or 32%) lives on the Peninsula. From an express shuttle point of view we are least concerned about this group because employees living on the Peninsula already have the widest range of travel options available within the Region – walking, cycling, public transit, taxi, private auto and so forth. This group is dominated by employees of Dalhousie University (more than 3,000 live on the Peninsula).

The next largest group lives to the west (27 percent) and this group is dominated by Capital Health (31 percent of Capital health employees live west of the Peninsula). Finally, one in five of all employees (20 percent) live on the east side of the harbour, dominated by Capital Health employees (24 percent). 14 percent of all employees live north of the Peninsula, and about 7 percent live to the south.

3.3 How people travel now, and how often
In order to understand how people travel now, it is necessary to access other sources of information. To this end, we designed a questionnaire which was administered to employees in May. Complete findings from the survey are presented in Appendix B. For our purposes, this section will focus on specific findings about the work trip.

3.3.1 Survey and Data limitations
The questionnaire was designed for administration using a popular online survey program known as Survey Monkey. As all of the institutions have strict privacy and data sharing policies, it was necessary for most of them to recreate and administer the surveys using their preferred survey software. As a result, the data were collected independently and shared with MRC after the data were collected. The results were then aggregated. An unfortunate weakness of this approach was the fact that cross referencing could not be performed within the budget and time constraints. It was also not possible to geo-reference the results. Another limitation of the survey is that some employees such as walkers and cyclists may not have filled out the survey as it did not apply to them. Thus there is seems to be a higher number of drivers responding to this survey than might be noted in a regular commuter survey. Notwithstanding, the overall rate of participation in the survey (13 percent, see Appendix A) is considered excellent for a voluntary survey such as this.

3.3.2 Travel Mode
The survey revealed that for about 1 in 3 respondents, the main travel mode to work is to drive alone. This mode was by no means dominant however, as public transit and riding as or with a passenger
together accounted for 38 percent of travel among respondents. Walking also seems to be an important mode especially for employees of the universities. These findings are summarized in the figure below.

Figure 7: Usual and Alternate Transportation Modes

The figure also shows respondents’ main alternate mode. This provides some indication of their propensity to move to alternate modes. We can deduce from this comparison that if necessary, people would most likely shift to transit or share a ride. A small group (about 5 percent) would carpool. A sizable number would walk but not as many as already walk. The same is true for bicycles. A fair number of respondents said they would use a taxi or ride a motorcycle and a few (3 percent) said they would opt to work from home (telework).

Later, we’ll look at these figures more closely to see how they compare from one side of the harbour to the other. For now, it will be of interest to compare them against the mode choices reported in the 2006 Survey of Canada. In the following chart, which compares, Statistics Canada findings and our survey results, categories have been combined to make the definitions comparable:

Figure 8: Mode of Transport to Work (Regional Comparison)
The foregoing chart suggests that there is much lower reliance on public transit within the region as a whole than among employees of the Institutional District (12 percent for the region compared to about 22 percent among respondents). Walking to works also seems to be much more important as a mode than elsewhere. As a result, there is a much lower utilization of private automobiles whether as driver or passenger by employees of the Institutional District (56 percent compared to 76 percent in the region as a whole).

### 3.3.3 Commute Length

Commute lengths vary considerably by the type of institution. From the responses, it appears that employees are more likely to have a shorter commute if they work for one of the universities than the hospitals.

#### Figure 9: Commuting Time

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>Hospitals</th>
<th>Universities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 to 15 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 to 20 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 to 25 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 to 30 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 to 45 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 min to hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greater than 1 hour</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 3.4 When People Travel

#### 3.4.1 Shift Work and Start and End Times

Another aspect of how and when people travel for work is the daily arrival and departure times. This data allows us to determine the hours when demand for the shuttle is likely to be greatest. Of all survey respondents, about 18 percent worked shift work. Shift start times tended to be concentrated between 7 and 9 AM and 3 and 5 PM, while end times were spread out between 3 and 11 PM. The busiest hours are 7 AM (start) and 7 PM (end), which correspond to changing shifts for nursing staff at the hospitals.
Figure 10: Shift Start

Figure 11: Shift End
The remaining employees tend to have regular hours, most employees arriving for work between 7:15 and 9:00 AM, and leaving between 3:30 and 5:15, as shown in the next two graphs.

*Figure 12: Arrive Work*

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30 to 6:45</td>
<td>6%</td>
</tr>
<tr>
<td>6:46 to 7:00</td>
<td>6%</td>
</tr>
<tr>
<td>7:01 to 7:15</td>
<td>5%</td>
</tr>
<tr>
<td>7:16 to 7:30</td>
<td>8%</td>
</tr>
<tr>
<td>7:31 to 7:45</td>
<td>7%</td>
</tr>
<tr>
<td>7:46 to 8:00</td>
<td>14%</td>
</tr>
<tr>
<td>8:01 to 8:15</td>
<td>10%</td>
</tr>
<tr>
<td>8:16 to 8:30</td>
<td>11%</td>
</tr>
<tr>
<td>8:31 to 8:45</td>
<td>6%</td>
</tr>
<tr>
<td>8:46 to 9:00</td>
<td>5%</td>
</tr>
<tr>
<td>9:01 to 9:15</td>
<td>4%</td>
</tr>
<tr>
<td>9:16 to 9:30</td>
<td>6%</td>
</tr>
<tr>
<td>Telework</td>
<td>4%</td>
</tr>
<tr>
<td>I work outside</td>
<td>4%</td>
</tr>
<tr>
<td>I do not have</td>
<td>6%</td>
</tr>
<tr>
<td>regular arrival</td>
<td>time</td>
</tr>
</tbody>
</table>
3.4.2 Flexibility

Allied with the previous data set is the question of flexibility. The ability of an employee to have some flexibility in his or her arrival and departure times is an important consideration in scheduling a shuttle service. Delays caused by factors beyond the control of the scheduler or driver can sometimes affect the shuttle’s arrival and departure times. Such delays could include traffic delays, variations in pick-up and drop-off duration, and so forth. Where the employee has some flexibility, he or she is likely to feel more comfortable in using the shuttle service than those who have no flexibility. Fortunately, a majority of respondents (60 percent) report that they do have flexibility, which varies from up to 10 minutes for 20 to 30 percent of respondents, to more than 10 minutes for the remainder.

Figure 14: How Much Flexibility

Notably, the hospitals have more constraints than the universities, with about one in two employees having no flexibility.

Figure 15: Flexibility Comparison – Universities vs Hospitals
3.4.3 Weekend Work
We asked people how often they worked on weekends to determine the potential need or desire for a weekend shuttle. Approximately 1 employee in 3 works occasionally to many times on weekends while the remainder work rarely or never. This suggests that the demand for weekend use of parking facilities is likely to be modest. Therefore, assuming the availability of parking is the biggest constraint, the demand for a shuttle on weekends would appear to be low.

*Figure 16: Work on Weekends*

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Many times</td>
<td>15%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>17%</td>
</tr>
<tr>
<td>Rarely</td>
<td>26%</td>
</tr>
<tr>
<td>Never</td>
<td>42%</td>
</tr>
</tbody>
</table>
4 SERVICE MODEL

4.1 Introduction
An express shuttle may be said to operate as a mini-transit service, consisting of fixed-route buses that provide a link between a place where people park their cars and their place of work. The service model will focus on the single occupancy driver. This section describes the various aspect of the service – the service model.

4.2 Park and Ride
The expectation is that employees would drive to a remote parking site (usually called a “park and ride”) and there board a shuttle bus which takes them to their place of work. For vehicle security reasons, the park and ride area should be located in a highly visible location and may require perimeter fencing, lighting and security patrols. It should include a sheltered waiting area for those getting dropped off (“kiss and ride”) or those waiting outside their cars. The waiting period is expected to be relatively short for most users as they are likely to time their arrival at the parking lot close to the scheduled time of departure. It is assumed that the parking facility would be leased for the purpose of the express shuttle, at least in its initial operation.

4.3 Shuttle buses
The type, capacity and frequency of the shuttle buses will be dependent on a combination of expected usage and hours to be served. The recommended bus size will be discussed further in the next section.

4.4 How many people could be served, and from where?
Determining how many people could be served by an express shuttle is first dependent on where the pick-up point is located.

4.4.1 Determining an optimal location
An optimal location is desired, one that is not too close to the destination and thereby ineffective; and not so far away that it would only be of use to a limited few. Current practice is to locate transit terminals at “choke points” close to destinations – places where traffic slows down as it traverses capacity-constrained corridors and from which there is the greatest potential to divert a portion of travellers to other modes. The choke point approach is appropriate to an express shuttle as well. The decision to be made is: should the park and ride be located inside the choke point or outside it?

---

7 There is a possibility that people may wish to be dropped off or transfer from transit to the shuttle at some point along their journey to work, especially where it could reduce their trip length. While transfers such as this could be accommodated, it would not be the intent of the shuttle to intentionally divert passengers from transit.
Table 8: Pros and Cons of Park and Ride Location

<table>
<thead>
<tr>
<th>Inside choke points</th>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>It may be possible to offer high frequency service since the shuttle can run under less congested conditions (with its terminus at the Halifax Shopping Centre, Capital Health’s temporary shuttle in February, for example, achieved headways of 30 minutes).⁸</td>
<td>Having made it past the congestion, drivers may choose to continue since the remaining trip will be relatively quick.</td>
</tr>
</tbody>
</table>

| Outside choke points | Captures drivers before they enter congested areas; potentially lower land costs for parking. | May miss some travellers inside the choke point |

In discussing the pros and cons, members of the Institutional District Transportation Committee agreed that it was preferable to place the park and ride outside the choke point and as close as reasonable. It was felt that having longer headways was preferable to losing potential users because they would be too close to their destination to make the transfer worthwhile.

There are a very limited number of access points to Halifax Peninsula. Starting on the west side and moving clockwise they are:

- Armdale Roundabout – both Quinpool and Chebucto Roads link to the roundabout;
- Mumford Road – access from Joseph Howe Drive
- Highway 102/Bayers Road
- Windsor Street Interchange / Bedford Highway
- Mackay Bridge
- Macdonald Bridge

The closest to the Institutional district are, to the west, the southernmost links across the isthmus (Armdale Roundabout, Mumford Road, Highway 102/Bayers Road) and to the east, Macdonald Bridge. It is logical to locate a park and ride site near these points as they have the best potential to capture the maximum number of travellers and also to minimize the length of the shuttle trip.

Two locations are recommended – one to the west and one to the east of Halifax Peninsula. This is the minimum number that could be provided, given the geographical constraints provided by the limited number of access points and the presence of Halifax Harbour. Two alternative sites have been identified on each side, as illustrated in Figure 17.

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⁸ Headway may be defined as the amount of time between successive buses.
As shown in the figure, the sites are:

- Park and Ride (Alt W-1) – at the intersection of Northwest Arm Drive and Highway 102. This is Municipally-owned land that was being considered until recently for a transit park and ride by Metro Transit, and is now no longer under consideration by that department.
- Park and Ride (Alt W-2) – a site within Bayers Lake Business Park where there appears to be excess parking available. It is anticipated that use of a selected parking area could be negotiated with the owner. Though slightly farther away from the Institutional district than may be optimal, Alt 2 is proposed as an interim location until development of Alt W-1 may be completed.
- Park and Ride (Alt E-1) – a site on Wyse Road in Dartmouth several hundred metres north of the Macdonald Bridge. Currently paved but otherwise undeveloped, the site would probably need to be fenced for security and definition.
- Park and Ride (Alt E-1) – this alternate site was, until recently rented on a monthly basis to commuters by the Kiwanis Club of Dartmouth (during the course of our study, it was announce that the site was being proposed for development).

4.4.2 Determining how many people could be served
Based on the locations identified above, the following assumptions have been applied in estimating how many people might be served by the express shuttle.

- Shift workers are not likely to use the shuttle.
- About half of the hospital employees are not likely to use a shuttle because they have no flexibility within their work schedule.
- Approximately one in 3 other employees are also not likely to use the service for the same reason.
- Employees living on the Halifax Peninsula are not likely to use a shuttle.
- Only service during peak periods (7 to 9 AM and 3 to 5:30 PM) will be provided.
• The shuttle will target the drive-alone employees, who have the biggest demands on employee parking at present.
• As long as there are options to park near the place of work, most drive alone employees will opt against using the shuttle.

The following calculation has been used to estimate potential demand, based on the above assumptions. Aggressive policies may result in greater demand. Please note that this estimate uses data derived from a voluntary poll which cannot be considered a statistical reliability form of survey. The findings should therefore be used with caution. All figures are rounded.

Table 9: Usage Estimation – Express Shuttle

<table>
<thead>
<tr>
<th></th>
<th>All areas</th>
<th>West side</th>
<th>East side</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All Employees</strong></td>
<td>16960</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less 20% (shift workers)</td>
<td>3395</td>
<td></td>
<td></td>
<td>20 percent all employees</td>
</tr>
<tr>
<td>Less about half (47%) hospital workers (no flexibility)</td>
<td>4520</td>
<td></td>
<td></td>
<td>47 percent of 9,619 employees of IWK and CH</td>
</tr>
<tr>
<td>Less 32% other workers (no flexibility)</td>
<td>2350</td>
<td></td>
<td></td>
<td>32 percent of 7,344 (Dal, SMU)</td>
</tr>
<tr>
<td><strong>Sub total</strong></td>
<td>6700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Remainder Peninsula (32 %)</td>
<td>2180</td>
<td></td>
<td></td>
<td>32 percent of 6,700</td>
</tr>
<tr>
<td>Carry forward west side (41 %)</td>
<td>2750</td>
<td></td>
<td></td>
<td>41 percent of 6,700</td>
</tr>
<tr>
<td>Carry forward east side (26 %)</td>
<td>1770</td>
<td></td>
<td></td>
<td>26 percent of 6,700</td>
</tr>
<tr>
<td>Peak hour travel (60 %)</td>
<td>1650</td>
<td>1065</td>
<td></td>
<td>Service model</td>
</tr>
<tr>
<td>Drive alone (54/51 %)</td>
<td>890</td>
<td>540</td>
<td></td>
<td>Target group</td>
</tr>
<tr>
<td><strong>12% shuttle usage rate</strong></td>
<td><strong>105</strong></td>
<td><strong>65</strong></td>
<td></td>
<td>Potential ridership assumption: Average transit ridership among employees ranges from 19 to 26 percent; within the region as a whole, ridership for all workers is 12 percent: we have used the more conservative value.</td>
</tr>
</tbody>
</table>

**CASE STUDY**

In February 2012, Capital Health operated a short term employee shuttle service during the Metro Transit strike. It ran for two weeks from February 20 to March 2, carrying employees from a designated parking area at West End Mall to the QE II campus. The run was quite short which allowed headways to be maintained at 30 minutes using a single 45-passenger school bus. There were 7 departures from the mall in the morning (6 to 9 AM) and 9 departures in the afternoon (4 to 8 PM). In that period, the morning runs averaged 5 riders, while the afternoon runs averaged 4 riders, at a fare of $5 per day. The capture rate (based about 3500 potential Area West/Area South employees) ranged from less 0.7 to 1.3 percent. At this rate, the Institutional District, ridership would have been 45 to 90 riders per day.

Capital Health calculated that it could break even with about 125 riders per day and as a result, after two weeks it terminated the service due to the deep losses it was sustaining. The disappointing rate of use during this trial may have been due to the fact that the service was instituted well into the strike which began on February 2. By the time the service began, most employees would presumably have settled into using alternate means of transport.
4.5 **How should the service be delivered?**
With a single employer, a shuttle service would be a relatively simple undertaking, as there is no need to coordinate with any but one’s own schedules and employee requirements. In the case of the express shuttle, however, there are four distinct employers and employee needs that will need to be addressed. There are various ways this could be achieved.

- Possibly the simplest approach would be for one agency to hire the services of a private contractor to which each employer would pay a proportional share of a negotiated fee. A performance specification would be written and the service provider would make a proposal to carry out the service on the agreed-upon basis. A weakness is the lack of say among the customer employers. If they become dissatisfied with the service, they may opt to provide their own service which could draw customers away and thus reduce the effectiveness of the original service.

- A more effective or democratic approach would be to strike an ad-hoc multi-party committee to initiate the contract. The weakness is of this approach is the lack of continuity. It is liable to be viewed as temporary and could fail to attract a committed user base.

- A third option is to create a non-profit organization that shares the responsibility for providing the service among all the partners. Partners would have equal (or at least proportional) say in the operation and there could be assurances should a partner wish to leave the organization. Such organizations are called transportation management associations or TMAs (examples of which are shown in Appendix C). TMAs can be especially effective where the shuttle service is operated as part of an overall TDM initiative. Revenues can be used to fund or subsidize other initiatives, and vice versa.

Given that the express shuttle is intended as a TDM initiative, and that there are already institutional capabilities within most of the partner hierarchies, it is assumed that the TMA approach would be followed for the Institutional District express shuttle. This would not preclude the hiring of an outside contractor, nor would it necessarily preclude the possibility that one institution would take the lead organizationally.

4.6 **User decision factors**
An overwhelming majority of respondents to the online survey showed an interest in an express shuttle service, with only 13 percent saying they had no interest. Among that small minority, many said they already lived close enough to their place of work to make use of the service impractical or unnecessary. This bodes well for the survey at start-up, but it is necessary to go deeper to determine what would keep people with the service in the long run.

In anticipating this, the final question of the survey posited seven possible factors and asked which of them would be most important to a subset of respondents, i.e., those who said they may be interested but were not definite.
As shown in the figure above, the strongest concerns were about service reliability and convenience. While cost and time savings were also important, the knowledge that the service could be relied upon day in and day out seemed uppermost in respondents’ minds.
5 EXPRESS SHUTTLE PROGRAM

The purpose of this section is to analyse the shuttle service resource and operating requirements.

5.1 Proposed Service Levels
The Express Shuttle service is proposed to deliver employees to their place of work between the peak hours of 7:30 and 9 AM and to picking them up from their place of work between 3:00 and 5:30 PM. The actual starting and ending times would be outside these times to allow for travel between the park and ride areas. As shown in Section 4.4, forecast ridership for the lots in the west and east have been determined to be approximately 105 passengers and 65 passengers respectively. The design capacity of standard transit bus is 45 passengers, which means that three trips would be required for the lot in the west during each of the peak periods while the lot in the east would require only two trips.

5.2 Routes
 Transit routes were developed which connect the Park and Ride lots to the Institutional District. Two alternative routings through the District were analyzed. A field survey was undertaken to gain an understanding of the existing vehicular travel times on the proposed routes, identifying areas where there is more congestion and slower speeds.

5.2.1 West side
To the west, a route was proposed that could serve both alternative lots identified in Section 4.4.1. The shuttle service would operate inbound and outbound to/from the Institutional District using Highway 102, Joseph Howe Drive, Quinpool Road, Connaught Avenue and Jubilee Road to connect to the proposed lot at the interchange of Highway 102 and Dunbrack Street. The alternate lot at the Bayers Lake Business Park could be served with an extension of the same route using Dunbrack Street and Washmill Lake Drive. The shuttle routing is shown in Figure 19:

*Figure 19: Transit Routing - Mainland (West of Institutional District)*
The following travel times were identified in the field study for the proposed routing.

Table 10: Travel times - west side

<table>
<thead>
<tr>
<th>WEST</th>
<th>Direction</th>
<th>Municipal Lot to Summer St. / Jubilee Rd.</th>
<th>Bayers Lake Lot to Summer St. / Jubilee Rd.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Inbound</td>
<td>15 – 19 min</td>
<td>18 – 22 min</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>12 min</td>
<td>15 min</td>
</tr>
<tr>
<td>PM</td>
<td>Inbound</td>
<td>16 min</td>
<td>19 min</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>16 – 26 min</td>
<td>20 – 30 min</td>
</tr>
</tbody>
</table>

It is noted that travel times in the afternoon are longer than in the morning with up to 15 minutes of additional delay in the peak direction. The survey also indicates that the extension to the Bayers lake lot would contribute an additional 3-4 minutes to the trip per direction.

5.2.2 East side
The proposed lot located off Wyse Road could be serviced with a shuttle route that travels on Wyse Road, crossing the MacDonald Bridge, and using North Street, Gottingen, Cunard and Robie to connect to the Institutional District. The alternate lot at Irishtown Road in Dartmouth would use the same route west of the Macdonald Bridge, but in the east would use Alderney Drive, Ochterloney Street, and Victoria Road. The shuttle routes for the two lots in the east are presented in Figure 20:

Figure 20: Transit Routing - Dartmouth (East of Institutional District)
Travel times to/from the proposed and alternate lots in the east, determined from the field survey, are presented in the table below.

*Table 11: Travel times – east side*

<table>
<thead>
<tr>
<th>EAST</th>
<th>Direction</th>
<th>Wyse Lot to Summer St. / Jubilee Rd.</th>
<th>Irishtown Lot to Summer St. / Jubilee Rd.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Inbound</td>
<td>14 min</td>
<td>18 min</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>11 min</td>
<td>13 min</td>
</tr>
<tr>
<td>PM</td>
<td>Inbound</td>
<td>16 min</td>
<td>20 min</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>23 min</td>
<td>24 min</td>
</tr>
</tbody>
</table>

The proposed Wyse Road Park and Ride lot requires less travel time to and from the Institutional District than the Alternate lot: an additional 4 minutes. The travel times are longer in the PM peak with two minutes of delay inbound and up to 12 minutes outbound. It is also noted that the travel times for the east Park and Ride lots are faster than those in the west.

5.2.3 Institutional District

The proposed shuttle route within the Institutional District is presented in the figure below. Nine stops have been identified along the route where passengers will board/alight the shuttle. The field data was used to identify the travel time for the proposed route through the Institutional District. The Institutional District service is common to both east and west parking lot shuttle routes south of Jubilee Road.

*Figure 21: Transit Routing - Institutional district*
The field analysis included a review of alternative routes through the Institutional District. The travel times presented in the table below represents the estimated peak period travel times through the Institutional District, excluding the additional time required to serve the nine transit stops.

Table 12: Travel times – Institutional District

<table>
<thead>
<tr>
<th>INSTITUTIONAL DISTRICT</th>
<th>Summer St. / Jubilee Rd. to Robie St. / Jubilee Rd.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>15 min</td>
</tr>
<tr>
<td>PM</td>
<td>18 min</td>
</tr>
</tbody>
</table>

5.3 Total Travel Time

The total round trip travel times for the east and west shuttle service is estimated by combining the appropriate transit route travel time with the time to serve the Institutional District and including additional delay for transit stops as well as recovery time at the end of the line.

The shuttles will operate at speeds consistent with vehicular traffic outside the Institutional District but will differ in the Institutional District due to the nine transit stops where the buses will decelerate, allow for boarding and alighting, and then accelerate back into traffic. It is assumed that each stop will contribute to approximately 20 seconds delay\(^9\), therefore contributing to an additional three minutes of delay for the round trip.

Additionally, transit services typically include some additional recovery time at the end of the route to provide some scheduling flexibility due to potential roadway congestion, and to provide the driver with a short break. Considering a recovery time of approximately 5\% of the round trip, an additional three minutes is included in the service schedule.

The following table shows the round trip transit travel times for the proposed and alternate lots in the east and west of the Institutional District during the AM and PM peak periods.

Table 13: Total travel time

<table>
<thead>
<tr>
<th>Transit Travel Time</th>
<th>West</th>
<th></th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM (PM)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Proposed</strong></td>
<td><strong>Alternate</strong></td>
<td><strong>Proposed</strong></td>
<td><strong>Alternate</strong></td>
</tr>
<tr>
<td>Inbound</td>
<td>19 min (16 min)</td>
<td>22 min (19 min)</td>
<td>14 min (16 min)</td>
</tr>
<tr>
<td>Outbound</td>
<td>12 min (22 min)</td>
<td>15 min (26 min)</td>
<td>11 min (23 min)</td>
</tr>
<tr>
<td>Institutional District loop</td>
<td>15 min (18 min)</td>
<td>15 min (18 min)</td>
<td>15 min (18 min)</td>
</tr>
<tr>
<td>Transit Stop Delay</td>
<td>3 min (3 min)</td>
<td>3 min (3 min)</td>
<td>3 min (3 min)</td>
</tr>
<tr>
<td>Recovery Time</td>
<td>3 min (3 min)</td>
<td>3 min (3 min)</td>
<td>3 min (3 min)</td>
</tr>
<tr>
<td>Round Trip</td>
<td>52 min (62 min)</td>
<td>58 min (69 min)</td>
<td>46 min (63 min)</td>
</tr>
</tbody>
</table>

\(^9\) Values in this section are typical assumptions used for transit system route planning in Canada.
A round trip can therefore be undertaken within 60 minutes during the AM Peak period, but in the PM travel times are longer due to traffic congestion resulting in travel times of 65-70 minutes.

5.4 Express Shuttle
The shuttle service is expected to operate in peak periods only, providing service over a 2 hour span in the AM (7:00 – 9:00) and a 2.5 hour span in the PM (3:00 – 5:30). Forecast ridership for the lots in the west and east have been estimated to be approximately 110 passengers and 65 passengers respectively. Arrival times will vary. The design capacity of standard transit bus is 45 passengers, which means that three trips would be required for the lot in the west during each of the peak periods while the lot in the east would require only two trips.

5.4.1 West of the Institutional District
The lots in the west could be serviced with a shuttle route that takes approximately 60 minutes to undertake a round trip in the AM and 70 minutes in the PM. To accommodate the forecast ridership, three trips would need to be provided within a two-hour span in the AM and therefore two buses would be required to be in operation. Service headways of 40 minutes could therefore be provided to accommodate the demand in the AM. The following table presents a proposed service schedule during the AM.

<table>
<thead>
<tr>
<th>Start Time at proposed / alternate lot</th>
<th>Approximate time in Institutional District</th>
<th>Time after Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00</td>
<td>7:30</td>
<td>8:00</td>
</tr>
<tr>
<td>7:40</td>
<td>8:10</td>
<td>8:40</td>
</tr>
<tr>
<td>8:20</td>
<td>8:50</td>
<td>9:20</td>
</tr>
</tbody>
</table>

Including an additional 30 minutes of garage deadhead time per bus, during the AM peak the two buses would operate for a combined total of 4.3 vehicle-hours. In the PM, headways of 40 minutes should also be provided as follows:

<table>
<thead>
<tr>
<th>Start time in Institutional District</th>
<th>Approximate time in Institutional District</th>
<th>Time after Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00</td>
<td>3:30</td>
<td>4:10</td>
</tr>
<tr>
<td>3:40</td>
<td>4:10</td>
<td>4:50</td>
</tr>
<tr>
<td>4:20</td>
<td>4:50</td>
<td>5:30</td>
</tr>
</tbody>
</table>

A total of 4.7 vehicle-hours would be required for the PM peak service.
5.4.2 East of Institutional District
Two shuttle trips are required for the lots in the east to accommodate the demand over a two-hour AM peak period with a round trip travel time of 60 minutes. Therefore a single bus could be operated with an hourly service as follows:

Table 16: Proposed AM service schedule – east side

<table>
<thead>
<tr>
<th>Start Time at proposed / alternate lot</th>
<th>Approximate time in Institutional District</th>
<th>Time after Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00</td>
<td>7:30</td>
<td>8:00</td>
</tr>
<tr>
<td>8:00</td>
<td>8:30</td>
<td>9:00</td>
</tr>
</tbody>
</table>

Including the garage deadhead time, a total of 2.5 vehicle-hours would be required during the AM period. During the PM, travel times are longer due to traffic congestion resulting in round trip times that are longer than 60 minutes. In this case it would be difficult to provide an hourly shuttle service with one bus as in the AM. If only one bus were used, headways of 65 or 70 minutes could be offered for the proposed and alternate lots, respectively.

It is recommended that service be provided at 75 minute headways in the PM peak. This could be operated with a single shuttle bus, allow for some travel time variability due to increasing congestion, and provide a service schedule that is easy for the transit user to remember.

Table 17: Proposed PM service schedule – east side

<table>
<thead>
<tr>
<th>Start time in Institutional District</th>
<th>Approximate time in Institutional District</th>
<th>Time after Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00</td>
<td>3:30</td>
<td>4:10</td>
</tr>
<tr>
<td>4:15</td>
<td>4:45</td>
<td>5:25</td>
</tr>
</tbody>
</table>

A total of 3 vehicle-hours would be required during the PM peak for the lots east of the Institutional District.

5.5 Five-Year Annual Capital and Operating Costs
This section contains the cost considerations and assumptions required to estimate the cost of delivering the Express Shuttle service.

5.5.1 Shuttle Operating Costs
The shuttle routes for the proposed lots in the east and west could be provided using a total three buses: two for the shuttle route in the west and one for the route in the east. To determine the annual operational costs to operate the proposed shuttle service during the weekday peak periods, an average operational cost of $80 / vehicle-hour was used. This cost is based on a review of the reported operational costs for similar sized cities from the CUTA 2010 Transit Factbook and includes the cost for drivers, fuel and maintenance.
During the AM and PM peaks, the 2 buses in operation for the lot in the west would result in approximately 9 vehicle-hours including garage deadhead, while the shuttle bus for the lot in the east would be in operation for a total of 5.5 vehicle-hours - a total of 14.5 vehicle-hours per day. With 250 weekdays per year, the proposed shuttle service would cost approximately $290,000 annually.

5.5.2 Parking
Based on the ridership estimates, parking should be provided for a minimum of 110 vehicles on the west side and for 70 vehicles on the Dartmouth side. An allowance should be provided for parking lot expansion, depending on future requirements and diversion goals. For budgeting purposes, leasing costs are expected to be $40 per vehicle month, based on the current cost to lease a space on Irishtown Road. With 250 weekdays per year, leasing of two parking facilities would be approximately $86,400 annually. This does not include administrative costs.

5.5.3 Administration
Administrative duties relating to creation of a TMA are assumed to be part of the everyday role of individuals within the member organizations, and thus would not be additional costs.

Having established the TMA, an office would need to be located and a salary paid for an executive director. Assuming that the executive director would also be responsible for other Transportation Demand Management (TDM) initiatives, an allowance for additional support would need to be included.

The first task of the agency will be the coordination and preparation of terms of reference for the delivery of the shuttle, parking facilities, and security. Criteria to be included in these terms could include (for parking) transit shelters, security fencing, lighting, and contingency. For a possible municipal parking lot, it could be assumed that a leasing arrangement similar to a commercial arrangement would be applied.

The TMA costs (including Executive Director, Support, and Overhead) are estimated at $112,000 per year.\(^\text{10}\)

5.5.4 Start-up Costs
We have assumed that the entire physical delivery of the program would be by contract with outside suppliers. As a result, start-up costs

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\(^\text{10}\) Based on executive director at 50K, support ad 32K and overhead at 30K.
are likely to be limited to insurance the development of a branding and marketing program. We have budgeted $20,000 to be spent during the first year of the Express Shuttle program. Advertising costs are expected to be minimal as they will be largely in-house and could be primarily Web-based. Insurance has not been costed; each institution may have its own preferred approach.

5.5.5 Other ongoing expenses
Apart from start-up capital costs, ongoing additional expenses will include security service mainly related to daily periodic patrols of the two parking facilities. We have included $32,000 per year for this function.

5.5.6 Operating Budget
The following shows the estimated operating budget using the assumptions described above.

Table 18: Estimate of 5-Year Expenses

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuttle</td>
<td>$290,000</td>
<td>$295,800</td>
<td>$301,716</td>
<td>$307,750</td>
<td>$313,905</td>
</tr>
<tr>
<td>Parking</td>
<td>$86,400</td>
<td>$88,128</td>
<td>$89,891</td>
<td>$91,688</td>
<td>$93,522</td>
</tr>
<tr>
<td>Security</td>
<td>$31,920</td>
<td>$32,558</td>
<td>$33,210</td>
<td>$33,874</td>
<td>$34,551</td>
</tr>
<tr>
<td>Administration</td>
<td>$112,000</td>
<td>$114,240</td>
<td>$116,525</td>
<td>$118,855</td>
<td>$121,232</td>
</tr>
<tr>
<td>Start up</td>
<td>$40,000</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Total</td>
<td>$560,320</td>
<td>$530,726</td>
<td>$541,341</td>
<td>$552,168</td>
<td>$563,211</td>
</tr>
</tbody>
</table>

(+2% inflation each subsequent year)

5.5.7 Revenues
It is important to note before looking at revenues, that as a TDM measure budgeting for this service should be addressed differently from standard cost recovery or profit based accounting. Looked at holistically, the accounting would take in to consideration not just costs and revenues of the service as a “standalone” operation, but as part of a system that satisfies a bigger need. This is, helping to overcome increasingly expensive parking costs within the Institutional District, and responding in a real way to sustainability goals.

The program should therefore be considered as a means of deferring or displacing other costs, specifically structured parking, which is expected to be a key capital expense for all four institutions going forward. The cost of structured parking varies considerably. Based on our sources, they can easily range from $20,000 to several thousand dollars more per parking stall. Thus, every parking space accommodated off site could result in significant cost savings.
We have assumed that the user cost for the service would be $6.00 per day. This price would keep the service generally on par against current parking rates though as we have seen, rates vary considerably. The calculations indicate that at the estimated uptake of about 170 employees per day (see calculation on page 25) the service would generate just over $220,000 from fare box receipts. This would leave a deficit of about $340,000 per year which, as noted above, could be made up through funds that would otherwise have been spent on parking structures.

Table 19: Estimate of 5-Year Revenues

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking fees (free shuttle)</td>
<td>170 users</td>
<td>x 250 days</td>
<td>@ $6 per day</td>
<td>$221,704</td>
<td>$221,704</td>
</tr>
</tbody>
</table>

5.6 Governance and Finance

It is assumed that a not-for-profit transportation management association (TMA) would be created to manage and administer the Express shuttle. The association would include, at a minimum, representation from all the member institutions. It could conceivably include other members as circumstances allow.

In forming the association, an agreement would be required that stipulates terms of membership. A mission statement and objectives would be written, a management structure decided upon (typically consisting at a minimum of a board of directors (term, including membership from the community at large) and an executive director), and funding sources identified.

It is reasonable to assume that the TMA mandate would not be limited solely to administration of the Express Shuttle; instead, it should include Transportation Demand Management as its overarching purpose and can amalgamate any existing initiatives under the TMA umbrella. As highlighted on page 34, Ontario’s Smart Commute initiative offers a good model for this type of organization. There are also numerous other examples from the United States of effective TMAs, examples of which are shown in Appendix C.

Besides capital support, members and outside agencies can also be encouraged to provide in-kind contributions such as office space and equipment, vehicles and so forth. As a not-for-profit organization, the TMA would be eligible for government support programs.

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11 For an employee boarding and exiting on the Dartmouth side of the Harbour, the Express shuttle would be more competitive as it would remove the toll cost from the daily commute. It is assumed that for pricing for ‘kiss and rise’ passengers would be the same.
5.7 Implementation Process and Schedule
Throughout this report, we have concluded that the creation of a TMA should be the best approach for this multi-party undertaking. Establishment of the association should be the first task. The following presents the suggested implementation tasks and schedule.

Table 20: Implementation tasks and schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish Transportation Management Association (TMA)</td>
<td>July 2012</td>
<td>October 2012</td>
<td>Prepare individual memoranda of understanding for each institution; establish governance plan; form board; register with SNSMR; hire staff.</td>
</tr>
<tr>
<td>Confirm service delivery under Motor Carrier Act</td>
<td>October 2012</td>
<td>December 2012</td>
<td>Initial contact with Natalie Aisthorpe of NSTIR (424-3588); work with NSTIR and selected service provider to finalize permitting process.</td>
</tr>
<tr>
<td>Prepare and distribute terms of reference for three services – shuttle operation, remote parking services, and security; branding and marketing.</td>
<td>October 2012</td>
<td>November 2012</td>
<td>Select 3 to 4 potential vendors from each service category; select up to 3 marketing proponents.</td>
</tr>
<tr>
<td>Develop and test schedule, determine payment program</td>
<td>October 2012</td>
<td>December 2012</td>
<td>Field test travel times; determine payment structure with various employers</td>
</tr>
<tr>
<td>Select marketing company, prepare branding and marketing plan</td>
<td>November 2012</td>
<td>December 2012</td>
<td>Have plan ready to begin one to 2 weeks prior to service launch.</td>
</tr>
<tr>
<td>Select service providers and negotiate final terms.</td>
<td>November 2012</td>
<td>December 2012</td>
<td>Allow time for vendor to prepare parking facility.</td>
</tr>
<tr>
<td>Test, launch and monitor program</td>
<td>January 2013</td>
<td>ongoing</td>
<td>Confirm travel times, prepare and post schedules, launch service; monitor; review and revise service schedule as able to address user requirements</td>
</tr>
</tbody>
</table>

5.8 Final Thoughts
This analysis has revealed that the Express Shuttle can be an effective means of reducing single occupant employee auto travel to and from the institutional district. However, it is not likely to be successful a standalone initiative. Instead, it will be dependent on and supportive of other TDM initiatives. In particular, it offers the potential to defer construction of parking structures. Dollars not spent on these structures would likely be necessary to help sustain the program.
In addition, the current offering of variable, low cost parking rates by the various institutions would also need to be reviewed. Ultimately, it may be desirable to consider such measures such as an employee parking pricing strategy to encourage use of the shuttle service.

Finally, operation of the express shuttle service could potentially offer employment to students and to make use of surplus equipment, although in our opinion it is more desirable to contract the service to a professional operator that has the flexibility to add or subtract capacity as dictated by demand. There are also examples in North America of “worker-driver” transit in which an employee agrees to operate the transit vehicle. This approach was not explored as part of this study. For more information, see Jarrett Walker, *Human Transit*, Island Press (2012) p. 82.
Appendices
Appendix A: Place of Residence – Institutional Employees

Following are the communities in which a majority of employees reside. This graph was generated from postal code information (forward sortation areas) provided by each institution.
Appendix B: Survey Results

Following are the combined results of four surveys conducted among each of the participating institutions.

Question 1: Institution

The responses numbered 2,361 (about 13 percent of all employees) distributed as follows:

<table>
<thead>
<tr>
<th>Institution</th>
<th>Staff and Faculty</th>
<th>Respondents</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Health</td>
<td>7420</td>
<td>1028</td>
<td>14 %</td>
</tr>
<tr>
<td>Saint Mary’s</td>
<td>746</td>
<td>29</td>
<td>4 %</td>
</tr>
<tr>
<td>IWK</td>
<td>2199</td>
<td>332</td>
<td>15 %</td>
</tr>
<tr>
<td>Dalhousie</td>
<td>6598</td>
<td>972</td>
<td>15 %</td>
</tr>
</tbody>
</table>

Respondents by Institution

Relative size of Institution

Staff
Question 2: Employment Status

The vast majority of respondents (nearly 70 percent) stated that were employed full time at their respective institution. About 12 percent were students.

![Employment Status Graph]

Questions 3 and 4: Travel Mode

The largest travel mode was drive alone for the usual trip to work, at about 1 in 3 respondents. This mode was by no means dominant, as public transit and arriving as or with a passenger together accounted for 38 percent of travel among respondents. Walking is also an important mode, especially for employees of the universities.

Respondents also indicated their main alternate mod. This provides some indication of their propensity to move to alternate modes. The strongest likelihood is that, if necessary, people would move to transit or share a ride. A smaller group (5 percent) would carpool. A sizable number would walk but not as many as already walk. The same is true for bicycles. A fair number of respondents said they would use a taxi or ride a motorcycle and a few (3 percent) said they would opt to telework.
Appendix B: Survey Results

Question 5: Weekend Work

This question was used to determine the potential need or desire for a weekend shuttle. Approximately 1 employee in 3 works occasionally or many times on weekends while the remainder work rarely or never. This suggests that the demand for weekend use of parking facilities would be minimized. Assuming the availability of parking is the biggest constraint, the demand for a shuttle on weekends would appear to be low.

Work Weekends

<table>
<thead>
<tr>
<th></th>
<th>Usual Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Many times</td>
<td>15%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>17%</td>
</tr>
<tr>
<td>Rarely</td>
<td>26%</td>
</tr>
<tr>
<td>Never</td>
<td>42%</td>
</tr>
</tbody>
</table>
Questions 6 to 10: Shift Work and Start and End Times

This question was aimed at determining the hours when demand for the shuttle is likely to be greatest. Of all employees, about 18 percent work shift work. Shift start times tend to be concentrated between 7 and 9 AM and 3 and 5 PM, while end times are spread out between 3 and 1100 pm the biggest individual hour (20 percent of arrivals and departures) is 7 AM and 7 PM which correspond to changing shifts for nursing staff at the hospitals.
The remaining eighty percent of employees tend to have regular hours, arriving for work between 7:16 and 9:00 AM, and leaving between 3:30 and 5:15.
Question 11: Commute Length

Commute lengths vary considerably by the type of institution. From the responses, it appears that employees are more likely to have a shorter commute if they work for one of the universities than the hospitals.

![Commute Length Graph]

Questions 12 and 13: Flexibility

The ability of an employee to have some flexibility in his or her arrival and departure time is an important factor in scheduling a shuttle service. The concept of schedule delay comes into play which means that there will be factors beyond the control of the scheduler or driver that could affect the passenger’s arrival time or departure from work. Such delays could include traffic delays, variations in pick-up and drop-off duration, and so forth. Where the employee has some flexibility, he or she is more likely to feel more comfortable in using the shuttle service than those who have no flexibility.

Fortunately, a majority (60 percent) of respondents report that they do have flexibility. This flexibility ranges for the largest group by up to 10 minutes and for many by 20 minutes and more.
Notably, the hospitals have more constraints than the universities, with about one in two having no flexibility.

Questions 14 and 15: Consider shuttle?

This question asked whether respondents would consider using a shuttle should a service be offered. The overwhelming majority reported yes or maybe to the question, with only 13 percent saying no. For those respondents who said no, many said they already lived close enough to their place of work to make use of the service impractical. The questionnaire was structured to ask people who answered maybe to further indicate what factors would be most important to them in deciding whether to use the service. Of seven alternatives listed, the strongest concerns were for service reliability and convenience. While cost and time savings were important, the knowledge that the service could be relied upon was uppermost in respondents’ minds.
Question 16 to 18: Open-ended Responses

Individual Responses to open ended questions are included next. These offer insights to individual situations, presented ideas and offer many words of support for an idea many seem to feel is ripe for implementation.

- **Question 16:**
  - You selected ‘maybe’ [as to whether you would consider using a shuttle]. What other factors would be important to you [which might influence whether or not you would use the service]?

- **Question 17:**
  - Why would you **not consider** using an express shuttle service?

- **Question 18:**
  - Here is your opportunity to offer your **opinions** about this potential service. Please enter your comments.

The entire set of comments is presented in the following 118 pages, arranged by institution and by question in the following order: Capital Health, IWK, Dalhousie, and Saint Mary’s. At the start of each set of comments, “word clouds” are provided (using the wordle.com tool) to highlight words that appeared with regularity in the comments. Some words such as “shuttle” have been excluded for obvious reasons; the exclusions are noted. The word clouds may provide the reader with a quick overview of the comments, though a thorough reading may also be advised.
Time and location of the shuttle run.

Coverage for transportation to be at work 6:30 - 2:30. If shuttle available would it be necessary to use it every day?

I used to take the bus daily but the drivers were often off schedule so I would miss the bus or have to arrive at the bus stop well ahead of time. Also, the route to Bedford (#80) is ridiculously long. I have complained many times but it only falls on deaf ears. They say they get more complaints about the 80 than any other route and that it is one of the heaviest used yet they have done nothing to improve it. The route has not changed for more than 25 years despite all the other changes that have taken place in that time.

My family member's schedules and impact of same.

That the shuttle would get me to my car when I needed to as I need to pick up my children from school earlier in the am is very important to me as I come in around 6 am for my work load and enjoy the early am
How close it would be to my home. I can't park and ride because I don't have a car, so it might take more time to take the bus to the specified location to catch the shuttle than to take my two buses to work.

Location of the parking lot. i.e is it easy to get to or just as frustrating as the commute into the city

The departure and arrival times would be important to know when considering this as a viable option in place of using the transit system.

The physical location of the park and ride with respect to distance from home would also be a factor.

Flexibility: I do call and may have to stay at work beyond usual hours.

Very important to operate on schedule.

It is important for me how I could get the park and ride station. I live in Clayton Park. If I could walk to catch a shuttle, I could consider to use a shuttle service. But if I have to drive there I wouldn't, since I use transit usually.

The location where I would need to leave my car, fairly secure and convenient.

Cost is the #1 factor. I pay on average $4.75 a day to park, and gas is minimal - I live 11km from the hospital. Shuttles are bound to be more inconvenient than travelling by car, and therefore cost would have to be less than what it costs me now to get to work.

You have covered them all

Just wanted to say that bike parking at CHDA VG site is excellent. Now if only we could get some more bike lanes in the hospital/university district!

The location of the park and ride for my area and the security offered to my vehicle.

I think I would only use it if it rained a lot. I think it would be a great service for some people providing that the price is right. It all depends on each individual.

Timing of the shuttle

Air conditioning

Safety

Being able to catch it when I get off work at 2:30-3pm.

How I would get to the shuttle stop.

How frequent pick ups and drop offs were.

Convenient location
Cost and speed are the most important factors. With most park & rides I've seen there has been little to no savings and it increases my commute time.

Where the parking would be in relation to where I live.

Being able to return to my car in case of emergency

Would the shuttle be available to those who walk?

Not being tied to a set schedule. My hours vary.

Flexible should my hours of work change. Flexibility during vacation periods. Flexibility when I have appointments (medical etc). Would the shuttle only be for employees or could it be extended to family of employees as well (I currently travel with my husband and 2 children).

Location!

What the chances would be of actually finding an available seat on the shuttle, if not, how soon after the next shuttle would come. I would not want to worry about being late for work.

Ability to take a dog on the 'shuttle' w/o him having to be crated. WOuld be willing to put a muzzle on him to provide assurance to those not comfortable w/ dogs.

Frequency of the shuttle running.

How close the pickup point would be to my home. My problem now is that there is no transit within 12 km from my home. Also getting to work before 7am is a problem that Metro Transit has not solved in all areas of HRM.

I would like to be able to pick and choose when I wanted to use it. If I was staying late at work I could choose to take my car. The summer months I could take my car more and the winter months take the shuttle more and I would not be penalized for that. Flexibility is more important to me. I wouldn't want to pay by the year but monthly would be okay.

Where is the parking lot located compared to my house

Would there be multiple runs of the shuttle per day? What happens if a person is late for work due to the shuttle being full or late? What about storm days in winter. I would have to shovel my car out to reach the car park and could be there late.

Where and when and flexibility

Park and ride is really not a practical solution when living in Clayton Park. I would really need a shuttle service within walking distance. I would prefer to see better bus scheduling to meet the needs of shift and hospital workers. Example- removing the #42 over the summer
because students ar gone - are hospital workers chopped Liver? We still use that service in the summer, but we must return to the snail service of the #17 in summer. If I had to work after 1830 hrs. or on Weekends, there would be no bus service in my area-only option is to walk, bike or take your car. I am just lucky right now that I can select my own working hours (within reason). I also think a worker bus pass at a reduced rate (like the student one?) may encourage greater ridership.

How far the park area was from where I live. If I had to take the bus there, then it wouldn't be at all helpful.

Time. I want it to be about the same commute time

Location where my vehicle would be staying. Would it be safe.

Getting to and from work in bad weather.

Are you looking in just Halifax or are you looking at Dartmouth as well, if not then I do not agree with the shuttle service, I believe there are just as many staff from Dartmouth as well as in Halifax. Thanks

Times--Early morning and early evening frequent busing times. My shifts start anywhere from 615am to 930am (I had to put 8-4 as I needed to put a value in the blank spaces.)

I would like to be shuttled to downtown from a designated area that I can save time in driving to the departing point, getting a transit and not having to get another transit to get to the VG. Currently I have to drive to the terminal and catch the express bus to scotia square and wait for a bus to go up Spring Garden. (It's like trying to win the amazing race to get a seat...)Then the return trip is the same but usually ends up that you either stand all the way home to Sackville or wait in the pouring rain for 15 more minutes. Not interested in doing this anymore having done so for 3 years.

I don't have a car so park and ride is not possible, unless the place to pick up the shuttle is close enough to walk to.

Main consideration for a shuttle/link type service is that it would take me to my place of work; ie at this moment the Metro Link does not

Come all the way to the hospital areas. This is a very fast and convenient service, but it does not good/service if you work outside of the Downtown/scotia square area. This would be my mode of transportation if the Metro Link came up to the hospitals each way. I have taken the bus for over 20 years and mostly find the service reliable.

I usually arrive at work for 630am and leave at 3pm. 3pm was not an option for the time for leaving work.

Cost, no parking hassles.

Whether it would be tax deductible.
I would only use it to get to outside meetings on days that I drive so it would need to be very convenient and fast.

Reliability both in running on schedule as well as being able to handle the volume of people that would use it. (Avoiding situations that exist with metro transit where a bus you have waited for is too full to take you)

How direct and comfortable would it be? I haven't taken the bus for many years because of: a) the many stops it takes; b) the overcrowding; and c) the comfort (e.g. few w/ a/c, jerkiness causes neck & back issues, squished into uncomfortable seats).

The shuttle that was attempted during the strike by capital health actually cost more than what we spend on our commute since we don't currently pay for parking. I plan to use a bike more often now that the weather is better.

NA

Would it be possible for the Metro X from Tantallon to drop people off at the hospitals and universities after it makes its stop at Scotia Square. This would make a big difference in the ridership coming into the city from this area.

Availability 24 hours a day in case of call back to hospital.

Security of the parking area - some Metro Transit park and ride lots have been plagued with break-ins and vandalism.

Accessibility would be an important factor. If I had to drive 15 minutes in order to get to the drive and ride location I would probably not use the services.

Good schedule

Ability to get to the shuttle stop using the transit system (short bus ride there)

it would have to have frequent departures ie every 10 minutes for a period of time at the beginning and end of the day.

Whether there is capacity to take a bike home on the shuttle

In favour of a green solution.

Frequency of shuttles - if you just missed one - how long before the next one would leave

Something direct to the VG not stopping at the HI then needing to walk/shuttle to VG to get to shift in time, then have to race to get back to HI before transport leaves. Also don't want to have to drive out of my way to catch the shuttle in the first place. The one offered during transit strike was not convenient at all so I just drove.
How far I would have to drive/walk to meet the shuttle and I would probably use it more in winter than spring/summer.

Where it was located and how easily I could get there.

That pick-up/drop-off points are close to home/work (less than a 5 minute walk)

Not increasing my travel time in total

It would have to be better than existing bus option.

Frequency-shifts are 7-3, 9-5, 10-6, 1115-1915, 1045-845pm, 3-11

Would need the option to take a later shuttle if I had to work late.

Availability in bad weather; changes in commute time i.e. add time due to more stops

Because my job is contract related and inconsistent as to the amount of work that is required, there are times when I do not work a full day.

Would this shuttle run all during the day or just at peak times?

I would like to shorten my commute in the morning, but taking the Woodside ferry and attempting to get to the VG site makes it impossible.

Traffic congestion getting to the parking area and once there is there somewhere to wait for the shuttle out of the rain. A free parking area would be great which was serviced by metro transit. So shuttle would be great if the cost was same as metro transit. Would the parking/shuttle area be somewhere that is also accessible to metro transit. Where I live I can take the transit bus to work no problem.

However getting home takes too long and is unreliable.

Environmentally friendly

The amount of driving that my daily schedule might necessitate

Would I still need to pay my considerable parking fee for my car daily for those days I needed my car? Many days I have multiple stops on the way home, the most important being time with my parent in a nursing home, almost daily.

For me location and frequency of the shuttle service are the key factors.

I suspect that this probably would not save me time versus driving myself but would be willing to consider it if it was affordable and relatively convenient. One additional issue that is important is the security of the area where your car will be left all day. My car was broken into twice in the past at Metro Transit Park and Ride lots.

If I am replacing my buss pass with this then what is it that I am gaining?
Where I would catch the shuttle and convenience during inclement weather

Being able to coordinate times with my partner who works at St Marys University. We would need to travel to and from the 'park-and-ride' spot together.

Accessible and flexible to serve the workday.

Time and convenience are the main factors. There are days that my work runs late due to (unplanned) patient demands and I have to get home as quickly as possible to pick up my child from daycare (which closes at 5:00 pm).

Less miles on vehicle.

If it is going to be a park and ride could the pickup station be one that connects within the area that people live if they have to walk to pick it up especially if the person does not have a car of drive.

How convenient the 'park and ride' area would be

Securing a monthly parking spot downtown was very challenging. I would not 'give up' a parking spot for a 'pilot' park and ride system.

I tend to have sporadic scheduling some days, so I think I would need gauge my use depending on the type of week I was going to have.

Is it flexible as some days I may be later getting off than my usual?

Availability whether early morning or late in the evening

My work involves some travel to other sites within the district. I would need to ensure I have transport on those days to those other sites and I try to go to Dartmouth outside or prime traffic hours.

An important factor would be if my son would be able to participate and be dropped off at or near his school on Oxford Street

How much longer would it take to get to work

Location in Clayton Park would be ideal for me...could walk to Shuttle

Frequency of shuttle, cost of shuttle, location of park and ride.

Safety of my vehicle at the remote location.

Pick up point

Would it run on time? How many times a day would it run? Where would this park and ride be located?

How close the pick-up point would be to my home. if I have to drive into the city and leave my car somewhere, then I wouldn't save on gas.
Convenient location

How far I would have to go to get the shuttle.

Location of pick up and drop off How close to my place?

Safety, scent free, time saving, not crowded.

The leave work time. You have it starting at 3:30 what about 2:30 or 3:00? And the cost per month compared to my costs now.

Where the park site was.

I have to travel to all sites in CDHA. Would use the system on days I could

Being on time!!!

Location of park and ride

Location and running times

Whether I could get to work on time, and how dependable the transport is (the vehicle maintenance of company)

Distance of the park n ride site from my house. Safety/security of the park n ride site.

Too often, city buses and other public modes of transportation take far too long as they have frequent stops and get caught in the same traffic. For this to work there needs to be a plan where the shuttle would efficiently get from the lot to the hospital and parking at the lot would need to be free or at a significantly lower rate than parking on-site.

Whether there would be a location close to home. There's no point spending money on gas to bring me in town AND pay for shuttle service.

Location of shuttle service.
I use my vehicle through the work day to see clients at home.

The times for the shuttle they had in Feb would not get me to work in time...my shift is 6:30-6:30 but I start work at 6:10...

I have a medical condition (colitis) that makes travelling in a shuttle too stressful.

I walk to the bus stop, so I don't need to park anywhere.

I would prefer not to take my car and leave it someplace. Most of the lots are at your risk- there is no security cameras or personnel. At least when the vehicle is parked at home then the neighbours watch.

I carpool with people who work at Dalhousie, and V.G. buildings we alternate cars every week.

Would prefer to use metro transit if hours of service allowed for ability to get a quicker trip to and from home (under 30 min) rather than ride home taking over an hour from time leaving work on current route schedule. Shuttle service does not help me as I get dropped off and

Don't require parking myself at hospital

just not convenient

Taking the bus is very convenient and cost effective for me. It's a relatively short ride to work and the bus drops me right in front of the
MacKenzie building. Unless I move elsewhere (which is certainly possible), I don't anticipate changing my current mode of transportation.

I have a short commute to work and therefore either bike, walk or take the bus - all dependent on time of year/weather

I like my freedom to come and go as I please

The hours are not suitable at the present time.

I would just as soon walk.

At this time in my life it would not benefit me. I do not own a vehicle and it takes me less than 5 minutes from the time I leave my front door to the time I step in the shop door.

Wouldn't leave my car unattended. It's been broken into in the parking lot here at work, but at least I notice soon.

Live in the city (1.6 miles away from office). Don't think a shuttle service would be available that close and choose to walk for the exercise.

Because I don't have a car to drive to get to the shuttle. Bus and walking works for me.

Not helpful with my proximity to the hospital

I take public transit and that is working well for me.

I am happy with my current arrangement

I live downtown and only drive because I have two young kids that I have to take to daycare that is near work.

Since I already walk in (for my health) and take the metro transit home, I would likely not want to revert to a car and shuttle.

I would probably walk to work if I didn't have a ride. I usually get a drive to work when the weather is bad in the morning.

Security of vehicle. There is nowhere that parking lot could be that would make my trip to work quicker than it already IS

I don't usually use my vehicle to get to work except in situations where I will need it to attend offsite meetings and I am unable to book a Carshare vehicle. Also, my walk to and from work is part of my regular physical activity regime.

Not required as I walk to work

Able to walk to work
I live too close for it to be an issue for me.

The times would probably not be convenient and I would not feel safe arriving at the remote parking lot at 10 or 11 pm.

I expect it would take longer than my current commute. I sometimes need my vehicle after work and don't go directly home.

I live within 1/2 hour walking distance or a 15 minute transit ride. However, if I lived outside the city, I would definitely use it.

I often have other business on the peninsula either before or after work.

I live too close to work.

Need ready access to vehicle throughout the day.

Because I do not own a vehicle.

Both my partner and I work at the VG. I'm very doubtful that paying for two to use a shuttle would be cheaper than driving.

I prefer to ride my bike to work. When I arrive at work I feel invigorated and energetic. It builds exercise into my day and is good for my general health and the health of the environment. It is economical. At 61, I plan on continuing to ride on a daily basis well into retirement.

I choose to actively commute to work (i.e., run, bike, walk, etc.) regardless of automotive transportation availability.

I feel it would add extra time to my commute (i.e., waiting for the shuttle).

No exercise in a shuttle service.

I would prefer to walk if possible home from work. Additionally my husband drops me off because he has paid parking at work on the peninsula.

It's N/A: I live 10 minutes away by bike.

Cost

Security of my property at park/ride. Time extended for commute. And 3rd, more cost.

I am able to walk to work.

I'm one of the lucky ones, I can walk to work but as a former commuter I think the concept is one that needs to be explored. I moved because I hate the commuting traffic, not to mention the environmental and psychological impact - not everyone has that choice.
I am fine with the current situation of transit +/- walking

I live close enough that if I drive, it's for a reason. Driving elsewhere and parking, then shuttle would take longer.

I work evenings. It probably wouldn't be convenient for me to use a shuttle. I don't want to wait and would need to be picked up from the remote spot at exactly 1440hrs and taken back at 2300 at the latest, earlier if necessary. It would have to cost no more than $2 per day total which is what I pay to park now or $3.50 max if I were picked up and returned to Dartmouth.

Transit works for me. During the strike I carpooled or took my own vehicle if no one else was 9-5.

Ride with husband who is a courier and must use vehicle for his work. Would consider bus service for days he is off if it was convenient in our area. Although HRM has considered a park and go from Halifax and Dartmouth to Airport which puts a service in our area, the proposed lot is not convenient to where I live. No other bus service is available in our area.

I use my car to take my son to school, and any shuttle location would probably be further from work than my home.

Bicycle is my main mode of transport

I am required to travel in my job. I need my car available at all times.

I like my current method of getting to work. I could bring my car but choose not to because I prefer taking the ferry and walking and or running to and from work.

Live within walking distance

I don't have a car

Do not use a car to get to work due to cost.

I don't drive, I take transit. If I did drive it makes no sense for me to pay for my vehicle/gas/insurance drive it partially to work and pay out money (again, on top of car expenses) to carpool the rest of the way. The pilot program for the previous shuttle was too pricey (bus is cheaper, runs more often).

Need car to travel to other sites across the province and pei.

I do not own a car :)

Please note that my location of work is in Dartmouth, it is not one of the sites in the 1st question. I randomly selected one of them because Dartmouth locations were not given as options. I would not use a shuttle because I have already identified - and use extensively - alternative methods of transport from my home in Dartmouth to either my Dartmouth office or any of the Halifax locations. I combine bus + walk, or cycle. We have an excellent bus system if the major bus hubs (like the Dartmouth Sportsplex)
are used. They run very frequently. The only place I go where I am forced to use a car (other than visits to the rural parts of the district) is Cobequid Comm Health Centre.

I am within walking distance to my work. Not necessary for my use but certainly agree with the concept. I think it is a great idea.

I am pretty close to work anyway. I would use one that went to the new Mumford location or the Spryfield wellness centre location.

Transit is handy

I am currently thinking about working from home, tired of travelling.

Drive for daycare reasons now but in the future will walk, bike or take transit as live close. Able to get parking spot via spouse through Dal.

We talking about cutting jobs and we want to add this?

My residence is only 3 KM from workplace

I do not have a car

Do not live far away enough for this service. However, would use a shuttle service in lieu of Metro Transit if service was possible.

I do not drive so park and ride is not an option for me.

Too much travel through the district. Need better parking solutions.

I live about a 2 minute walk from the bus stop and have frequent transit service during weekdays - When I have to come in on a weekend I have great flexibility in what times I work and can schedule my time around the transit schedule

I live very close-may be 10 minutes walking distance from my work place, and don't need a shuttle; but this option could be useful for others location will most likely be in the opposite direction of my home

1. If I must use my vehicle to get to the pickup point, I may as well drive all the way. 2. I feel my car would be safer in the HI parking lot than in a mall one. 3. When I don't want to take my car, I wouldn't be able to take part anyways since I couldn't get to your pickup point. 4. Public transit the whole way would likely be faster/more direct.

It would add more time to my commute. It would involve transferring vehicles in all weather conditions. Having moved back to Nova Scotia I show very little optimism for any of these types of initiatives. Typically everything will be done to the lowest level of convenience and service (ie. no shelters at shuttle sites, too few shuttle buses, charging too much for the service, added commuter time).

No vehicle
I wouldn't be able to take my child on the shuttle and she needs to go to daycare.

Because I already have the ideal commute, I walk from my house to the ferry in Dartmouth and then walk from the ferry terminal to the VG.

I go directly from work to the gym every evening so need my car.

Because it isn't necessary for my commute as I walk. I believe it is a great idea, but would not benefit my situation.

No need. I use my bicycle most of the year, the bus stop is at the end of my street and I have three choices of bus routes to take to work.

Live close enough to work that existing sustainable transportation (bicycle, transit) is more than sufficient. Commuting to a shuttle location - rather than commuting directly to work - will require as much, if not more effort.

Don't own a car.

Live close enough to walk to work. Do not own vehicle.

Often I stay later than planned and am not interested in leaving my vehicle anywhere other than home.

My husband drives me to and from work. I would not feel comfortable leaving my car unattended in a parking lot. I would rather that metro transit would have a 1900 run for the #23. Last run being at 1820.
Would the parking be free and how often would it be offered? Would need to have some flexibility due to patient care issues.

My interest in this service would depend on the cost.

I would like to use this type of system, depending on if the park and ride location and times were compatible with my schedule.

Since I travel a great distance (45-60 min one way) the location of the shuttle service would greatly impact me. Also, the time of travel with frequent or variable trips. I do not have the option of using the bus but would consider taking a shuttle from Tantallon.

Also I would not want to leave my car in an area all day unless I knew for positive it would be safe...

I think it is a great idea. I live in Tantallon and the busses do not accommodate my schedule. The express bus also drops you off at scotia square. That is a bit of a hike in the rain or snow. I would not want to change busses either. Being dropped off somewhere on spring garden would be great.

Great idea....hope it works
First of all I work at DGH but I had to choose one of the sites in question 1 in order to complete the survey.

As already stated looking for available shuttle to cover work hours of 6:30 -2:30. Are shuttles only for the Halifax area or would one be supplied to Dartmouth and if so - where in Dartmouth? How easy would it be to leave work early and have transportation? Could shuttle be used only for some days weekly and not a full 5 days?

If there was a safe place to park my car and drive directly to the VG without a huge cost (under $80 a month) I would most likely participate.

With all the cut backs and layoffs at CDHA (impacting my department and others) why invest in this type of scheme. There is a perfect transit system that is under used here in Halifax. If anything, have a U-Pass system like the University has with its students. Do not waste money on a shuttle system that can be put towards the healthcare system proper.

My work hours are 7 - 3 pm. I noticed that the departure time noted in question #9 started at 3:30 pm. There are many 7-3pm workers in the institution, I am sure. Would drop off be at the Work sites? ie. HI or VG ??

It would have to be frequently enough for it to be easily accessible

Depends on where it starts and ends and hours its available. It would have to be better than Metro Transit

Due to the fact that my job requires my staff and myself to travel around the province regularly, this potential service would not really help.

the current fast rides provided by metro all end at scotia square. However, the majority work at the hospitals sites or the universities. The metro service would be much more efficient if it would stop closer to the hospitals. This may be something you may wish to raise with HRM and metro transit.

This would need to be a permanent arrangement as employees would be giving up paid parking spots in order to take advantage of this service, which they would not get back if the service were to come to an end.

For me at this time this potential service sounds much the same as the transit service I now experience. I can park my car at the transit station that is very close to my home and catch my bus. The other concern that I would have is the cost of this service.

Living in upper Sackville gives me a long commute to work. I would use the LINK bus but it only drops you off at Scotia Square and that would leave me late for work as I need to be here by 6:30. If there was an affordable transit option that started early enough to get me here

On time, I would definitely use it!!!
There should be departure points in Halifax AND Dartmouth.

I think this is a good idea but you must keep in mind that this must not add any time to one's commute...such as driving to Sackville to get the shuttle when you live in Bedford. Be practical or we will not use it!

I often use metro transit on my days off because the buses primarily cater to those who work somewhere 8a and 6p. I seldom take the bus to work because most shifts start at 7a and I like to arrive early, the busing does not allow me to do this.

It is difficult to find all day parking spots as there are far and few between. It can also be a bit nerve racking walking alone in the dark with the increase of crime in the city and forget about paying $13/day! Even monthly parking rates exceed the cost of a transit pass. There are many health care workers commuting to the hospital sites, with a shuttle it should lessen traffic congestion and is more ecofriendly. It’s about time. Thank you!

If it runs on the same sort of schedule like the buses then it probably won't work. I am a transit user and one of the major issues is that it is just a suggestion, not a schedule. And if you call to voice concerns about lateness, not showing up at all you are ignored.

I do think this is a great idea. Had I not made these arrangements while the metro transit was striking, I would use this service being offered.

I think it would be more beneficial to try to coordinate through metro transit a route that allows pick-ups at a car park that takes staff directly to hospital areas at the off hour times nurses leaving at 1900 need ability to have transport available to them at 1915, 1930 and alternately in am from 0630 and evening at 1430, 2315, 2330 onward in a safe location.

Public transport is on my corner and I never use it as it does not start early enough for me and that is very important to me thanks

Although I don’t personally drive to work on a daily basis, my peers would love this and the occasional time that I am away house/cat sitting, I would love it.

When you say secure remote location will there be video surveillance in use to protect cars parked here? Will there be enough parking to accommodate plentiful staff wanting to use this service (if any location has been chosen at this point in time)?

Service would have to be free

Transit is actually easier since the bus stop is located within minutes from my home and the route is fairly straightforward.

Sounds great as 13$ per day is expensive and free parking is in high demand
A park and ride would have to be affordable to make it worthwhile (i.e. less than it would cost to drive to work).

I am definitely interested in a shuttle service. The price of gas and pollution make it attractive. My commute is from Portuguese Cove.

During the potential strike only Halifax locations were offering the park and ride, would be nice if Dartmouth locations were considered.

I work 730 to 330 but do have a shift 1030-630 once every 2 weeks. To what time would this service run and would you have to buy a pass for the whole month

Please get a park and ride from Kingswood subdivision. I am at least 4 km from the bus stop on Kearney Lake. Would be easy to run an express shuttle from Bayers Park if no space around subdivision.

It sounds like a good service. However, it’s a fairly new idea for us, so I don't know if employees will move toward it very quickly. I know people who park and ride the bus. If the shuttle option is the same cost or cheaper, it may be an option for them. However, if it's more and not as flexible in terms of times, it could be a hard sell.

It would be wonderful if there was a shuttle from Dart. to Hfx.

I have pretty good convenience now with transit but it still takes at least an hour travel time to do so. It is 35 minutes with a car. If the

Shuttle would save time it would be great, otherwise I would likely stick with the bus.

It's a very good idea. Concern is of course whether it would be used enough to make it sustainable.

I actually get of work at 3:00; that wasn't one of the options. It would be important to have a service around that time as well.

Service must include variable arrival and departure times

I believe the concept is worth pursuing because of traffic congestion and general availability of parking in Halifax. Flexibility will be a major factor in sustaining ridership.

I think it would be great to have an offsite location for people to park their vehicle and be transferred to the workplace. My question would be, where would the location be for this parking lot, and what would be the costs

The service would need to be timely and cost effective. Currently I pay $6 per day parking in addition to my monthly gas cost. A small fee for shuttle service (would need to be less per day than Metro Transit to find it enticing) less than per day hard costs (parking). Times and locations would also need to be convenient to attract users. Thanks for allowing comments.
Sounds like a great idea to decrease traffic flow for those who live outside Halifax. (Much better than considering measures such as widening existing roads into Halifax!)

I work during the day from 7:30hrs to 9:00hrs and end the shift between 1530hrs and 1800hrs depending on the ambulatory care clinic. The proposed shuttle system would need to be flexible to work for me.

I work at both Vg site and Hi site in survey only was able to pick one site of work. Would be great if pick up location was Mumford terminal.

I live in Upper Sackville; the transit only comes up to Springfield Lake Park which is approx. 1 km from my home. To walk along the main road to use transit is dangerous, and then if you do use transit you have to transfer to another bus to come into Halifax. The commute can take 1.5 - 2 hours, not feasible. If there was a shuttle transit that left Sackville and went directly to the VG and HI site that would be ideal for hospital workers.

I would LOVE to participate in something like this. I currently pay $100.00 a month in parking fees, and oddly enough, no one seems interested in carpooling. I sure hope we have some luck with this; the parking is horrible in the South end.

What about discounted bus passes like the universities do for their staff and students?

Hopefully it would be good for some

We need something to keep costs down just to come to work

Parking has been a huge problem for me. I have just obtained a space for $80/month but I have been on the hospital wait list for 5 years. I need to be at work for 6:55 so it would have to arrive at that time. I live in the Clayton Park area.

I work 6:30am - 2:30pm daily and every second weekend. I would like the service to be 7 days per week and early enough not to worry about being late for work. Thks

I need to take a child to school with me every morning, (17 yrs old) to Sacred Heart so I could only use this if allowed to take extra passenger! And I would use it daily as long as the price is cheaper than us using the bus in the first place.

I think this would be a great idea. The traffic in this city at peaks times is ridiculous!!

The reason the Capital Health shuttle between VG and HI works well is because it runs every 10 minutes so there is no waiting. If the proposed shuttle had a similar time frame, I would definitely consider using it.

I feel this is a very proactive approach by the hospitals and university. Many people want to participate in being environment friendly and help to create less congestion in the city. Thank you for your efforts. Well done!
Location for parking would need to be convenient. Cost would also need to be reasonable. With the hours I presently work I am able to find free parking on street then walk about 10 minutes. This service would need to be more convenient than that and the same or cheaper in price (re gas etc).

I am currently committed to a 1 year lease on a parking spot. It was for this reason I didn't use the shuttle during the bus strike. I would 100% consider a park and ride, once that commitment is over.

I would like to see a service from Dartmouth or Cole Harbour. I would like to see varying time departures to arrive at work for 0700 to 0830. I would not be interested if the commute added too much time to travel or if the cost was more than I currently pay.

I live off Purcell's Cove Road and I would prefer not to take my vehicle at all but it is a little too far to walk. If the shuttle was convenient enough for me to take a short walk, less that 1/2 hour I would be very interested in the shuttle service.

I think it's a good idea outside the peninsula.

During the transit strike I used the shuttle to Mumford Road and was very happy with the service. I have a bit of a unique situation though as my husband drives me to work and I take transit home in the afternoon. I would have to see a significant benefit over the existing transit to use the shuttle- currently I take the 32 Cowie Hill express bus in the afternoon and also sometimes in the morning and am very pleased with that for now.

As I live in Lawrencetown so I have to drive in. It would be great if I could park at Woodside Ferry Terminal use the ferry and have a shuttle to the hospital site from the ferry terminal. Most staff from the Dartmouth side would use the ferry service as it is cheaper than parking fees and it is tax deductible.

In order for me to use the service, it would have to be no more expensive than taking Metro Transit and would not increase my travel time.

At present I have a drive 4 days a week -that may be changing - if that is the case I would be more interested in the park and Ride service.

I am strongly interested in this service. It would certainly cut down on trying to find spaces to park. Currently, I have a parking spot that the term is about to expire and will be looking for somewhere else to park. I believe our parking lot should be devoted to patients. As long as the pickup hours and places for pickup are somewhat decent, this could be a huge benefit for us as workers.

I work 7 to 7 on along week short week schedule. It would be nice to be able to use a shuttle.

Location of the service would be of great importance to me

Discount bus pass for CDHA employees. Move routine lab services out of downtown, to maybe Burnside with free parking for employees.

Paying over $100 a month to park to go to work is unacceptable.
Off site park and ride would work well for those of us outside the city, but it would have to be outside the core. Perhaps, Clayton Park. I would not be interested in driving in as far as Halifax Shopping centre.

This is a very good idea and a great service to have available as parking downtown is expensive and hard to find.

The shuttle service would have to be cost effective to offset the cost I pay for monthly parking now. I currently pay $105 a month and I would not use a shuttle service if it were more than that.

Cost is what would make this project feasible for me. If it's less expensive to use the shuttle than it is to drive across the bridge twice a day, it would be worth it for me.

Think what you're doing is a great idea. Need to reduce the traffic coming into the peninsula...would make it easier for cyclists too trying to navigate if less traffic.

Just remember that a large number of health care employees are women and our shiftwork means we are walking to our cars in the dark. We need to know that we are safe at all times ie: ensure that the carpool lot is well lit and that there are trustworthy security guards nearby. If you are planning arrival times for the workplaces, remember that most employees need to arrive at least 30-45 minutes before their shift so that they can change into their uniform and also get themselves organized for their shift, with some time to spare. Its the same with departure times from the hospitals: allow staff 15 - 30 minutes after their shift finishes to get themselves organized for going home. The 9 to 5ers are usually done their work right on time; however, the essence of shift work (and health care) is that there are often last minute occurrences that hold you up at the end of your shift. It would be nice if you considered this when timing the various shuttles. Lastly, make the commute enjoyable: hire happy drivers who enjoy their job, also consider having windows that open for fresh air in the summer since we are stuck in buildings with recycled air all day. Thanks for having the survey and making a potential plan - this idea is long overdue. I have been a nurse for 25 years in the city hospitals and the struggle to find a free parking spot everyday has been a stressful, awful way to start my day. My budget wont allow for paid parking so I have chosen to park on the street and then walk one kilometre to the Infirmary. The exercise and fresh air are great, but I worry about my safety during the dark days of winter. Hopefully HRM will come up with a feasible solution for everyone!

I live in Dartmouth; I would welcome a shuttle service if it was available, convenient and reliable. Of course, cost effectiveness would also be a consideration if there was a fee for this service.

Great idea as parking is very hard to find and very expensive

Question 1: I don't fit any of these categories areas as I work off site in Mental Health. Physically on Barrington Street. So I choose the VG site as the closest, otherwise the survey would not allow be to continue. What options are there for offsite staff?

Nothing to add.
This would have to be a huge money saver for me in order to use this...It would also depend on the type of vehicle being used. I have neck issues and when I take the bus I have a lot of pain.

I would like to be able to use bikes for transportation

A shuttle might work well, but it would have to be affordable and run frequently enough to make it attractive to riders. The problem with the shuttle that was offered during the transit strike was that it was too expensive; even with gasoline and parking it was still cheaper to drive a car. Any shuttle plan (or transit plan for that matter) will also have to surmount a prevailing public attitude that transit is for 'losers' (I’m serious - people say this!). There are 12 people in my work area and only 2 take public transit to work, even though we all live within easy access to public transit. As a group we've discussed public transit and the majority seem to be dead set against it. Any push to increase use of public transit will have to involve a public information campaign to convince people that buses are not 'loser cruisers'.

As sad as this is, this is how many people view the buses.

I think this is a terrific idea! I have recently been considering giving up my parking spot for which I pay $126/mo in order to save money. I have been taking Metro Transit occasionally and it works for me but I am very open to consider other alternatives.

A good idea, good for the city, good for the environment.

Excellent idea. It would be good to reduce downtown traffic and improve air quality.

Every 15 min shuttles would be very helpful

I think this a great idea, however in order for me to use it, it would have to be running frequently enough that I wouldn't have to wait more than 10 minutes or so to get it. At the end of the day, I have kids to pick up at daycare and just want to get home; if I had to wait long for a shuttle (e.g 30 min) I know I would not use it.

The shuttle would have to arrive 10 mins before the shift; ie. by 7:20 for the 7:30 shift, 14:50 for the 15:00 shift.

I believe a service like this would be very popular and used by many.

I think that it would be a great service. It would really cut down on traffic and expenses.

Trying to find parking is the most stressful part of my job! Every morning the hunt is on to figure out where I am going to park. I wish CDHA had an employee parking lot. I wouldn't mind paying for it if it was reasonable.

When you provided the shuttle service during the transit strike, you did not consider departure time from the hospital earlier than 3:30 (if I remember correctly) and I noticed the same thing in this survey. There is a lot of 6-2 shifts in our department and not many people could take advantage of the shuttle because of the hours. Also, what if something happens in the day that you need to go home earlier and because the shuttle is not running and can't get back to your car. A lot of people will not consider it
unless the shuttle is running all day which is not cost efficient, that is what I heard from people around me. Thanks

Being able to get to work for 6:30 or 7am with this is great but it is for nothing if I can't catch it to go home when I am off work at 2:30 or 3pm. I do not want to have to wait for a hour for the first shuttle. That will make me not take this service. There are many people at the hospital who work 7-3.

I live in the city now but may be moving outside the city in the near future. This would be a highly beneficial option if that were to happen.

This service would work for most people however when you work in certain departments where they monitor your time consistently I feel personally it would be of no more use then to use the regular schedule transit service already in place. If department can't allow staff to leave in time now to catch the regular bus home I hardly doubt they will allow us to leave to catch a shuttle either. On a personal note I think it would be wonderful but in reality unless you have the cooperation of hospital departments with their staff most will continue to travel via Metro Transit as they currently do.

For me you’re going to have to beat Transit for cost, reliability and speed.

Parking in Halifax is not easy, if the park and ride is fast, cheap and easy, it would be a good alternative that I would support.

Ideally this system would offer a pick up outside of the city. Mumford is redundant as there are already bus lines that run from that site and the majority of the ‘hard driving’ has happened by that point, ie. busy routes in/out of city- Bayers Road, St Margaret’s Bay Road. The route should offer a direct line (minimal stops) and be affordable.

Unfortunately for myself I work a week of days which is 0700-1500 and a week of evenings 1500-2200 I would definitely use the shuttle system, it would be cost effective and also just not have the responsibility in driving back and forth to one’s workplace. Thank you for this survey. Rhoda M.

[I would like to see] a shuttle bus operated by Metro Transit called Hospitals, which travels along the 102 and has only a few main stops (Sackville-Bedford-Mumford).

I live outside of HRM, but would be interested in driving to a carpool lot and taking a shuttle the rest of the way to avoid the traffic congestion closer to the city. Parking is also an issue for me.

I am concerned about duplication of service. My alternative transportation to work is driving to the Woodside ferry terminal (where there is free parking) and walking from the ferry terminal to VG. I think that increased awareness about the current park and ride offered by transit services may address some concerns about parking space and cost, and traffic. The only issue with this is that the first ferry departs Woodside at 0637 am, and the last ferry leaves Halifax at around 1800 or 1830.

The various municipalities need to work together to build several shuttle/bus services that could run along the 100 series highways (101 and 103), stopping at the various highway exits. HRM, Kings, East
Hants, Chester and Lunenburg/Bridgwater should all work together to extend and expand the areas currently covered by the Metro X bus service or create a new inter-municipal bus service. I strongly believe the ridership would support such a venture so long as the ticket prices were not extreme. As someone who lives in a rural area and commutes with a carpool passenger(s) Monday-Friday to HRM to work at Capital Health. I would love to see such a service, also there are many patients that come to HRM/Capital Health from these rural areas for medical appointments, dialysis, etc that find it very difficult to get someone to bring them to these appointments on a regular basis. There aren't enough transportation options available to people living in the rural areas, it's truly a shame that the rail lines were torn up that went along these highway corridors since we could have easily had a commuter rail service similar to some of the other major cities in North America that could serve these rural areas allowing for more people to easily come to HRM for work, appointments or simply to visit for the day.

I believe that if the possibility to also allow family members to travel on the shuttle, it may be more appealing.

I have already filled in the survey once, but need to add in my comments. My hesitation with a shuttle is if one of my kids needs me to grab them from school in the middle of the day how am I supposed to get to my car?

Would be a great idea as parking near to work is becoming more and more of a problem. Would be great also in bad weather!

This world benefit me greatly

The delays in traffic going from Dartmouth to Halifax and back every day and the accidents on the bridge are a huge frustration. Any improvement in reducing the travel time would be welcomed. For a city this size, it seems crazy that there isn't a better transit system, i.e. like Toronto.

I think it would be very useful! If the numbers are not as High maybe they can have a smaller shuttle then they originally had.

It would have to be a lot cheaper than the bus.

I would like to see transportation from the Fall River/Sackville area. Many people are located in these areas and I am sure a shuttle service would be in demand.

Very interested. I travel from Dartmouth so would be interested in a Dartmouth based solution.

I would love to be able to park and ride. It would decrease the cost of coming to work. It would be nice if the shuttle commute was under 10 minutes or so.

I would love to have that option as opposed to relying on public transit!

The price of this and how convenient it is will determine if I use this. The shuttle would also need to be not packed and not require ppl to stand if I am to consider this.
There are many people on the Eastern Shore that work at the different sites so it would be great if there was a park and ride from the Musquodoboit Harbour area.

This needs to be serviced for areas where there is no direct bus route to hospitals/downtown e.g. Brookside.

It would have to be cheaper than the metro transit and more convenient as in more flexibility for me to take it.

I think this is an amazing opportunity for staff at the hospitals. Until I know details I would not make a decision. For example, would it only be available Halifax side, would I still need to pay the bridge to get to the parking spot...etc?

I work a large variety of shifts. 7-3, 7:30-3:30, 8-4, 8:30-4:3, 9-5. 12-8, 2-10, 3-11, 3:30-11, 11-7am. I have a personal parking spot in the area that costs me $70 a month and I estimate my gas costs me $12 to and from my home. I have explored the possibility of taking the Metro Xpress from Tantallon but since it does not stop anywhere near the hospital that option would add another hour to an hour and a half to my commute and it was not cost effective. I also considered taking the shuttle from the mall when it was offered but the cost did not make sense to me and it was unclear as to where the bus was.

I live approximately 6 km from work. I just recently started using transit to combat the cost of parking, bridge fare, and gas. I can typically drive to work in about 10-15 mins. It takes 45 mins to get to work via metro transit. I am able to walk home, which takes an hour and I get home at the same time the transit bus would drop me off near home. There is something seriously wrong with this picture. Also I have a choice of 3-4 different buses that I could take from my connection, ironically all those have the same leave time rather than to be staggered 15 mins apart. I would have no issue paying for a shuttle from Dart to Hfx, anything is better than our current transit system.

Usual I am dropped off at the VG site and my husband parks near his place of work. However, on numerous occasions I use transit or park and ride from the Mumford terminal. If capital health were to offer a shuttle service from my area (Beechville/Timberlea) I would use it in a heartbeat.

I think that this sounds like an idea worth exploring.

I live in Alyesford and would need to be able to have affordable. I use the 103 from Exit 9 to Halifax.

Right now I drive to Lt. Sackville Cobequid Park and Ride and take the express bus into the city. So is what you propose better than this for me or are you just talking about rides for peninsular Halifax which wouldn't help people living on the outskirts at all.

I am no longer a shift worker, but when I was, nothing was convenient for travel or work. In order to make this sustainable and practical, accommodating those who work shifts is paramount. Overall flexibility for everyone is important. If it isn't convenient, people won't use it.
It has to be cost-effective/neutral to me. A minimal cost increase to provide less damage to the environment would be acceptable. It has to be convenient hours and location of leaving my vehicle (if necessary). The 'carpooling' area has to be well lit and provide a sense of security for arriving in the dark and leaving in the dark (fall/winter) The shuttle driver(s) have to be, at least, approachable. The few times I take Metro Transit per year, I encounter totally outgoing, happy, pleasant, chatty drivers to absolutely miserable, rude, unenjoyable drivers.

It would have to provide for high level convenience, frequency and definite affordability on order for me to want to use a program like this. My commute is not great, I drive during off peak traffic times and my parking costs are affordable, so unfortunately there is not a lot of incentive for me to change.

The park and ride is a great idea, but there must be locations on all major routes getting into the city, not just one central location. Hope it works out.

I think it's a great idea if you can get enough ridership; anything to take more vehicles off the road during rush hours is good...

I think this would be a valuable service for those who live farther away and have difficulty finding parking. The shuttle service would have to be reliable and frequent for people to use it.

It would be better for Metro Transit to tackle this issue if possible. Capital Health should stay out of the transit business.

I think this is a good option for those who live a long way from their workplace, and for whom public transit may not be an option.

I think this is a great idea. I used the shuttle services that were provided during the strike and loved it. I was hoping more people would get on board with the idea!

I live in Dartmouth (Woodside) I would be open to this system.

I think it is a great idea. Parking is expensive and getting worse every year. The cost of snow tires and running your car in the winter is expensive. Could this service also include families? If you would be driving in a child at the same time you went to work. Would they be allowed to use this service? If the child is still living at home it would be convenient for them also and you wouldn't have to worry about getting them to a location before work, etc... And have them sitting around waiting for their even.

Needs to serve Dartmouth employees working at HI site too, and be adjacent to a transit terminal for those who use transit and would appreciate a more direct mode of transport.

Sounds like a good idea. The cost for riders/users would have to be equal to or near the cost of Metro transit or be a lot more convenient.

This is a very urgent need, all of us need to get to and from work and it costs way too much to park, if you can find a place. Please Help!
I wanted to try the [Capital Health shuttle] service, but currently have a parking spot that I pay for close to work (which is quite affordable). I think the costs that were expected for the shuttle for staff was too much. I think they should reduce the costs for staff, and they would more than likely have more people interested in using the service. At the time of the trial I wasn't willing to continue to pay for my un-used parking spot, and also pay the large amount that was requested for use of the service. Take into consideration the many spots that people use on a daily basis, that are taken away from patient use...and also the many people that have to go out and move their car every two hours per day to avoid a ticket. It would also be an incentive for staff if the cost of travel on the shuttle were tax deductible.

I worry about the safety of my car and the locations of the stops. Will we be able to drink coffee? If the bus runs into traffic and is late will the hospital be accepting to this excuse of tardiness?

We have organized a carpool and 3 of us car pool to work and have been doing so for one year -for the most part it works very well. We have 2 parking spots that we share as 2 of our car poolers are shift workers (days only) and there is occasion when all 3 of us need to drive in. Depending on the cost and the travel time to get to work we might consider the shuttle idea if it were less expensive than the car pool. If we had not formed the car pool I would have definitely considered a shuttle service as it was far too expensive to drive to work each day (30 minute commute per way) & the gas costs and park at $102 per month. We live in Brookside NS off the Prospect road and we have to be on the road by 7am in order to avoid traffic - this allows 2 of us to pick up smoothing time and means we don't have to wait in traffic for 45 minutes. If we leave at 7am I can drop off the car poolers, park my car and be at my desk at the VG site by 7:30am so a shuttle service would need to allow me to get to work before the traffic builds, pick up extra smoothing time and save money. Think this is an excellent idea but now that we have the car pool established not sure it would be more efficient for us but will wait to see. If a shuttle service were to start out our way Exhibition Park would be a great central point for pick up as the traffic doesn't build till you hit the intersection of the Prospect Bay Road & the St. Margaret's Bay road so a shuttle service that only picks up on the peninsula would not meet the needs of our group of residents I don't think. Hope this helps in the planning. Think it would be a great idea to have a couple of ride free events to try to get people to trial the service as I was very reluctant to participate in the car pool and found to my surprise after trialing it for a few days I really enjoyed it so I think people need to see what a shuttle service is about and demonstrate the advantages/convenience of the service to get them to come out the first time a ride free to work day would be a great incentive. You could control the volume of people by issuing vouchers for a number specific day's and limit the amount of vouchers by day so as to avoid overcrowding and a bad first experience...This is a great idea so please continue to research perhaps with more cars off the road it would be safer for bikers and better for our health and the environment. Remember Nova Scotians are a little resistant to change so I think you're going to need to entice them a little to show them that it works for them it took me a bit to car pool and now I can't imagine driving by myself every day!

I used to work at the Ottawa Hospital. There they had a large parkade where you could park your vehicle and the shuttle would run every 10 minutes from 7am-9am to get you up to the hospital. You could also do the 10 minute walk up the hill to get to work. If parking was offered at a reasonable rate to employees (i.e. $60), I would consider this option. I currently pay $75/month for my parking spot that is
1 block from work. If the cost was lower, to compensate for the inconvenience of waiting for a shuttle, it might be worth it. I would not consider doing a park n' ride if the shuttle took more than 10-15 minutes. This would add to my commute.

I would like very much to be able to drive a reasonable distance and park my car in a secure location, and WALK the rest of the way to work.

Transit does not meet the needs of Dartmouth passengers taking the ferry, as no bus goes from the ferry terminal directly up to the hospital sites. You have to walk over to scotia square to catch another bus.

If the park and ride was close I would walk or have someone drop me off at the park and ride. If the park and ride was not convenient to take after work, I would take metro transit home.

Would there be a possibility of a bus that runs like a school bus. It could have 10 or 12 main pick-up sites only for registered users and could be even more convenient. We could call this a Work Bus instead of a school bus.

I think this is an excellent idea

I live in Bedford and at times have inconsistent hours but for the most part if there was consistent quick transport direct to the hospital I would take it and thus save money on car and parking not to mention the environment

I have been working at Capital Health for 12 years and I think it is time for change to happen with regards our current parking situation. I would be thrilled to have alternate ways to get to work without costing me a small fortune. My shifts include twelve hour days from 0630 - 1830 and twelve hour evenings 1100 -2300. It is important for people to realize not everyone works Monday to Friday 8 -4, especially in healthcare.

Sorry .... did that on the last question.... LOL

Maybe you should look into having a commuter van (or two) to transport people. Maybe CDHA employees outside the city limits would be willing to use commuter vans as a mode of transportation to get to the various hospitals sites they work at. I get dropped off/picked up at the MacKenzie Building every day. I also get a Tax Credit at the end of the year because I use the Green Rider (a licensed public transport with the NS Utility Board). Will the same apply to your commuter transportation as people will be paying for the service and really should qualify for a Tax Credit?

I think it would be a great idea.

Bus services to hospitals should be on express routes. Patients and workers should have fast direct routes to the hospitals. Then more people would use them. It is costly for patients to park at the hospital. Park and ride for patients and workers would be helpful.

Portland hills terminal would work well for me.
I think it would be great if it was offered on the Dartmouth side. During the strike the roads to the bridge were lined up for several blocks, it was a very long commute and a lot of gas was burned idling. I take the bus from Dartmouth now but find it’s often overcrowded.

Wonderful idea, especially to free up parking around the hospital for patients. That is a common complaint from my patients. As long as it is not too expensive, I would definitely use a park & ride service. Shifts should include people needing to be at work by 6:30. 7, 7:30, 8, etc.

It would have to be convenient and cost effective, that is it would have to be better than what we are doing now. We are able to leave our house & work when we want to and it would have to be cheaper than the gas and parking space. My spouse works at the IWK so it would have to be available to her as well.

Sounds like a great idea

The last time - Mumford Road was chosen as a pick-up/drop-off. Metro Transit has the #'s 20 and 23 that leave every 15 minutes or so - takes about 10 minutes to get downtown and drops off right in front of the HI on Summer - It was also cheaper to use. $2.25/fare - or $1.80/fare if using tickets. You should pick an area such as Bayers Lake - You may get customers from Sackville - Timerlea, etc - easy access right off the highway and convenience of more shopping (groceries, etx) at the end of the day. Although Metro Transit does have buses leaving that area - passengers will need to transfer to additional bus(es) to arrive on Summer Street or other hospital buildings - Direct shuttle service may be more attractive.

I think it is a good idea.

In the near future there will be Metro Transit service from Fall River however there is only one stop downtown at Scotia Square. This means I would have to add 20 minutes to my commute in the morning which would be very challenging.

I would suggest having the Park and Rides located further outside the city centre (as previously) i.e Fall River, Clayton Park, Colby Village. I recognize they would have to run less frequently but might be better utilized.

I pay $80.00 a month to park near the hospital, so my only concern is that a park and ride would cost more. I would love to have a park and ride service as long as it’s feasible.

I live in an area where there are no buses that would start running so I could arrive by 0700. It is very expensive to pay for parking in the winter plus gas. I would consider using this service for sure.

I think this would be a great service; it could certainly have potential to reduce the traffic coming from Dartmouth. However if the service greatly increased travel time I would not be interested.

Because I would probably need to use the service on a sporadic basis; it would be nice to purchase smaller number of bus tickets (needed to purchase 10 tickets before).

Location would have to be convenient.
On the days I find it necessary to bring my vehicle into the city, it would be nice to have this park and ride area as an alternative to park near the hospital & pay $13. a day. I would need the shuttle to leave the hospital during the day, on the days I drive my vehicle.

Shuttle service pick up spot should factor in those people who do not have a car and must walk to the pick-up and drop off sites. Thank you

It usually seems that these things are set up for those who only work 9-5, no nights, no weekends and no holidays i.e. the higher paid employees who can already afford or are provided parking and have flexible hours. I absolutely DO NOT have flexible hours.

I am sure that there is ample number of people just in the south end area that could, would and should use this service.

Please see previous question. As far as an independent shuttle service, the main focus would be cost, reliability and flexibility of time.

Drive and park is not an option for me - I take the bus both ways and having a faster service available (Express service closer to my place of work) is what I ultimately would like to see.

I think this is a wonderful idea.

If possible please consider Dartmouth as well. Thanks

Rail

Interested. Nice to explore

I had to choose a site based on this particular survey. While I live in Halifax, my workplace is located in Dartmouth. There remains a feeling of the “we and they”. I used to work in Halifax for over 15 years before transferring to the Dartmouth site. So, this strategy only takes into account those on the Halifax side. So much for equal status among CDHA employees. If you are going to reach out to employees and give them a bit of a perk, reach out to all......

I would consider using this service if it would save me money in the long run. I currently pay $70 a month to use Metro Transit. Would this service be the same or less? When we get into bad winter weather, will it still be available and on time?

I think it's a great idea for people who drive regularly - though I only think the extra effort required would appeal to people if they saved enough $ on their regular parking to make it worth their while.

Cost is important. I recall hearing somewhere previously that the estimated cost would be far more than taking a transit bus. In all honesty, if the cost is going to be much more than transit, it really isn't beneficial to spend a whole lot more to get here 10-15 minutes earlier.

A commuter train or bus shuttle system could be attractive if it made few stops, went largely to my work (Infirmary), was not overly crowded, was comfortable, and had a series of flexible times to permit me to
make early & late meetings. Having only a few parking / pickup points as well as limited drop off points would achieve this and would still afford a broader draw base to make if cost effective. Having the option to drive my car or ride my bike (w/ lock-up facilities) to the parking / pick-up point would be quite attractive.

Please include community locations. I selected the location closest to my office.

The shuttle cannot be more expensive than Metro Transit and it has to drop off at all sites. I do not want to walk.

After the bus strike I took the opportunity to try out the bus once it was a FREE ride and found it to be an alternative way to get to and from work. I recently purchased a Metro X pass for $100 so when or if you put an express shuttle into service I am not willing to pay any more than $100 as otherwise I will just continue with the already transit system. I travel from Tantallon and would definitely use the shuttle service if it becomes a better way of travel and more cost effective. I hope you are able to make this both affordable and effective to all of Capital Health employees as we all need to try and stop bringing our cars to work.

I think that this cost should be a rate lower than what we would have to pay if we had to park somewhere else, I would only be willing to use this park and ride service if it was free or cheaper than me driving to work, I park far enough away that I don’t pay for parking, and I don’t mind the walk, so other than gas and bridge fare, that’s my only cost, I live in Dartmouth and on a good day it takes me 15 mins to get to and from work, and it takes me 15 mins to walk from my current parking spot.

Is this being planned for Timberlea? What about cost? Hopefully not as much as paying onsite parking (CDHA monthly fee) as there would be no point in substituting driving oneself, and giving up a paid parking spot, to drive partway with a group of people.

It would have to be comparable or less than the cost of public transit to consider using. Weekly, monthly pass options would be nice also, and it would be nice to if you would consider offering payroll deduction as a way to pay.

NA

See previous comment re: metro x.

I’d love to save money on gas!

Despite the fact that I feel guilty about commuting alone in my car, there is little I can do about this because of my inconsistent hours. Two days a week I go to another job after my Abby Lane job and so I am unable to provide consistent transportation for another employee. I would like to have an alternative that is expedient. The bus service triples my time to get to work. I just don’t have that time to spare. Thanks for looking into this. I hope it works out to be an alternative.
The service offered during the transit strike was less convenient and more expensive than the regular Metro Transit for me. I would prefer some kind of corporate metro pass and expanded Metro service over a dedicated hospital-run service.

It's a wonderful 'concept'. It has to be appealing to people as an affordable and convenient option. The cost of the temporary transit during the strike was no cheaper than paying for gas and a monthly parking spot downtown; therefore, was not really appealing to me at all. Good luck with the plan and I hope it becomes reality at some point.

While I think this is a great idea - I would also like to see a real effort put into safe and continuous bike lanes.

I need to be at work for 0600 and leave around 1400 - not usual transit times.

To date I have not found a transit service that is convenient to my hours of work. That is the main reason I continue taking my car. There is a shuttle service from Tantallon, but it does not come down to the VG area, and does not work for me at all. If something was made available that would work, I would use it.

I live in Hubbards and would love to take the Metro X bus however it is inconvenient that the only stop downtown is by scotia square as I work at the VG and would still have to walk 20-25 mins. It would be wonderful if the Metro X did one additional stop between the VG and HI.

Currently this survey does not reflect the Nova Scotia Hospital employees or any at the DGH who might need this service as well between the two city sites. I would be interested in a park and ride from Dartmouth to Halifax and back.

The Tantallon area is very populated with professional working families but offers very little in respect to public transportation options.

One bus on limited times and if you miss it you are out of luck. I have spoken to many nurses who would love to use public transportation but no availability. Please keep us in mind during your planning.

Have there been efforts to re-work Metro transit schedules to be hospital friendly? The early bus (34) from my neighbourhood does the complete downtown in the morning and arrives just after 7 am shift change at the hospital. Then the 15:00 bus leaves the hospital first (just before 15:00) and goes downtown. You can't make it work on either side of the day and have to do the long route in both directions. That is why I bike year round. So in conclusion, look at existing resources first (if this has not been done) before implementing yet another partial solution. Then, if a park and ride is implemented, It has to be convenient and cost effective for both sides. Thanks for all the work on this!

I think it's a good idea to offer people who drive to work an option that would decrease congestion on the peninsula. I also think the coalition of the hospitals, Dalhousie and Saint Mary's could use their not inconsiderable clout to put pressure on the city to develop a *connected* network of bike lanes that would make it feasible for more people to ride bikes to work. Capital Health already does a stellar job of
catering to cycle commuters but many people I've spoken to, although they would live to ride to work, are afraid of the traffic they'd have to negotiate to do so. We need bike lanes in Halifax, and not just here and there disconnected bike lanes. This is the project that could make it happen.

I think it’s a great idea. It is quite expensive to travel from Dartmouth and pay for bridge, parking, gas, etc. especially when you cannot get a parking pass. I have been waiting for over 6 years. I would support a service that left from Dartmouth and had flexibility.

Other cities have very good models.

Would love a Park & Ride service from Dartmouth (e.g., Penhorn Mall)

Would only use it if there was capacity for taking bicycles on board

I think it would be great for people who live outside the city; however, there should be one central stop where users are then required to walk to their end destination. Door to door service makes people soft, unless there are mobility limitations/restrictions... just my active two sense (cents).

If I have to drive to Halifax and cross bridge I may as well drive to hospital. Not really a time or money saver. If there was a shuttle in Dartmouth to pick up. Buses are not efficient and usually too crowded to be comfortable.

If there was a place in Dartmouth, I could possibly walk there and get exercise as well as the shuttle. Please try to implement this great idea!

Now car drive time 45min. Bus/or ferry time 1 hour and 30 minutes; no matter if I walk to ferry then bus or get bus in front of hospital to home. Almost impossible to take bus in the a.m. and get to work on time. I would rather take a bus from Cole Harbour than pay parking and bridge.

It would have to be cost and time neutral. I don’t want to spend any more time commuting or to pay more than what I pay for parking and gas

This service should include early morning multiple shuttles from Bedford to Halifax, plus afternoon and evening shuttles home. Drivers who are reliable and a guarantee of a place on a seat, not standing on the bus. Our supervisors should be informed if shuttle is late, etc. to ensure peace of mind for passengers. Price should reflect the quality of the service.

I think offering a shuttle service to and from my place of work is great. I like the ideas that were presented at the beginning of the survey as to why it should be used. my one concern would be money for running the shuttle. If it was started people should be aware of prices being charged and also if there will be increases on a regular basis. I think they may be more receptive of using this option.

I live in Shearwater and have often thought if there was even a link bus that would take me from Shearwater right over in around the hospitals I would take it each day. I think this is a great idea and the idea of not having to worry about parking or the wear and tear on my vehicle sounds great!
I am all for anything that helps reduce congestion on the roads in Halifax.

I would take the bus if there was a direct route from near my home to the H1 site. I would LOVE a shuttle leaving from anywhere in the Woodlawn or Cole harbour area.

I commute from Sackville so it would depend on where the park and ride parking lot is located, i.e., the 101 or 102, the frequency it goes and how much it costs. I lived in the UK and Park and Rides work great not only for day to day commuters but also for big sporting events, decreasing congestion of traffic etc. People from smaller towns who are intimidated by driving in the city may be more likely to visit Halifax if there was a park and ride option available.

I'd honestly be happy if metro transit had something that fit my needs, barring that I would choose this service. (metro passes are tax deductible). Currently I could take the #84 from Cobequid which would get me into work for a day shift. However there is no way to get home in an emergency before 3:00. I also could not use this to get home from a day shift, to come in for a night or get home from a night, so I no longer use the bus now that I'm back doing shift work.

Great idea! Reliability and punctuality would be of utmost importance to success.

It would be great to have the shuttle arrive 10-15 minutes before the start of a shift (like 6:45 for a 7 am shift, 7:45 for a 8 am shift etc). The cost of the parking space and the shuttle should be one payment instead of 2 separate payments, and shouldn't cost much more than a regular bus pass.

If the cost was fair and the service convenient, I would definitely use this service.

Maybe something at Mumford or near Clayton park.

Ability to be flexible if necessary is crucial. Just because the day started at 8:00 doesn't mean that I can always leave at 4:00. I may have to work an hour longer one day and leave an hour earlier another day. Smoothing time is often used. Also the security of the vehicles at the parking location is very important.

Once determined I would like to know the potential cost.

I think this is a super idea, even if it doesn't work for me, I'm sure it will save parking spaces in the immediate area of the hospital.

It would need to be less expensive than transit otherwise people will just continue to take the metro transit. It would also need to be less expensive than a parking pass downtown, especially because people who buy a parking pass can use that for other times than just working hours.

As long as it is cheaper than Metro Transit I would use it.

Drop off points in the south end of Hfx, near VGH or HI would be most time efficient. The Metro transit bus from Exit 5 is great except it delivers me to Scotia square, so it takes longer than driving.
I was considering taking the bus, but there are too many stops along the way. If there was a direct shuttle, that would make my decision a lot easier.

Hi I could see a shuttle service from say Bayers Lake or Kearney Lake to the hospital. As long as it came regularly like every fifteen minutes at peak times I could use it.

We are currently combining carpooling and exercise so your offer would have to be very attractive

Depending upon the closeness of the park & ride, some people may want to bike or run from it. In that case, offering more shower facilities, or letting people know showers on the units are available to staff at certain times, might encourage more people to use the service.

Rather than a large bus, maybe several mini-vans that can travel to specific neighbourhoods within the peninsula, and drop-off at several sites. Also, more flexible hours: 5-9 am, 2-6 pm.

There should be multiple times to travel in and out.

I don't have a car, but did like the shuttle service that was offered during the bus strike--it did cost a little more, but was quick and almost took me to my door. I would certainly use it.

I would love a work-based park-n-ride system! I have to drop-off and pick-up my baby from daycare, which adds significant time to my daily commute, and it makes it challenging to ensure that I reach the ferry/transit on time every day. On days that I am running late, I have to drive into Halifax and struggle for a parking spot. It's very stressful, as I also have to leave work at a certain time to ensure that I can pick my baby up at a reasonable time. My spouse is in the military, so at times, I don't have any 'back-up' for daycare pick-ups etc. A CDHA park-n-ride would be great for me if it was based on the Dartmouth side. Reducing the amount of bridge traffic would be good for a lot of commuters.

I love the idea for various reasons: reduce my carbon footprint, save money on parking, de-stress by reading a book on the way to and from work. I assume this is a user-pay system, in which case I would suggest either a monthly pass for the user, or a system of swiping your employee i.d. to have your fees deducted from the paycheque, like we do in the cafeteria. I live in Dartmouth, and could use public transit, but it leaves me far from the hospital, so I would welcome the chance to ride the shuttle. Would be nice if we could pick it up at strategic places in Dartmouth.

Cost, locations (Dartmouth, comfort and drop offs sites are all considerations

I think this would be great for QEII employees as some of the shifts have a hard time trying to rely on Halifax transit. The biggest problem may be the amount being charged. QEII always seems to put too high a cost on things for the employees, which discourages people.

I think more park and drive options have to be considered and not just at one Halifax location - i.e. North End, Clayton Park, Bedford, etc all need to be considered as vital one way routes to expedite travel back and forth to work. I also think a commuter train may be an option - the track is there already!

It would help people get fit!!!!
The hospital should have free parking for Patients and staff who pay taxes for health care in Nova Scotia.

Instead of park and ride...open up the city for more free parking, I realize this is not what you want to hear, and you will likely delete my comments...but my rationale is that there are thousands of parking spots just waiting to be utilized on the peninsula. All it takes is the drive.

Open up the land between the sidewalks and the street. Voila! Extra parking and no encumbrances onto the street right of way. Park and ride is a waste of time. I used to live in town. Sold my home because of the huge costs to live in the city (TAXES). This whole thing is much bigger than park and rides. The government is not helping/working for the common citizen. If they were, downtown would have a

Causeway across the northwest arm connecting MASSIVE tracts of undeveloped, OPEN land, into the beloved downtown with affordable housing. If you want a vibrant downtown core, parking best be there a plenty, for free... otherwise it chokes itself off from reality. So, really, I don't care for a express shuttle. Will not use it. I can say this because my colleagues and I have debated this YEARS ago...and not much has changed since. Except higher taxation, and pipe dreams for everyone.

See my comments to #16.

There are many patients and family members who are afraid to drive in the city who would benefit from this type of support. This would be the case, particularly if the CDHA shuttle went directly to the door of the hospital (Metro transit other than Access-a-Bus does not, so many people are driven just to get them right to the door of the hospital). I, myself, am using the bus because parking became too expensive.

My bus pass is a tax deductible expense and I want to support the growth of public transit.

It would be great to have a shuttle service directly from different areas in HRM to a location between the QEII and Dalhousie for hospital and university staff. I am a nurse at the QEII and I’m aware of the bus system from my house to the city. However, the metro link only runs at certain times...I can get to work in time in the mornings, but unable to bus back home in the night. I work 7-7 day/night shifts. A shuttle system that makes one stop in the city for employees working in these locations would be excellent! Would definitely use it!

This is a much needed initiative.

My only ask is that it is a frequent service that is reliable. If there is a fee, can it be deducted from our pay? Anything that can help reduce traffic and allow some flexibility in arrival and departure time from work would be ideal.

When I used to live further away from work I would have taken advantage of this on days when I worked day shift (0700 - 1500). At that time I was driving to a Metro Transit park and ride location, and taking the bus from there. It would have been convenient to have a shuttle straight to work from where I parked. I don’t feel like this will useful for those of us that work outside of regular business hours. Getting to work may be easy with a parking/shuttle system, but getting back to the parking area at
2300/2330 not so much. It doesn't seem financially feasible to have a shuttle running at that time of night for so few people, at a high enough frequency that people aren't left waiting around for the shuttle to come.

Repeat my comments from the last box. I don't want any inconvenience. I work evenings and like the convenience of getting to work and back home quickly. I will not wait for a ride.

It would be great to have a transport system early in the morning. It would be less traffic, no parking issues and save on gas. It would lower the downtown congestion.

How do you plan to cover all region of HRM with this potential service?

Great idea! I would only consider if no bus/shuttle transfers involved.

it should be affordable

I would like to see the shuttle run until 10 am each day as my start time is flexible. By having a cut off (like the Metro X) at 9 am it limits my ability to take it.

Yes, it would be great - I could save $ on parking and Gas (hopefully) and time that I do not have to park my car, leaving me more time outside of work. It would be important that it would be non-scented.

Would have to be direct drop off at Infirmary as I travel with wheeled laptop bag and files. Would need space to store this on the shuttle.

I think you need to explore and earlier leave time. People who start work at the hospital for 6:30, 7 am. would leave 2:30- 3 pm. Also linking the park and ride with Metro tranist makes sense the park and ride-so incase you miss the shuttle you can hop on metro transit. My bus ride is direct to down town - Albermarle street. Then I hoof it to the VG. So I would use it on days I wanted the car in the city- but didn't want to struggle with parking.

Transit is good but takes longer with stops and transfers. A shuttle to and from would be better.

My shifts vary daily (including weekends) from 7am -3pm up to 1-9pm so a shuttle service would have to be very flexible, but I would require it most when I work a 8,9, or 10am shift. I would definitely use it if the timing was right for me and the cost was competitive with Metro Transit. It takes me 1.5 hours on a bus to get to work on time, which is a 20 min trip when I drive.

I would prefer full bus service in our area than a park & go. Would consider it to be useful to students coming to the city for university/college classes and work opportunities. I do not believe a park & go service is convenient and as a suburb of HRM full service would create more ridership by students, seniors and people employed in Bedford, Sackville, Dartmouth & Halifax.

Shuttle service would have to run from Clayton park west area.
Penhorn Mall is practically vacant these days; use this place as Park and Ride. My preference might have been for the Dartmouth Bridge/Sportsplex as a location for free park n Ride but it would seem that there's too much money to be lost in Parking Fees to Sportsplex.

We could use more parking. Portland Hills is completely full by the time I arrive and I usually end up parking on the street.

Woodside ferry service would have to increase in time or more readily available park and ride options from the Dartmouth ferry terminal would have to occur for me to shorten my commute. Also there needs to be more than ONE bus that goes direct from the ferry terminal to the hospital and it needs to coincide more with the ferry services (currently only 1 driver of the one bus (#90) that goes direct to VG site from ferry terminal waits until the woodside ferry riders have a reasonable time to make it to the bus stop area before departing).

It is important for this service to be inclusive of workers who arrive to work at 7am. It is important that the shuttle picks us up in a place that is central, that has free parking.

It would be very helpful to be able to get a shuttle at Mumford that would go all the way to the Dickson Center. I am an employee who is physically challenged. It should be considered if there are other employees like me. I think the West End Mall location (pilot location) was a good spot when the Transit Strike was going on. Unfortunately, I did not take advantage of it, but would like to again since I live only 5 minute drive away from the Halifax Shopping Centre.

I think it would be great if a shuttle could be put in place for employees, I used the Perry Rand shuttle when the strike was on, it was a blessing, even though not many people took it.

Sounds like a good plan. I would use it if it would get me home in a reasonable amount of time. I would use metro transit as well if the time in transit was reasonable. I think having a bus that went directly from the parking area to hosp would be great because the time in transit would be reasonable. I know that there would have to be a charge for the parking area to pay for maintenance of the area but I would only use this if the cost were low.

I would support a park and ride system, although it does not currently fit with my needs. I would be very happy to think that CH is part of a plan to make more efficient use of transportation systems.

bus route in my area is not convenient and takes more than double the commute time than driving. My time is worth more. Would offer an environmentally friendly option that is still convenient. Would be a direct route so time saving would be attractive.

Benefits: environmentally friendly; less traffic on roads; dependable transportation (my vehicle is 12 years old); Metro Transit time often vary and a service like this would seem more consistent than Metro Transit.

If it saves time and is comparable in terms of convenience and cost, I would use it.
Schedule times to and from parking area, if close enough together if missed for work related issues if pickup was missed. Amount of spaces on bus, would not like to wait for next pickup if bus is full.

It would be nice if there was a non-public direct shuttle service to and from work. I work non-traditional hours and therefore I can't see this working for me on a daily basis, but maybe a couple times a week. Also the cost would need to be lower than what I currently pay for parking. It is great that CH is willing to do this for their employees.

I am so happy to see that this is finally being considered. I would rather take transit to work in the interest of decreasing traffic, environmental concerns and parking difficulties but it is more inconvenient and time consuming for me to do so. A park and ride would be perfect.

I work 7-3, 7:30-3:30, 9-5 and I can be on call. I tried to use the X bus from Tantallon, but it was unreliable to be on time when it started and it was not direct to a place near the hospital, I was too rushed, I had to stop taking it. I cannot be late for work!

I come in 103 a parking lot near exit 5 or 4 would be great for me.

There should be more than one location for shuttle service available.

I think this initiative is a good idea for those who are car dependent and I support alternative methods of transportation.

I would not take the shuttle if it cost more than the bus

I think this is a wonderful idea!!!! Hope it works and thanks for looking into it!!

Hopefully a shuttle service will be offered Dartmouth bound.

I think a special employee priced bus pass would work better for most people.(like the student bus pass for Dal/SMU)

Great idea.

I really think that this service is needed. Finding parking is difficult and expensive.

I would be an occasional user of the service as my days are often unpredictable with demands that come up in real-time that require me to go to alternate work locations.

I do believe it may be a good option but really think that more link service with a stop near the hospital would be best, rather than us trying to reinvent the wheel.

I would very much like to see this service offered from the Dartmouth area. My only transport option is my car as bus service is not available in my area.
We need a shuttle from the major bus terminals direct to the hospital sites and it needs to very
discounted or it will always be cheaper for me (and everyone else) to take the bus supply parking to
employees that require to travel on a regular basis FREE!!!!

Great idea. I can offer a ride to at least one other person in the morning. Would not be available after
work (see above comments) I also am off every second Friday. I've been awaiting transit availability since
moving to Fall River 27 yrs ago when I understood it was imminent.

My children used whatever became available for all the short trials. I no longer would likely it, unless
met all above needs.

Sounds like a good idea.....especially since parking seems to be getting harder to find every day, and
with HRM planning to designate more streets for permit parking only, it can only get worse. Thanks.

I really like this idea and myself and my husband would take advantage of this. Thanks.

I think it is a great idea!!

It would be great to have a shuttle service from Dartmouth. Some of the potential pick up areas
convenient to me would be Portland Hills, Penhorn, Alderney Landing or the Bridge Terminal. Another
consideration would be to work with Metro Transit to have the Link buses come closer to the QEII. I
often take them at the end of the day, but not in the morning due to the inconvenience of having to
change buses.

I would use this if it was cheaper than the bus and I did not have to make any transfers. Right now I got
it pretty good, I have bus stop within walking distance (a must) and bus goes at my time and drops me
off two blocks from work, I would only switch to this if all this was still applicable but cheaper than
transit.

I am greatly in favor of reducing the amount of vehicles on the road and bridge from Dartmouth to
Halifax - a park and ride system would be terrific!

Look at the bulk of people they start at 6 leave at 7

I would definitely use a shuttle given the price of parking and gas, as long as the location was easily
accessible. Schedule would also be major factor

Cost stability would be a factor. No pay raises and increasing C.O.L. are things that inhibit any
consideration for perks that are not perks but perk$$ for anyone but me.

I pay ~$145 per month to park in an apartment building across the street from the VG site (Park
Victoria). This past year they raised the monthly parking rate from ~ $123 to $144.75/month. This is a
ridiculous amount to pay but there are few options for parking in the south end and I don't want to park
miles away and leave my car on a street near Point Pleasant Park, especially in the winter or if I work
late. If the cost of the Park & Ride was reasonable and more economical than a monthly bus pass and
had flexible arrival and departure times...than I would seriously consider giving up my monthly parking spot.

Transit is not available early in the morning from outlying areas. Parking is very expensive at capital health.

Sounds like a good service for those with cars, I know the SMU parking lot is often full even for students who commute. I hope this project succeeds.

A great idea but if it more expensive than transit why would I opt for this system. Are you looking at different carpooling sites? i.e Bayers Road Shopping Centre, Exhibition Park or Bayers Lake.

I embrace the notion of active transportation and PAT or partial active transportation, and would encourage us to promote use of Metro transit rather than looking at setting up an alternative service. If there are adjustments that need to be made to improve the service for CDHA staff, perhaps there could be conversations with HRM....

This is an excellent idea that will save money and help staff and the environment. Hoping it goes through.

It sounds like a good idea- hopefully people would find it economical and timely. Being creative is the only way to go here. Good Luck.

Public transportation would be my ideal choice always but regular stops by the hospital end early evening. My shift ends at 9:00pm and I don't feel safe walking to another stop several blocks away to wait for a bus. The same is true of a shuttle service. If it continues to run into the evening I would be a happy commuter!

This must be available to shift workers..ie 4pm-12midnight 11pm to 7am, etc,3am-11am, not just the typical white collar workers' hours of 9am-5pm, 8am-4pm, 10am-6pm. We, at CDHA, work a varied combination of shifts that due to higher travelling costs, takes a toll on us to start earlier than our shift to get to work and go home later after our shift has ended to get home.

I think this is a great idea if the shuttle were to run very frequently and not only at peak times. I hate that I have to find parking every day and that I have to bring my car to work, but my shifts are odd, so I don't have much opportunity to carpool. I also can't afford a phenomenal amount of money for the service, so if it was cost effective and got me to work on time, I would welcome such a service. Thanks.

Because of shift work - starting from 0545 to 1345 to start 1100 to 1900 I have had to pay for off-site parking. Transit not always feasible.

Would be interested in this service.
I take the bus every day to get to work from Clayton Park. I would love a more direct route however, and support any kind of transport you can offer.

Wondering what the cost would be and where the pick up and drop off are. Think this is a wonderful idea!!

Currently, I do not have to drive to get to the bus stop. Should there be a shuttle service between Mic Mac Blvd (the Maybank ball field car pool area) and the VG site then I would definitely consider it.

I live in the West end. Capital Health offered a shuttle service (The Perry Rand) which was an excellent idea although it was short term.

Perhaps they can introduce this again and accommodate more areas. Thanks

I think a shuttle from Sackville to Halifax would be a great idea. I am sure other areas would also benefit. I am fortunate that my job allows me to work from home so I think that is my next move.

Sounds interesting.

Access to this area, well lit as we work late especially in the winter months dark early, and the times need to be frequent as that you are not late for work or waiting long periods

Although I wouldn't use this service, not clear on the advantage over using public transit (and this service would take away business from public transit which is an important service). I'm assuming that this service would be directed to areas not well served by public transit or during times with few public transport options?

I think it is a good idea if it does not cost too much and is available to people at peak times of the day when they either are coming to work or going home.

On the days when I was not on call for work, I would love to use a park and ride kind of transit shuttle. Ideally, the secure parking location would have free parking and the shuttle would accommodate the majority of shift workers arriving at work for 0700 hours, and would also be available for later times, 0800, 0900 etc, arrival at work in the morning, and also a variety of times for return trips in the afternoon, and evening, such as 1500, 1900, 2100, and 2300. If there could be a secure parking location in Dartmouth that would be great for many people who commute across the bridge every day. Thanks!

I live in Hammond Plains off Pockwock, however, my husband works similar hours to me but in Bayers Lake. It would be most convenient for us to have a shuttle that would leave Bayers Lake/Clayton Park area sometime between 8:00 and 8:30am M-F returning in the evening leaving after 5pm. That said, if there was a shuttle that had a couple of stops including one at the intersection of Pockwock and Hammonds Plains Rd (e.g., Exit 5 on the 103, Kingswood, Clayton park, Halifax Shopping Centre), then arriving downtown at the QEII at/around 8:30 or 9 - I would certainly take that!

I actually work at the Dartmouth General Hospital and work on a rotation of 2 weeks of 7-3 and 2 weeks of 7-5. I live in West Chezzetcook and would love to see a shuttle bus come thru the area.
I feel this is a very good idea. I took advantage of the shuttle bus that picked up employees who parked at Mumford during the transit strike. The bus used at that time wasn't that great (old clunker), but I certainly would ride this system if it becomes a reality to have this for us. Thank you

I would not want it to increase my travel time by more than 30 minutes nor would I want it to cost more than the savings I'd see. Parking and bridge add up to $125/month for me.

With many of the streets around the HI becoming No Parking zones, and the unreasonably high price of parking at the HI, it is becoming increasingly untenable to bring my car to work. As long as the pricing is reasonable, this would be a great idea.

I think it would be useful, but it has to be flexible as for me I would not use it in the summer as I walk as well and ride the bus and I would not use it if I was locked into a year etc.

I'd rather be sure I am working here next year so I can afford my car.

Great idea to have shuttle service that should cover Bayers Rd., Windsor St. and Quinpool Rd. while getting in and out of the downtown.

I think this is great, especially for those that have more set shift times.

I work in an administrative area; I would like to suggest that where possible some employees may be able to work at different sites throughout the district, which would cut down on transportation time immensely. This is particularly true with those of us who use technology which allows us the flexibility of working in other areas.

As an alternative to paying for parking this is a great idea. Concerns would be cost and timing of the service. I am completing residency, but if I were to stay with CDHA I would likely use a shuttle if available.

I really hope this happens.

I live in Bedford, drive to work alone each day. Work three shifts 7am-7pm, 11am-11pm, 7pm-7am

Would need ample parking spaces so that finding parking isn't an issue. This is one of the reasons I avoid driving to work alone right now.

My shifts do vary. I work 7-19, 19-7 and 7 11-2300.

It would be great to also maybe look at employees that are in typically the same area and if the driver had a vehicle that was able to hold up to 5 passengers, but also that the driver is reimbursed gas funds.

I would like to be able to use it when I need to but I drive with my spouse at present. I would more likely use it to get home from work and not to work as I arrive with my spouse but I leave at varying times between 4:00 and 6:00. So I guess what I'm saying is that it would need to be flexible and have a per usage fee not just weekly fee.
Have bus terminals as points...ex Lacewood Terminal, one in Dartmouth, sportsplex or Penhorn. Have them run later, Great idea, but needs more time selection and pick-up locations.

I think a park and ride is great especially because trying to find parking near the hospital is very difficult and gas is expensive.

I live out in the suburbs - and the commute in, is not really all that bad [despite being 1hr + in each direction] until we arrive at the approaches to the peninsula - where it doesn't matter which direction you’re coming from - all traffic bottlenecks and progresses at a crawl. Rush ‘hour’ in the suburbs starts at 6:30AM and lasts straight through until 8:30AM. Likewise - on the way home - rush ‘hour’ starts in Halifax at 3:30 and lasts until at least 6PM. Anything that would reduce the thousands of single occupant cars on the road, and thereby ease traffic congestion, pollution, and parking woes caused by all those superfluous cars going to the hospital campus of CDHA & IWK would be appreciated. I sincerely hope that there is a way to make the shuttle idea work. Even if it just runs locally IN Halifax, to accommodate the bulk of people’s workdays that start between 7AM to 8:30 /9AM could have the potential of getting thousands of cars off the road. Thanks for this opportunity to contribute to this idea.

I would love this as finding all day parking near the hospital is challenging.

I think this would be beneficial on so many levels and appreciate that this is being considered in HRM. Thank you!

I don’t want to have to allow myself more time to get to work than I presently take now. I don’t want an un-air-conditioned shuttle in the heat of the summer. I don’t want to have to stand like you do on the bus when it is full.

I would love to take advantage of this service the only issue would be my husband is not an employee of Capital Health but we carpool together so the Shuttle Service would have to include non-employees.

It would have to have low or no cost. I think it's a great idea!

I, like many healthcare workers, work varied shifts with call. I would be interested in reliable flexible and affordable transportation from Bedford. My less than 20 minute commute becomes an hour when I start @0900. Not to mention the expensive and unavailable parking.

I think there would be value in such a service. However, there is reliable Metro Transit bus service from where I live, so I wouldn’t likely use this service unless it was more convenient/faster than that.

Parking needs to be sorted out for staff so they are not competing for space with patients trying to attend appointments or the ER.

Currently I have no other way to get to work except drive, as of May 31 we will have a bus that will run to Fall River, if I could find a way to work that was affordable and reliable I would be very happy.

Would be useful for people who do not have as many transit options. During the strike, I was able to travel with another employee from my area who works the same hours.
I have to drop off my son at the daycare and it’s in Barrington St. So how that works not sure.

Great idea - I hope you get enough interest!!

a multi-story car park has been needed for the VG site for over 30 years- surely all the money the hospital makes on patient/visitor and employee parking( except doctors who, for some very unjust reason, get cheaper paring) _ a parking structure could be built.

I think this is an extremely useful service. I can’t wait to hear when it is available.

Workers need a dependable way to get to work. The current transit system is very difficult and not reliable. The bus to pick me up at 640 often does not show ie once a week and getting home is worse.

I think a shuttle service for employees would be an excellent idea. Though I am now able to walk to work, for 2 years I did have to commute daily from Cole Harbour and pay the 13$ in parking daily and it greatly impacted my budget. With as many employees as Capital Health has and with the percentage of those people who drive to work being so high, a shuttle service is crucial. There is very limited parking in the surrounding area, and the parkade is both expensive and too small to accommodate all the employees who need it. I believe a shuttle service would be used by most people if it was available and at a lower cost than what gas and parking would be. Thank you very much for coming up with this idea; I do hope that it does actually get put in place.

There is no mention of timings, cost, reliability and location of parking. These need to be factored in before I make a decision.

The location of the park and ride is important. On the trial it was at west end mall- I live in Fall River. This was no convenience to me.

Even still if a location was in Halifax, I still have to travel 25 kms to get to city- the only convenience is cost of parking.

A central place in Dartmouth would be nice to be considered. I also work shift work my shifts can be7am or 9am start12pm start3pm start.

This would be a great idea, safe parking, and no stress to find an expensive parking spot; as well it would alleviate having to park in the lot at the HI or VG if there are no other options. Please do this! But make it as inexpensive and convenient as possible, if you want this to work

I work at the HI in Emerg and live in Upper Sackville. The Sackville Terminal is 10 minutes from my house. I would be able to travel to and from work and get home at a reasonable hour if Metro Transit either extended its current service by 1 - 1.5 hours on both sides of the day of connecting buses around the hospital sites to get employees to the link buses quickly or put in place a bus service dedicated to hospital shift workers. There are tons of us and a great many would like to travel on the bus. Only problem being is getting to report for 0700/1900 and getting home at a reasonable time after your shift is over.
The cost of parking at QEII is more aggravating than the distance actually. I would definitely use a park and ride, as long as it will guarantee that I get to work on time, and not be stressed by a late shuttle, etc...it MUST be reliable ALWAYS.

I like the idea. It would be good to make it cost effective for someone that doesn't necessarily use it 20 days per month, meaning if there were some months that I wasn't in the hospital every day, it would still be worth my while to engage in the program.

I am having trouble affording driving to work (bridge/gas/parking). Also, when carpedia is finished with us we will have more staggered shifts and we will have a horrible time finding any parking near the MacKenzie. A shuttle would be GREATLY appreciated as long as it won't cost more than what we're already paying out in a day.

Not to have to worry about parking would be wonderful. I could leave latter for work and not have to drive.

I think this has been a long time coming. I would use the Metro X bus now but it doesn't stop or pick up at the VG therefore not convenient.

I would be interested, is the shuttle free of charge? Or is there a fee?

Because I work staggered shifts, this probably wouldn't benefit me.

Potentially a good idea, but I need a lot more answers and assurances before I would use such a service

Would like to see a pick-up area that would appeal to workers in Bedford, Hammonds Plains, Lower Sackville, Waverly and beyond.

Staff should be able to catch a shuttle between Dartmouth and Halifax. Parking is to expensive in Halifax and difficult to find. Shuttle times need to be available for staff working shift work though.

I'm very interested in this service! I would hope that the shuttle would also be active during evenings.

It would have to be able to get people working shift work to the hospital site by 15 minutes prior to shifts starting, and it would have to be available consistently.

I feel this is an excellent idea but it has to be fairly flexible as there are so many shifts at the hospital and so many different directions staff are coming from.

I really have no comment at this time. I want to see the plan first. Thank you

I think this is a great idea and I hope you would include outlying areas such as Enfield. Hopefully you will include shifts like noon-8pm, 10-6, 6am shuttle starts etc.

Onsite parking is really the best option for all. Get off the pot and expand parkades for all employees and visitors !!!!!!
I currently ride Metro Transit and service is good, unless there is a strike/disruption in the Metro Transit service, as recently occurred. If park/ride services to Peninsular Halifax were offered, it would need to be reliable, cost effective and time saving compared to current Metro Transit offerings before I would consider changing to a Capital Region Express Shuttle Service. Thanks.

I think a park and ride would be a great idea. It gives one the freedom to take their car closer to work. The worst part of the commute is getting home on the bus if you have to work late, or you have to run errands after work. I often drive into the city for 7 AM to get parking, if I need my car after work.

I believe most nursing staff would use a transit/shuttle if the departure and arrival times were convenient and frequent around the time that we begin and leave work. I live in Timberlea and wouldn't even mind having to drive my car to a secure location closer to the city in order to use this transit/shuttle system.

If the transit service was better I would use it more often. So it would be great if we could come up with a good service that will be good for a lot of people. Thanks.

It would be convenient for sure!

You mention a secure area to leave the car at...but how secure is this area. Will it be highly visible?

I take the link from Sackville. it is excellent. I wish everyone in hrm had a link and I believe the shuttle is one. Once people tried it, they’d soon enjoy it. However my children are grown up and have moved away so I have more time for commuting. However, I did take the bus when they reached jr high, and we didn't have the link yet.

This service would help many individuals who currently depend on transit.

Excellent idea I have to be to work at 11am. There is absolutely no place to park at this hour. Our staff lot on College Street is used frequently by people that do not work at the hospital. There is no one in the booth after 8 am. This would be a service that I would use regularly. It will cut down on the sick time. When you have to leave home an hour early to come here and circle around looking for parking the idea of calling in sick is very appealing.

I hope this is being considered for areas such as Lower Sackville, Dartmouth and Tantallon area. This is where the majority of employees live.

I have two children who are away during the summer... I feel I would be more inclined to use this service during the summer while they are away, but would consider using it at other times... especially if the parking changes...

I would hope that there would be flexibility in pick up/ return shuttle times as I often have home visits that I may need access to my personal car. Or to consider having a car share spot at the pick-up spot.

I live in Dartmouth, as do many other Capital Health employees. Driving and parking, and/or using transit and walking all take considerable time and expense. A shuttle from Dartmouth would be of great
benefit to employees, not only those who live in Dartmouth, but also those who travel from Cole Harbour, Sackville, Fall River, etc. and must cross the bridges to get to work at CH. Thank you for considering this useful and environmentally responsible project.

Fantastic. I drive from Prospect Bay and do not have the option of using transit. It would be great to use this service.

I hope it happens-currently I rent a parking space, b/c I didn't feel the current parking lot options for leaving my car are safe. I would worry about my car re: theft/break-ins, so I spend more this way for peace of mind. I would definitely be open to the safe park/shuttle idea.

I would prefer a shuttle to metro transit, so I would be dropped off at the hospital and not worry about transfers.

Hope it is not expensive

A must!!!!!)

I think it would be a better idea to offer a yearly bus pass through payroll deduction that would still be tax deductible.

I hope the offering of potential service has options; one size does not fit all. The offering should have some flexibility built in.

This is a good idea.

I live in Lawrencetown and travelling to South end Halifax and then trying to find a parking space is sometimes very frustrating. I plan on using the Transit but would definitely use a shuttle, even if it was from Dartmouth

Would have to cost less than the method used now and place vehicle left who need to be secure.

Parking is way too expensive at the HI site- cost is the biggest factor to me

I think this would be a great idea depending on the location of the parking, cost per month (the shuttle and still my gas & wear and tear to get to the parking area), and the convenience of travel time (7-3 or 6:30-2:30).Thanks

I live in Clayton Park, which doesn't seem far from the VG site, but it does take a while in traffic to get here, and then to find parking is very hard. If there was a shuttle from somewhere in Clayton Park with a shuttle that went directly to the VG site (no other stops), I'd take it. Also, my daycare is close to the vg site.....would my toddler be able to travel on the shuttle with me?

I would also be interested in an offsite secure parking which would be within 30 min walk so I could get the exercise!
I live in the Whites Lake area there is no public transit until Exhibition Park and if I park there I still need two buses to get to work so when I have looked at the schedule it would take me almost two hrs to get to work. So not sure what park and ride would assist people in this area? If I have to get to Hfx Shopping it is not very useful.

I live in downtown Dartmouth and work at the VG site. I am currently fairly happy with my commuting options: I use a combination of transit, hopping a lift home with co-workers, walking when the weather is good, and driving. It would be nice to have another option, which I would use if it were sufficiently convenient and cost-effective.

I would like to see shuttle available outside the downtown area - even something in Clayton Park.

I have no comments.

Last time service was only available in Halifax, would like something for Dartmouth.

I think it is a great idea.

In our department we have 4 different shifts 7-3  10-6 1-9  3-11. How would the shuttle work for those hours? I would love to have a stress free ride back and forth. I would save money for /I am looking forward to hearing more about the shuttle.

Parking is expensive & I would welcome a chance to save the dollars.

I just would like to have parking that I did not have to pay for. Currently I am paying $105/mth

Hopefully this service will help those of us who are farther outside of the city. The temp service during the strike was not very beneficial to us who live in Sackville or Dartmouth. Cost is a factor as well, if it will cost as much as parking at any QEII site, it will not be utilized.

It must be reliable, convenient and cost effective.

I would love to have another mode of transportation because after being an employee at CDHA for 12 years I still cannot believe that my employer charges me to park my car. So to save some money, I get up at 0430 in the morning from April - Sept. when it is light out (for safety reasons) and park on the street. Would I benefit from a shuttle service? OH YEAH!!!!!!!!

It has to competitive with Metro Transit.

Please consider something connecting to Windsor since Hants Community Hospital is part of CDHA. Currently, I have to drive 30 min to Sackville to get the nearest bus. Thank you

I actually work at Cobequid Center but that was not in the first box. Seems like we are forgotten about again :-(

I live in Cole Harbour, Dartmouth. This should be for Dartmouth and Sackville and Bedford as well.
Shuttle service that accommodates all shift would be useful for my dept. as we work 7am - 11 pm and all times in-between Thanx

My shift work includes evenings-1500-2300. I feel I pay too much on parking and spend too much time hunting for a spot. It would be great to take a shuttle and avoid the present parking issues.

Great idea; another idea would be to allow employees ID cards to function as parking pay passes, I'm the same / similar manner that is used to debit our pay from the cafeteria; another great idea is to enable those who have to drive to work, and park in the parking lot, to come and go freely, while on their breaks, rather than charging them repeatedly, and then a last time at the end of their shift.

My daughter and I travel together. For this service to work for me, it would have to allow people other than CH employees on the shuttle.

If the cost was lower than what I pay now and it would get me to work on time

I currently have no alternate form of transportation other than walking or transit and would like the flexibility of living out of the South End of Halifax.

I think any form of public transportation that reduces congestion and parking issues is worth considering and would benefit employees and the city.

I would prefer an option that allows flexibility coming and going based upon the need to be in early for meeting or stay late for meeting.

One set time going to work and coming home won’t work for me. Pick up and drop off locations have to be at least as convenient as Metro transit and cost must also be competitive. I presently drive to a bus then bus to work and reverse the process on the way home. Some days I have to take my car to work in order to travel to other sites in the district, so the pricing needs to reflect usage on a daily basis rather than a monthly basis.

No opinion as it would not be of value to me.

Sounds like a good idea, just not for my situation.

It would be good if the bus system in HRM could be expanded to cover shift workers. If CDHA has 10,000 employees we could fill a few buses for sure and have Halifax become a greener city. But in the meantime if CDHA can come up with a better plan I'm all for it.

I would definitely consider this service if it was an improvement over our lack of good transit service from Bedford to Halifax.

I think this is a great idea-#13 parking is far too much and this would give us an opportunity to off-set this cost with a shuttle vs random/unreliable bus service. I think this may reduce staff hiring to an extent-I have heard of nurses who leave the QE2, Abbie Lane to work elsewhere where parking is significantly cheaper.
It would have to be less expensive than bus fare for it to be worthwhile to me.

It will not fly if the charge to ride the shuttle is the same you were charging when the Metro was on strike. May as well leave my vehicle at home and save the gas as the price for the shuttle would be the same as using Metro Transit for the whole journey.

It's all about the voice of the people and if their needs are met. There lies the opportunity for success.

I live in Dartmouth would it be one of the sites for park and ride.

Shuttle service wouldn't help, since I would still have to take transit/cab to shuttle location, depending on distance from my home.

This shuttle needs to start at 530 am as there are many workers who need to be on duty at 0600. If this were to happen it might help in cutting down on travel allowance for those who need to be at work for 600 am. The departures need to start at 230 pm. Ideally the shuttle should run every 30 minutes from 530-830 pm and depart from 230 pm to 730 pm. These hours would service 8 hr shifts as well as 12 hr shifts.

I am more interested in a metro transit bus that would get me to work by 0620.

Using a vehicle just for one person is redundant. I would like to use the bicycle (and did so) but it is too dangerous as many drivers are rude and reckless. The possibility of getting injured is just too high.

Dialysis start time is 0630. We would need to be at the VG for 0625.

Would need to be affordable. Would it cost to park as well? Is it a direct route from place parked to hospital?

I work shift work most of my shifts are 12 hour with a few 8 hr ones thrown in. I work a lot of 11 am to 11 pm shifts with 7 am to 7 pm and 7 pm to 7 am. The 8 hour shifts are 11 am to 7 pm. With this many different shifts it is impossible to carpool. I would love to be able to use a park and ride system. It would relieve a great amount of stress for me. Here’s hoping it can accommodate me. The 11 pm is the most difficult as there is no bus that goes to the bridge. The 20 is the only one at that time. Although I am usually let go in no later than 1030. As very few people get off at this time. It is highly unlikely that a shuttle will be put on.

A variety of times offered would be helpful, as there are many different times of shift workers employed.

I would love to be able to take metro transit to work. Unfortunately, the metro transit bus does not come out my way early enough to get me to work for 0700 hr. The bus would pick me up at approx. 0550 and I would have to transfer at the bridge and again at Scotia square in order to get to the HI site. I would be at least 0715-0730 before I could get here and start my shift. My shifts are from 0700 to 1900. I would love to be able to catch a shuttle from the Dartmouth Shopping Centre and get here on time.
You need to decrease the amount of money it costs staff to park in the parkade during the daytime week hours.

This would be a very good idea.

Would love to have alternative to driving my car to work. It really bothers me to see all the vehicles on the bridge with 1-2 people in them only. I really hate to think about what all the pollution from that traffic is doing to our environment. I tried taking the bus but it added aprox. 1&1/2 hours to my commute.

I think that this could be a great opportunity for many people, particularly if the shuttle bus was reliable and ran frequently. I would definitely consider using this service if it was more cost effective than my present mode of transport, and my husband who I travel with would also be allowed to use it. However, as a Dalhousie employee based at the VG site, would I be allowed to use this option? And my husband and I drive to and from work together each day - would he be entitled to use this service too?

I would be very, very, very happy if the Capital Region Express Shuttle Service could become a reality. Thank you!

I would love to be able to take public transit. I live in Beaver Bank. Public transit requires me to take 3 buses and cannot get me to work for 0630 start.

If a shuttle service was available from Bedford that would get me to the H.I by 06:15 to start work at 06:30 I would love it, If the park and ride spot is close enough to my location, if I have to drive the same distance as I would to work, not sure I would use it.

I think this is a wonderful idea! I drive my vehicle to work from Clayton Park. I currently park on the street on the commons or at the college street parking lot, as I cannot afford to park at the HI parkade on weekdays at $13/day. I would be willing to take the bus but it is not convenient. To get a bus from Clayton Park that would put me at the HI in time for my 0700 shift, I would have to be outside at approx. 0540 and would have a 10 min walk to the bus stop. I do not live far from the HI...I don't think I should have to leave my home any earlier than 0600 to get to my workplace which is a 10-15 minute drive away. And to get home in the evenings at 1900-1930 the buses are even harder to come by. I would have to walk to a bus stop on Robie Street that would drop me off a 10 minute walk from my house....which would mean me getting home around 2030....not what I want after working a 12 hour shift....and I don't think there is any need of it when I only live, as I said, a 10-15 minute drive from my place of employment. I guess the bottom line i'm trying to say is, more people would gladly use transit if there was a user-friendly transit system that helped out shift workers...but there is not in HRM. And the price for parking downtown is ridiculous. And now they are changing the parking on the commons to paid parking. Please start a service that works for people who live in Clayton Park who work shift work.

I feel it is essential for Capital to offer alternative mode of transportation to employees given the limited parking available for persons who have appointments at this facility.
The park and ride idea at Mumford during the Bus strike last winter really worked well for me. Thought it was a brilliant idea!! And just as I was getting used to it, then the service was cut short...

It is probably a good idea but would not be necessary for me. No has mentioned the cost. Would it be more expensive than transit? Employees would have felt more appreciated if we had been allowed to park where the QEH high school was torn down instead of an urban farm.

I think with the shifts we have been given it would be difficult to work this as we have 6 different shift times in our schedule, 7-3, 9-5, 117, 1-9, and 11pm-7am. If it is possible, I am definitely interested. Maybe only on days when I am 7-3?

This is a wonderful idea especially for the wintertime when parking on the street is a problem when it snows. A shuttle leaving from Exhibition Park would be ideal and alleviate the parking problem around the VG.

Unfortunately for those in certain areas just outside the city proper, there is either no bus service and/or no express bus service.

The other issue for CDHA employees is parking...especially at the HI, VMB, Abbey buildings....

I live in Hammonds Plains and the bussing in almost nil in my area.

I loved having the shuttle service during the transit strike. It saved me time and money, so anything that is done to come up with the same or similar alternative to taking my car downtown will be appreciated.

I think this is a great idea. If this was based in Dartmouth maybe somewhere in Dartmouth Crossing it would an all-around winning situation. The Crossing would have more customers the bridge would be less congested.

I work at the VG and the Infirmary. I start at either 0730, 0800, 0900, or 0930. Quite frequently, I cannot leave at the scheduled time and I take call approximately every 6th weekend and every 6th week day.

Would there be multiple runs at peak times?

I am interested to know more about this service. I would probably not use the service if it was more expensive than public transit.

The place of work question- Primary site is variable depending specific clinical schedule. Time of leaving also changes widely and is unpredictable, dependant on clinical duties, meetings etc.

While I think this is an interesting idea, I think that offering a yearly bus pass through payroll deduction would be a better way to offer incentive for people to leave their cars at home.

If it’s cheaper to travel by Express Shuttle Service then driving my gas guzzler to work from Dartmouth in often heavy traffic, paying for bridge fare, and then trying to find a FREE parking spot on the street BLOCKS away from work...then yes please!!! Something needs to be done! It must also be cheaper than taking the Metro Transit as well. This would positively affect my everyday commute to work, making me
a much happier Capital Health Employee! I think it's ridiculous that we are asked to not park in our own parking lot, and then if we have to, say on a day that's raining hard or a cold wintery day, we have to pay $13!!

It would be great to avoid the parking issue as long as it was very inexpensive and the times were frequent in the rush hour time (6:30-8:30)

I used the park and ride during the transit strike and I found it more convenient than driving to work and trying to find a parking spot. I did and still do find it inconvenient that the shuttle between the HI and Dickson Centre ends at 1635 as I work to 1700.

I Park & Ride now with Metro Transit but would switch to QE II Park & Ride if it was direct from Lower Sackville.
I live in Dartmouth and certainly during the last strike there was no provision for that area. The pick-up/drop off areas would be very important in my decision.

Whether it is available to the other passenger that I travel with.

If I am going to leave a vehicle somewhere during the day, the security of the site where it is left for the day is of great importance to me.

I work off site and have to travel to the main site for meetings during the day.

Would I be able to be flexible with hours worked from day to day?

That it is available for people in Dartmouth

I occasionally use Portland hills. My car has been bumped twice and cost more than the parking savings in Halifax. A spacious parking lot very important (i.e. Costco lot.)

Convenience of the park location relative to my home.

The location of the park and ride lot
Where the shuttle would originate.

Would the service be limited to employees?

Availability in inclement weather - winter?

Reliability and cost would be most important

Cleanliness.

Where the drop off/pick up points are

Flexibility, as my leaving work hours vary most days

I think the trick would be that I rarely know what time I leave work. The issue was of greater import to me when the strike was on as I take the bus home.

Location for pick-up and drop off

I bring my child to daycare

Location - considering moving out of downtown, having an option like this in relevant locations would broaden options when choosing a new location

I could start anytime between 730 and 930 and may not leave until 600pm so public transit is not accessible enough at those times. Also, if there is really bad weather the buses are not reliable enough.

Pick up areas

I carpool with family members - so whether the service be extended or only available to employees. Not driving with them would compromise their ability to get to work.

When I take public transportation now I currently use a Park and ride. When I bring my car in I park on a street or at at mall and walk or take the bus from there. I don't know if a shuttle would be any more convenient.

How early it would begin - i am an rn in the nicu. we begin at 630am

I often end up unexpectedly working later than expected... so it would be important that there be regularly scheduled shuttle times into the early evening so I wouldn't worry about getting back to my vehicle on the days I work late.

Whether there would be flexibility to change the hours/times the transportation could be taken (i.e., come in at 7am and want to take the afternoon off). Would there be something available to get back to the vehicle. In all likelihood it would not be cost effective for me as I have pretty minimal costs (free parking, etc.) and also live directly on a bus route if I am unable to car/ride bike and my travel time is really quite short.
Location of 'Park and Ride'

Frequency of operation - eg I could take the Express bus now but the connecting buses in town are seldom there or just left

Close to work??

Bike rack would be nice. Shortening the distance might/decreasing biking in town during rush hour might encourage people

A bit outside of the city to bike.

Distance/direction from home to pick-up location; safety rating of shuttle vehicle/driver; upfront commitment required by user (pre-booking vs. first-come-first-served; week/month/year passes vs. pay-per-use)

Don’t have to commit to shuttle service, like to be able to use it occasionally.

Where pickup/drop off would be and how safe is the area for leaving my vehicle all day.

Since I work shift work, I am on a 3 week rotation, so every third week I work 2-10. I am curious how late the shuttle would run for.

Will it run during "off-peak" hours, as I work evenings and weekends only.

Safety both personal and car

Where I would have to leave my vehicle would matter a lot to me. I wouldn't want to leave it somewhere where I did not feel secure coming and going from.

Flexibility, not paying by the month but usage.

Location of pick up. I fit is just on the peninsula of Halifax or does it go further. For me I would consider using if it came from Sackville. Also, because of my evening work, at times, I would be a part time user.

Mostly flexibility especially in the am, time coming in to work can vary y 30 - 40 minutes because of kids mostly.

I WORK ANYWHERE FROM 7AM-6:30PM MON-SUN SHIFTWORK; COULD THIS BE ACCOMODATED?

That i would have to go out of my way after drop off to pick up groceries and do errands that i would normally do some days after work

How flexible it was. Could I choose to bring my car on days I have appointments or do you have to sign up for it every day?
To change it needs to be something the health centre is committed to continue not a trial. I would not try a trial because why get used to something that is not going to stay?

drop off locations

What time of day and evening it was offered. If a Safe area in the evening after dark.

Ability to take carry-ons; room for bicycle for one-way travel; not "locked-in" to a contract.

Security of person and property. Location of park and ride lot. protection from the elements.
IWK Comments

Why would you not consider using an express shuttle service?

Because I live close enough to walk to work, if I have to.

I require my car for work.

I drive my girlfriend to work each day. She would need to take a bus to work each day if I took a shuttle. This would be financially irresponsible.

Currently I drive with someone who works downtown but not at IWK.

My work times vary, and I often have errands to do on the way home, as well as transport my daughter to and from school.

I live too close and it’s easier to walk or drive myself.

Sometimes I have outside appointments which require my vehicle.

I work off-site from the IWK.

I have a children that need to be dropped off and picked up at the before and después school program (located in Dartmouth) and a daycare (in Halifax).

As a walker and biker, I want less traffic for safety reasons. I see a great need for decreased traffic in this area of Halifax. I do not live far enough away to use the shuttle.
I do not have a car. If the shuttle was close to my home I would take it but not if I have to take a bus to get to the shuttle.

I bus it part way and walk the other half. I couldn't do this with a shuttle, plus I like to support public transit. Shuttle wouldn't be any faster due to traffic.

The flexibility of having my car here if I need to run an errand at lunch, the ability to leave and arrive when I want to without the added time delay of a shuttle.

Don't need it

Because I walk!

I do not own a vehicle

I believe the cost would be much more than I currently pay being part of my carpool. However, if it was free I would consider it.

My husband and I need to drop off our two children in different locations during our trip to work. Not feasible to do it without our own vehicle.

I live close to work.

Live close enough to walk.

I live too close.

Because I have no need for one.

I only live about a 15 min bus ride away from the office. Driving somewhere and parking my car to take a shuttle does not make sense for my situation.

I live too close to the IWK.

I don't have a need for it, I live only 3 km from the IWK, so I can walk, bike or run to work. I never use my car.

DON'T DRIVE.

I don't have any extra time in my day to spend doing non work related activities, especially adding on more transport time to my day. Adding time to get a shuttle takes away work time that I have no way to make up.

I bike year round. I never use a car.

My husband needs the car to drive himself to work.

I don't want to add any more time my travel time.
HUSBAND DRIVE ME TO WORK EVERYDAY

I do not own a car

My drive to work is short. I drive because of gear required by my son for after school activities... and I need to drop my son at school ... which is near where I normally park.

I live on the peninsula.

I currently take the ferry, which works well for me.

I already drive to the Woodside ferry.

LIVE TOO CLOSE TO USE A SHUTTLE

Too inconvenient.
IWK Comments:
Opinions about the potential service

I would really, really like to have a park and ride.

As far as I can tell, this is for Peninsula residents only. What about staff coming in from Bedford or Sackville? Can they take advantage? Take their car as far as the Park N Ride location and "hop" on the shuttle.

I think it is a great idea - but it just may not work for me due to where I live. You can't cover the entire peninsula area and I understand that. Hope it works out for many people.

While I might not be interested in this option right now (I require flexibility at the end of the day to pick up and transport my child to her activities) I might be very interested for the future when I will be less busy after work.

The only way this would be helpful is by a cost savings for the employee. If it only costs a little bit less than a parking spot at the IWK for an employee to take advantage of this, I'm not sure how well it would be utilized. The person is still driving their vehicle (to a Park & Ride spot) - so they are still paying for gas, wear and tear on the vehicle, etc... Then likely paying a fee for the transportation to work, etc...
I live in Hubley. If there was a park n ride close to home that dropped off at the IWK, that would be ideal and I would definitely take advantage of that.

Very encouraged to consider this kind of alternative. Even though I have two children in elementary school in Dartmouth, would consider a park and ride option!

I believe a service like this would be great, provided it was convenient, affordable and reliable! Thanks!

If this was a reliable, cost effective service, I might consider it.

Would weigh the cost with that of carpool / public transport and if comparable and depending upon departure and arrival times, I would seriously consider using the shuttle

In order for me to choose to participate, the combined cost to me for gas to arrive at the departure destination combined with the cost of the service provided must be significantly less than the current cost of gas to drive all the way to work plus parking. The convenience and security of having one’s own vehicle at their disposal on site at the IWK when home is more than 70 km away is a significant factor and it would need to be a very, VERY good deal for me to consider giving that up.

Great idea!

If I worked at the main site and did not have to travel for meetings this would be an ideal service

Great idea. From Millwood, Sackville, Metro Transit does not offer Route #82 early enough to connect with Link so healthcare workers to arrive at work for 7:00am. I have to drive to the terminal so if there's a park-n-ride, I might as well drive there.

A great idea, but I feel that the numbers will not sustain the shuttle service. The employee population is too wide-spread across the city to find pockets of enough employees within a certain distance to make it feasible.

This is an excellent idea. Parking in and around the health centre is very limited and expensive. I would definitely consider using such a service depending on location and price.

I think the shuttle service would be great, as long as it saved money. If it costs more than taking public transportation, I will just continue to take the bus.

I think people in Dartmouth, Lower Sackville, Bedford, and Timberlea should all have similar opportunities. It is way easier to take the bus, take your bike or even walk when you are on the peninsula. Think of all the people coming from outside the peninsula.

I would rather cycle during nice weather. But really feel service would be quicker if there was a corridor on Main St.

Dartmouth. People could connect very quickly to Mic Mac Mall or Portland area. Both ways and all the local bus services along the way. Thanks for the survey.
I would use this service only if the parking was free, otherwise paying for parking would not be worth my while.

That end times on the survey do not reflect when a typical shift worker would get off work. We work twelve hour shifts.

Currently I live in Russell Lake and there is no public transportation that gets me to work on time.

May use occasionally if that will become an option but it depends on cost and convenience

I would like to see a service that is faster and more efficient than the current Metro Link service

I think this is a great idea for people who would like to use it

More bicycle racks available please - and more opportunities for staff in off-site locations to have showers and change rooms. The change rooms at the IWK are difficult to access for off-site people and I have to carry my stuff with me around the IWK all day long. It's a bit of a challenge!

Great idea - especially if it results in monthly savings for users.

Public transportation is too unreliable. Buses do NOT arrive on time and are usually full and you can end up waiting a long time for the next one to arrive. If this were to work the service must be reliable (unlike Metro Transit) and affordable. Parking rates at the IWK just keep going up, so something that was affordable would certainly be something I would consider.

I would not want to pay for parking, but would understand a small fee for the shuttle

Probably something I would consider when my children are grown up and didn't need drop offs and pick-ups by me anymore

A service from the airport may be very appealing to me.

I GO TO THE GYM ON SOUTH PARK STREET BEFORE WORK, SO I LEAVE HOME AT ABOUT 5:30. IT WOULD BE NICE TO HAVE AN ALTERNATIVE MEANS OF TRANSPORT THAT EARLY IN THE AM SO I WOULDN'T HAVE TO TAKE MY CAR.

1) As an observation, when one of the three big users (hospitals, universities or government) of this part of town are closed, the traffic is very manageable. It wouldn't take much to co-ordinate a staggered start/finish for the work day for these institutions. 2) Give employee incentives to walk/bike to work (an hour off every two weeks/month 3) look at what others have done to promote decreased car traffic and/or think outside the box. 4) Make it safer (educational PSA's) for bikes and walkers.

This sounds like an excellent idea. I would be very interested in taking advantage of it, the only consideration I would have would be cost comparison to public transportation.

Thank you for your efforts!!
A shuttle would be great if I was picked up and dropped off at home. The bus stop is 1 min walk from my front door. The bus drops me off right by the hospital.

I have more flexibility on my departure time and I tend to stay until 6 pm to avoid the congestion of traffic to get home. I have tried metro link, but can't stand on the bus because of a back injury, hence I have to take my car. I am very interested in this option.

I would need to consider the following before committing to using this service: amount of fare, schedule, and length of travel time (how many stops). I currently have monthly parking at the IWK and need to carefully weigh the pros and cons before giving up my parking. My main consideration is price - carpooling with 2 others means I pay roughly $40 a month for parking plus gas on my week to drive.

Be flexible with the hours and not just have an in route in the AM and an out route in the pm.

I do not own a car so would have to take a bus, which in my area is once an hour, to get to Mumford Terminal. Why do you assume everyone has a car? I can't afford one.

Cost will still be an issue. I park and ride with the bus so I am paying approx. $4 per day for that. The shuttle would need to be cheaper than that.

I think it's a great idea. Parking downtown costs a fortune. That's why I take the bus!

I commute from Hubbards daily with myself and usually one other passenger. I do not currently use the bus service from Tantallon as it goes directly downtown and would require me to bus up to the IWK (or walk/cab) I can't leave any earlier to accommodate this. If the direct bus stopped closer to the IWK, I would use it regularly to commute and would welcome it. If I could attain transportation from Hubbards, even better.

I would LOVE this service! I currently live in Clayton Park close to the Home Depot and would absolutely love it if there was this service going directly from Clayton Park to the IWK. It would help me immensely, as parking is an extremely difficult situation to deal with in town, and it is very costly to park in the IWK Parking garage when you cannot find street parking.

Gas is also a factor that is extremely expensive these days and is difficult for most people. Also, myself and my fiancé share a vehicle, so coordinating him going to Bedford and myself coming to the IWK can be very difficult as well. This is such an amazing idea I applaud your efforts! Please make this happen, it would help so very many people. Often the bus system in HRM just isn't efficient enough to get us here and home in a timely manner that works for families, and this would be an amazing alternative to be more efficient. I would gladly have regular deductions from my pay, just like we do with the gym memberships with Goodlife, to be able to use something like this if it was efficient and timely enough to be practical!

My current location is temporary and close to work. Once I move, I anticipate such a service would come in very handy (no longer able to walk to work).
The shuttle from West End Mall wasn't a success during the bus strike, so why would it be now?

Perhaps a shuttle for people from Dartmouth or Sackville or Bedford would work. . .

Good idea for those who want to use it.

I live in St. Margaret's Bay; not sure how this would work for me, unless the parking area was in Bayers Lake.

Perhaps there are not enough potential riders to service my area (St Margaret's Bay/Tantallon) but I still see this as a valuable service even if I am not able to participate.

People travel from a wide range of locations if you pick the same site as during the strike I would have been almost to work and would still need to battle traffic to get out of the city. I would suggest a location further out of town. And suggest multiple locations.

I think this is an excellent idea and is critical to making HRM an environmentally conscious place to live, especially given the contraints on the current roadways (e.g., limited ways to get onto the peninsula) and the growing number of people moving to towns outside of Halifax proper.

The savings would be in parking fees as my commute will still be lengthy. If not significant, then would not be interested.

Currently, I live close to work. I'm considering moving further away to save on housing costs, but the prospect of taking public transit every day is a deterrent. I don't own a car and would very much welcome a shuttle service if it was economical. This is a great idea!

At least once a week I take my car but it's not my preference. There are 3 buses that come from downtown to IWK and all leave at the same time. I often have to wait 20 min for a bus if I am 2 minutes late or the bus is a few min late for the connection. Very frustrating.

Presently, I am unsure if I can use this service as I work in the community and do require my vehicle for work and also work at an offsite program.

Have considered moving out of downtown Halifax, but the extra transportation costs to work (expensive parking, limited parking availability, inconvenience, vehicle costs, public transportation costs, etc), almost negate any cost savings. Having a direct, reliable, cost-effective alternative would increase options when considering a move to an out-of-downtown neighbourhood.

I live in Porters Lake so my commute takes 1hr 30min each way. I drive to Woodside, take the ferry and then bus to IWK. It would be good to be able to cut that time by only having to drive to the park and ride. Also the Woodside Ferry only departs every 30 mins and finishes at 9:37am with no service until 3pm finishing at 6pm. Sometimes I need to leave in between or after these times.

Sounds like it might work but must be reliable.

Great Idea!
THIS WOULD BE WONDERFUL, IF WELL COORDINATED WITH MY LOCATION AND CHILDCARE LOCATION. I HATE BATTING TRAFFIC AND WASTING GAS WITH A SOLO OCCUPANT.

I don't park somewhere because I am close, but the buses are still inconvenient at times because I have to walk from the nearest bus stop especially in bad weather. I would definitely use this but it would have to be able to follow along the main bus route. It wouldn't make sense for me to back track to a park/ride site. If that was an option this would be more feasible to those who live on the peninsula.

I appreciate the effort being put into this - even if I cannot benefit from it.

As mentioned previously I am not sure this would be any more convenient. Currently if I bring my car all the way in to Halifax it is because I have something to do in the evening and the Metro X does not run in the evening. If the shuttle did not run in the evening it would not be useful to me.

Great idea for Dartmouth. If I take the bus home it's at least 1.5 hrs because of connections. It's a 20 min car trip.

WHAT IS THE COST?

It would depend on cost for me; how it compared with the bus and how much time it would save me.

I think this would be great! I drive to work from Dartmouth, contending with bridge fare, traffic, gas costs, and parking once I arrive in Halifax. Costs are very high to drive, but driving is far more convenient than the bus and more comfortable. A shuttle might be a happy medium.

This would be a great service if the cost were kept down. Right now the parking costs are amazingly high.

It would save on parking expenses and gas which are huge as a single parent. Great idea and am sure many would be on board with it and greatly appreciate this service, so therefore it would be efficient, beneficial and hopefully profitable.

Having a shuttle to and from Dartmouth, would be brilliant!! There could be several key locations, to park and ride. Presently a new structure is being developed behind Dartmouth Sportsplex. May be this could accommodate this service (or at least a pickup area for walkers. I'm sure many people would make the effort to walk to a location. A great project - the way of the future!

Hopefully it won't be too expensive, as it's a really good idea!!

Didn't they just try doing this from the West End Mall and not have enough people to continue it???

Where would I have to drive and park my car? For me going to the Halifax Shopping Centre is not saving me much time.

I FEEL THAT A SERVICE SUCH AS THIS WOULD BE INVALUABLE. I CURRENTLY PAY 103.50 PER MONTH TO PARK PLUS THE GAS TO GET HERE EVERY DAY. MONEY OF WHICH I CANNOT AFFORD BEING A SINGLE MOM OF THREE.
I TRULY HOPE THIS COMES TO FRUITION

It would be great if it worked for my hours of shifts being covered between 0500 and 2100 hrs

I would be very interested in a shuttle service. I work 10-2 wed, thurs, fri. sat & sun 3-11. Therefore my schedule is difficult to accommodate.

Hopefully it will be feasible and allow employees to save money on gas and parking and be more environmentally friendly.

This would definitely be an option for me but it would be dependent on the price. I pay 120/month for parking at the IWK. If the difference was minimal then it would not be an option.

This is a fantastic opportunity to help staff while also helping the environment. Let's get all those cars off the road that come to the downtown core of Halifax. Kudos for even looking into this!

Please see previous box.

It would have to significantly reduce my driving time and be easily accessible (time and place) for me to use it.

Service needs to start earlier. There needs to be express buses.

Great idea if people are interested. Would create less congestion downtown at peak hours.

I BELIEVE THIS IS A WONDERFUL IDEA AND WOULD HOPE IT ACTUALLY TAKES PLACE. IT WOULD DECREASE TRAFFIC CONGESTION, HELP THE ENVIRONMENT AND SAVE A LOT OF PEOPLE MONEY FOR FUEL AND CAR MAINTAINANCE.

Would this option be open to employees with children to drop off at daycares? I take my child on the bus with me and drop him off at daycare before i arrive at work.

I think this is a fantastic idea and as long as the times of the shuttle fit in with the different times that people have for their schedule, it should work

Would have to be better than the transit.

I find that a lot of the buses that service the area of the hospitals run mainly from the Halifax Mumford area and Clayton Park.

I would like to see a bus to the hospitals that leaves at the appropriate time for a 7am start from the Dartmouth area where I do not have to walk 2 or 3 blocks to work from the bus stop.

Good idea if it is dependable and flexible (e.g. after school pick-ups, children emergencies) and employee can save $. What option is available for employee to bring their car when necessary?

This would have to be an area where my vehicle is safe and the shuttle service a cost saving.
For transportation to and from work there was not an option for what i do, I carpool in with my partner half way and take the bus/walk the remainder. I would love to see a shuttle service. During the strike it would have been nice to see an option for those who live on the Dartmouth side of the bridge. 5 of us were traveling together at that time, and a shuttle would have been much more convenient.

If this service were to reduce my commuting time and be cost-effective (comparable to public transportation), I certainly would try it as an option.

Option would be very beneficial with respect to the rising costs of parking at the IWK.

Commuting from Stewiacke. Would DEFINITELY use a shuttle/ car pool/ park n' ride from this area or any location on the way (ie. Elmsdale, Enfield, etc.)

it would be great if the shuttle had a bike carrier like the buses.

I think this is a great idea for people who live far away and would also be beneficial in the event of another transit labour disruption.

Great idea for anyone residing off the peninsula.

It would have to be cost effective, safe and reliable

I think it is a great service for people who have a long commute. I hope it will be possible for people to bike to the shuttle and have safe parking for bikes, not only for cars. A short bike commute combined to using the shuttle would be a fantastic alternative to commuting in a car!

Don't currently own a vehicle, but plan to get one. Would use this service if I had a vehicle.

i will cross my fingers, i would definitely take advantage of this

i think for some people, ie people who don’t have small children where one has limited "babysitting time" and don’t have the flexibility to spend extra 20-30 plus minutes once or twice a day extra on transportation it might be a good option if parking was either cheaper that way or at least it made parking accessible. I however I don’t have that time to give due to above circumstances and I’ll pay what it takes to get parking at the IWK.

Any other services offered like this have never worked out with the hours we work in my particular unit. Our start time is at 6:30 am/pm, and it is hard to even get a direct bus service for this time.

Needs to be accommodating of RN hours. Sometimes you are required to stay past the length of your shift.

If you could get to work by taking the bus in the same time as taking the car, more people would do it.

Would be glad to see this but in place

Sounds like it could benefit some people/the environment.
I think it would be good for this area since there isn’t a lot of parking available.

Service is potentially good, always tricky working out shuttling when living outside the city. A new bus service in Fall River may help as well. Thanks.

If there is additional cost and too much time wasted I would not be interested

Lower Cost for Park & Ride/day, than General Parking

SOUNDS INTERESTING. I WOULD BE INTERESTED IF IT COULD ACCOMODATE MY CRAZY SCHEDULE. I WORK 8 to 1, 1:30-6:30,7-3, AND 10;30 OR 11;30-6:30PM PARTTIME 50%. WE ONLY HAVE ONE VEHICLE SO IT ALSO DEPENDS ON THE DROP OFF AND PICK UP SPOT. I ALSO WORK 7:30AM ON THE WEEKENDS PERIODICALLY.

I primarily ride my bike to work and or travel with my Wife in our car. A shuttle is a great idea. In my particular case, it is something I would consider as an alternative to my Primary / Secondary means of travel. Thanks for the opportunity to participate in the survey. Regards, Grant

Would like to be able to bike in spring/summer/fall and then pick up a bus into work

There is no bus service in my area - so regular bus service would be a good option

A shuttle to get out of down to then have an alternative way home would be okay too (e.g. I could get picked up outside of down instead of someone coming to the IWK to pick me up)

I can see where it can be a good thing for some people but I don't think you’re really going to know if it works until you run it for a while.

I would personally prefer, because I live in Dartmouth, better service from Metro Transit...either extending Link buses to the hospital/university area (instead of stopping downtown and going no further) or better links with buses/ferries (the buses that are waiting at the ferry terminal to transport people in and around Halifax do not head in the university/hospital direction...from what I can see, they head to the Quinpool/North areas). Not sure how much I would use a shuttle service...it would have to be convenient and much more economical than using my own car as I have on-site parking currently. If I did not have parking, I would certainly consider it.

No comment

I am interested. The problem with bus service is it takes twice as long to get to and from work. It would have to have limited pick up spots and be very consistent. Good luck, I hope it works out.

If there was a way to stop paying parking fees that I currently pay on a monthly basis and it was reliable I would consider using this service.

This is a great idea. I hope there will be enough interest to make this happen.
I live in the Clayton Park area so it would be difficult for me to drive to Bedford, say, to get a shuttle. A shuttle leaving from Bayers Lake Shopping area, or Clayton Park Lacewood Drive, or West End Mall area, would be, I guess, the best areas for someone at my end of the City. Being dropped off on one of the streets bordering the IWK would be best as well. I am so glad a shuttle service is being considered for the highly populated institutions of the south end of the city. It is long, long overdue. I’m looking forward to its fruition.

I commute from Windsor and a pick-up / drop off in Sackville would be great!!

I’m not sure if this shuttle service includes offsite locations such as the HITS-NS RBC Building. If not, it would be great if it was taken under consideration. I also think that if this shuttle service is offered at a lower cost than what it would cost to take the bus it will most likely appeal to most people that use this mode of transportation.

I am an IWK employee who works in the downtown core as part of HITS-NS. Any shuttle service under consideration will need to include a drop off location near Scotia Square to be of value to me and the other person who carpools with me today. While I appreciate and would value this service, I hope that HRM will finally come through with an express bus from Exit 4 on the 103 as that is my preferred alternative.

I think this is a great idea, but the park and ride needs to be located outside the city area since that is where the greatest time of commute is. Currently, I drive from just outside Truro to downtown Halifax via the bridge. the first 45 minutes of my drive brings me to Dartmouth Crossing; the second HALF of my drive gets me across the bridge and downtown to park my car and walk from the lot to work. Part of the issue is parking downtown, but 3 hours on the road is MUCH too long... I’d suggest having the park/ride lot somewhere such as Sackville business Park and/or Dartmouth Crossing Business Park since traffic greatly slows after these locations.

Hope the shuttle goes all the way downtown (scotia square) and doesn’t stop at the hospital only. Accommodate employees that work offsite already taking the Tantallon MetroX but it is still a 15 minute ride backwards up Hammonds Plains Road.

I currently have to dive, leave my car on a side street and taxi to work. It is expensive and time consuming. Although I am employed by IWK I work at the RBC Building on George Street. Parking is unavailable. I have some mobility issues so walking long distances is not possible.

I drive from Truro and park on the Dartmouth side and bring the bus downtown. It is expensive and unreliable so a shuttle just for employees that ran from Dartmouth would be fantastic!

A shuttle service would be great if it was at least as convenient as and no more expensive than Metro Transit.

I would be interested if the timing was right....would save on parking cost!
I think a shuttle with free parking would be a well-used service if the times were convenient for those of us who do not work shifts and the prices were economical.

This would be a great service to both employee's and employer; in general the employees would benefit greatly. The employer would have insurance if another transit interruption or similar incident occurred in the future.

Walking and the bus are each about 55 minutes so this option would have to be 30 minutes or less to be attractive.

Good idea, how much would it cost?

Could greatly improve traffic flow in downtown and decrease environmental impact. Without proper security could place staff at risk.

I am a shift worker so I would use this service mainly Mon-Fri on days as long as it ran early and late enough to allow me to get to and from work. I don't think I would use it on my night or weekend shifts because I can park on the street at no charge.

I think this is a wonderful idea if there are enough people to utilize it.
I like to bring my motorbike to work during the summer. I would need to have flexibility to be able to do that whenever I want without having to worry about finding a parking spot on campus. As well if there was a day that I needed to bring my car if I had appointments or commitments during the day.

Not getting exercise if I used the shuttle.

Location of car drop off area in relation to my home address.

I’d be more likely to use this service on days where driving conditions were poor (snow, ice). I would probably have to drive to my son’s daycare and catch the shuttle from there. I don’t think it would save me much time overall, and I’m fairly certain that even if this could be worked out, it would be very inconvenient for me.

Weather

How far away are the parking lots and protection from rain and cold when waiting?

The service would either need to be much more frequent / reliable than Metro Transit, or be more cost effective

Whether or not I would have to pay for days I didn’t use it and how crowded the shuttle would be.

Location and route

Can we take bikes on it?
Timing of shuttle, ease of use

Capacity of shuttle, frequency of shuttle.

Whether I could use the shuttle when I want and still have a parking pass so I can bring my car when I want. There are days when I have appointments after work and go directly to them so I have to have my car those days.

It depends on where daycare is located. I have TWO toddlers and I need to be able to drop them off in the car first.

Unfortunately, because there is not enough daycare on campus, I need to drive to daycare first and then to work. I know this is the case for ALL of my colleagues with children with the exception of one mother who has her child in daycare on campus. Daycare and transportation are linked.

Timing - fit schedule.

I travel with my husband and daughter. Would they be able to take advantage of the service with me? I drop my daughter off at daycare before I come to work and pick her up after work.

Where my car is parked and how wet or cold I would be while waiting for the shuttle.

Reliability is key. Arriving late or leaving early is not an option. Services are provided 8:30 to 4:30 and if employees come in late or leave early due to commute issues, it isn't very good customer service to our students. We have some flexibility however; we work 8:30-4:30.

If the shuttle ran regularly, on time (or as close as possible to the schedule) cost was the same as bring my car.

WOULD IT BE CROWDED

Safety of vehicles and travel for early am and late evening departures.

How frequently would the shuttle operate?

What route would it travel?

The location

Time added to my already lengthy (2hrs) commute

How often it runs, how crowded the parking space would get

Location - if the location was close enough to walk or bike to (rather than drive).

This service assumes we have a car to park; I can't think of other factors that would be important except that it would be nice if the shuttle service were also available as an alternative to employees who walk or take public transit as their main modes.
Location and security of the park and ride

None that I can think of right now.

Whether I could vary the time I leave.

Secure location to park car

When I have early morning or late afternoon/early evening meetings, being able to reliably get to and from the various locations of the meetings.

I WANT TO ARRIVE WHEN I WANT TO ARRIVE AND LEAVE WHEN I WANT TO LEAVE. I DO NOT WORK A 7.45 HOUR DAY.

I ABHOR TRAFFIC, SO TRAVEL OUTSIDE PEAK TIMES.

The location of the park and ride lot.

Route of shuttle and number of pick-up stops.

How late into the evening it would run.

Location of drop off/pickup.

I work off site one-two days a week that require me to come to Dalhousie first and then drive to another location...so at this point I need my car to get between locations

I have meetings many nights during the week and need to have quick and easy access to my car in order to get to my meetings. For instance Mumford Road would be an ideal location for a shuttle. But it would all be very dependent on reliability, scheduling and cost. I need my car in the evenings to travel to meetings, often in Dartmouth and this is a major consideration for me.

That it was always on time!!!

The waiting time.

The times the shuttle was offered.

How close it is to my house.

Whether the site is fully secure, considering my car has been broken into on Dalhousie property and nothing could be done about it.

1. Where this "remote location" would be.

2. If it started early enough in the morning to be useful to me. I need to be in my office before 6:30 am.

My spouse who works downtown commutes in with me 95% of the time how would they get to work with this plan?
Ability to travel with a child.

Do you have to have a car to access the shuttle could you park your bike or walk there?

comfort, reliability, minimal stops.

Ability to use on "as needed" basis as opposed to purchasing a pass.

Biggest factor is convenience.

Until what time it would run?

Will it be available on a daily or weekly or monthly rate? Some days I have to leave early for child’s music lessons etc.

Time management and Efficiency as well as flexibility and comfort.

Security of the parking lot.

Ability to take my kids with me on the shuttle.

How long I had to wait for it.

How quiet it is - i.e. no radio or music playing svp.

How close to my workplace it is.

If there is a shelter for stormy days.

If available if I parked at home--maybe this idea is best suited for someone NOT on a bus route. My bus route is pretty good-just crowded!

Frequency. Bus Service in my area failed because of a lack of riders sparked by lack on convenience in its very limited schedule.

Weather. When the weather is nice or at least reasonable, I bike. I usually don’t bike only when the weather makes biking a real pain.

I travel with my husband if he does not work at Dal would he still be able to take the shuttle? No point in me paying and taking the shuttle if he still has to travel in our car to downtown Halifax.

Pick up and drop off location

Accessibility. Bike rack.

Locations and whether non-Dal carpool members could participate.

Safety of parking for vehicle and people
Comfort level, including the ability to read or do work while in transit. Packed in like sardines won’t do.

# of stops, # of people., Drop off and pick up location

Whether it would help reduce greenhouse gases and air pollution.

Because I often work (teach) outside of regular hours it would need to run in evening without long wait times (i.e if I finish class and meeting student at 805 pm I don't want to have to wait very long to leave as I get home late enough as it is. Also I have a handicap so would need to be dropped off/picked-up close by to where work location for pick up and drop off good for the environment!!

Must be reliable on a daily basis, ie depart on schedule

How often the shuttle service is offered throughout the day - e.g. if I have an appointment or have to leave early can I get back to my car.

It would have to be more convenient than the Transit system. I am not on the Peninsula but not far from it, I moved closer and on a route that services Dal on purpose. A bus pass for employees for FREE would stop me from driving my car most days except when I have to use the car right after work for other commitments.

I work different hours than most Dalhousie Employees. 7:30 - 3:00.

How long I would have to wait for the shuttle - especially in bad weather

What happens if I have to work late - what is my alternative - this is not always planned

Parking passes would still have to be available for days it is just not convenient to shuttle

Required to be on call after hrs.

Where the shuttle picked up.

Location of the park and ride.

How often the shuttle arrives/leaves.

Travel during the day is critical as there are several IT sites that require attention on an immediate/irregular basis.

Therefore access to flexible, readily available transport is key to the carrying out the duties of this position whether it was convenient in dropping off and picking up my children from day care in the morning (near our home) and I would also have to consider the fact that I would be less able to run errands on my lunch hour if I did not have a car.

Flexibility - Sometimes my hours vary somewhat.
IN fact we currently transport children to daycare in another area in HRM, so we must drop them off/pick them up daily.

Once they are in school there might be greater flexibility.

Comfort.

My family carpools - so I would need to make sure they could use it as well.

Willingness of the service to accommodate my regular co-commuter, who works in Halifax, but not at Dalhousie. Would there be a possibility of a few drop points for other passengers?

I work off-peak hours so that I do not waste precious work-hours stuck in traffic; if a shuttle only ran during high-traffic times,

I would not be inclined to use it. I also would not use it if there were not guaranteed parking at the park-and-ride.

Time Schedule (Frequency of the service), How far it could reach out from the campus.

Ability to get home if I have to work late and miss the shuttle; assured seating once on the shuttle-don't want to stand for the drive; secure parking area to leave car.

While for some of the drive to work there is only one passenger, I also have children to drop off and pick up at daycare each day. Need to have access to parking and vehicle for children's doctor appointments, etc. While I understand the need to try and fix parking issues at Dal, the need to look at family situations and work/life balance is also very important. How much will it cost me?

Comfort - i.e. would it be a standing-room only?

Comment about flexibility: I do not work 9-5. Some days I need to be at work for 8:00 a.m., other days I am here well past 6:00 p.m. and this is not always planned. At present, I could travel to Exit 5 on Hwy 103 and take Metro Transit's shuttle but the times are not flexible enough to make this feasible. As well, the worst part of my drive is to Exit 5 (where the divided Hwy begins) so a shuttle service would have to bring with it many conveniences to make it worth my while.

When I travel by car I am a passenger so using this service wold depend on whether or not the driver wanted to use it.

On my own I would still use public transit so that my car isn't tied up sitting in a parking lot all day - it can be used by other family members

I have to drop off kids at daycare on my way to work. Alternate arrangements being available for daycare drop off is the most important consideration for me.

Convenience, time and cost are the important factors for me
I have to drop my kids at school in Halifax and pick them up in the afternoon so the location of the shuttle would be a big consideration.

On-campus parking on those days when I would need to have my car for work errands. I presently have a reserved parking space so that I can park mid-day.

Would there be some flexibility? If my shifts changed, or I had to cover shifts for others unexpectedly?

Whether it would be offered year round. Punctuality and availability if demand grows

If required, I would still like the option of bringing a vehicle for known appointments etc. and being able to find some parking on campus even at a day rate.

Travelling with others and see if this shuttle would work for them

Typically, public transportation takes longer than driving my car so time is important.

How flexible the times of accessing the shuttle would be. My hours are all over the place depending on workload.

How far I would have to travel to get to the shuttle location.

Access outside of non-peak demand hours and the "security" of the site where I would leave my own vehicle.

convenience of getting to the pickup destination (as I live near the Mumford terminal, this service would replace the bus).

Reliability - otherwise, I'd have to jump on the bus if I saw no shuttle coming...

If I had a car.

The size of the shuttle bus if it would fit everyone who will use it.

Accessibility--limited stair-climbing ability.

It would depend on the location of the shuttle and whether it be easier for me to get to the shuttle, or simply go directly to campus.

N/A.

Availability.

None.

Location.

My partner would also have to ride.
Not a dal employee so would need an easy way to drop and pick her up

I drive my husband to work, he doesn't work at Dal. It would be more likely if it was open to other people as well. Or at least has an option for casual use. If he isn't going to the office I usually take the bus instead of driving.

Schedule of pickup and drop-off

Is it likely to go on a strike...?
Dal Comments

Why would you not consider using an express shuttle service?

This wordle excludes the most common word “work”.

I live too close to work.

I don't have a car! I live close enough to walk.

It is aimed at people who regularly drive vehicles.

Because it would add too many factors to my getting home and getting my passengers home on time. Because I need to get to my children on time. Because I can't afford another cent in gas and payments to take any other vehicle. BUT....I strongly support it for others.

Because I am within walking distance of Studley campus, and I can't afford the unnecessary extra expense. If I lived farther away and had a car I would consider using it.

I currently live very close (walking distance) to campus - if I moved further out I would definitely use the service

I purposely live within a 25 minute walk/ 10 minute bicycle ride to the university.
I live across the street. Literally. I'm sure that if I lived far away, I'd use the shuttle. Sounds grand.

I don't drive to work currently because I live close enough to walk or bike.

No vehicle

I like the flexibility of having my own car ready for me when I need it.

I don't use a personal vehicle to travel to/from work; therefore Park/Ride Shuttle wouldn't be for me. I use Metro Transit system 90% of the time. On the occasional times I travel with someone else in their vehicle, I get dropped off on campus as they continue on further into the core of downtown to their workplace or other business. All this would do is increase my travel time, and delay me getting to work on time. Shifting my parking spot from DAL to another congested high traffic area makes no sense.

As I live in the West End and do not have a car, I'm not your target group. But I appreciate your initiative - as I bike along Oxford for my commute, I would profit as well to have less commuter cars on the road.

Because I live close enough to walk.

Live very close to campus

I can walk to work in 30 minutes. I assume the park and ride would be more than 3 kms away from Dal bicycle

I don't live that far away.

I do not have a vehicle to park, and I am within walking distance of everything I need to access.

I still would have to take my child to daycare and I don't imagine you would be allowing children on the shuttle

Because I have classes right after work, and catching a shuttle to my vehicle would not be an option. I would never get there on time.

I'd love to car pool, but because of my afternoon classes I am not able to do that.

I believe the University should support existing options rather than compete with private parking lot owners and Metro Transit. The University should provide incentives to live close and for users of active transportation. The University should not get into the transportation business.

Easy to walk - I chose my residence location to facilitate this

I live right next to campus, but I think it's a fantastic idea. If I still lived ~45 minutes away, I would most definitely consider using a shuttle service.
Don't need it.

Don't have a vehicle and live within walking distance

I don’t drive or carpool, and probably wouldn't in the near future

I park and ride now! I park in my driveway and ride the city bus. I cannot envision a "park" that would be more convenient though there may be one I would walk to.

I don't have a vehicle

I don't use my car at all. Doesn't apply to me.

I would rather take the bus because I live in the city centre. Driving to a parking lot would be an extra step.

Because I do not own a car

I live close to the university.

My commute is too short to make it viable

I try to avoid using my car at all times if possible.

Because I don't have a car, and I live 10-minutes' walk away from work.

I do not live far away and I do not have a car

I live too close for it to be useful. I would consider a shuttle sometime if I were working very late. I walk a short distance to work. My 2 cents [nickel doesn't sound right ] Why not use Metro transit?

I can't see how a dedicated service could compete with the student driven variable demands.

I live 10-15 minutes away from campus and I prefer walking.

Rarely drive

Because I can't imagine it would be as cheap as the parking we pay now. I don't understand why the Dun lot is a reserved lot when most of the time it is only 3/4 full and the Hancock a park and pay when there are lots of meters already all over the campus...just doesn't make sense.

I live within walking distance.

I have no vehicle. I cannot ride a bike due to physical impairment and I have no car.

I walk to work

Am too close to work - I walk.
After work commitments

Presently we're a 1 vehicle family and it has to be available to my spouse during the day.

I don't have my own vehicle and take Metro Transit or a taxi on a routine basis.

too far out of the city.

Too many late nights, at variable times, coming home in the dark in the winter session.

I would feel "stranded" should I need to return home outside of shuttle hours. There is no metro transit service where I live.

Do not own a car.

Don't need it - I walk.

I don't drive a car to work. I don't need a shuttle.

I need an employee bus pass!!!!

Live close enough to walk

I live too close to campus.

I like to use active modes of transportation, and a shuttle would not allow me to do that. I'm happy with the way I get to and from work, and do not want to change it.

My schedule is quite variable, I like to work at home and come in at the last minute, I like to have my car on campus so I can get to various commitments off campus during the day, and my schedule is crowded and I often feel pressed for time.

Waiting around for shuttles or not having access to my vehicle would drive me crazy. Maybe I am just selfish and environmentally insensitive...

I live too close for this option - my driveway is a remote parking location in this instance.

My home is very close to Dal, so a shuttle would not be useful in my case -- I have public transportation as an option if I can't ride my bike or get a drive in.

I carpool but the occupants don't work at Dalhousie so they wouldn't have any way to get to school and their work.

No need.

I live 10 minutes away but endorse the idea wholeheartedly for those that don't. I moved to this location and gave up my vehicle knowing I could walk everywhere instead and pay a higher rent. I'm amazed at the traffic complaints...good job we are not Toronto!
Take too much time/cause delay. I am often pressed to finish my work before dashing off to pick up kids.

I need to have my car so that I can pick my daughter up from school at lunchtime.

Not useful because I live very close

a) I don’t have a car, so the whole idea is irrelevant to me; b) I walk 99% of the time, and can easily afford a cab on those few occasions when I can’t walk.

A bus stop with a semester-only bus to Dal is 100m from my apt. My problem is that this bus runs only during 2 semesters, stops running too early, and only runs every hour during the busiest morning hour.

I do not drive so a park and ride is not helpful.

Irrelevant. I live too close to work.

Live within easy walking distance

It is not flexible enough.

No need, I walk/take the bus everywhere

WALK!

I typically ride my bike. I almost never actually use a car.

My wife travels 1 hour each way to work with me and works in Burnside. We are currently away from home in excess of 13 hours per day and I am not interested in extending this time by introducing more daily stops.

See previous explanation.

I’m within walking distance and would prefer that mode of transport.

Family commitments in evening. Time is an issue.

I live on the #80 bus route, and get a monthly bus pass.

I ride my bicycle - so I have no need of this service

I don't drive to work.

My home is within 7 minutes walking distance. A shuttle could not be more efficient and it would increase greenhouse gas in my situation.

I live sufficiently close to campus to walk.

I live close enough to walk. If I drive it's because I need the car for something
Transit service is very convenient for me. I never drive myself to work.

Have to pick my wife and child up at 4:45 so doesn't leave anytime to wait around

I do not own a car and I walk to work.

Currently not useable. If I lived some distance from Dal and was not served well enough by Metro Transit's Park and Ride, then I would use the shuttle.

Live very close to dal anyway

NO CAR - we have young children, and Halifax is a cold and wet climate.

Live walking distance - I walk most of the time

Wouldn't need it, as my campus is within walking distance

No need. Walking already from/to home

I walk to work.

I live too close. BUT we do need a shuttle between campuses. Its a long way between Sexton and Studley removing any hope of using the two free study credits our contract provides and making inter-campus work assignments difficult.

I would prefer to walk

We drop kids off at 2 different daycares before work

I do not own a car, and find public transport sufficient for my needs.

I like having a bike ride or walking to work.

Not flexible

It would be of no benefit to me. I have the option of walking to and from work (25 minutes each way or a 10-15 minute bus ride depending on traffic or a 10-15 minutes car ride depending on traffic. Currently, I'm walking or busing. I bring the car

Now only on occasions when I will need it during the day.

Daily schedule is very tight that could include off campus meeting

I don't live far enough or in an area where it would make sense to have a park and ride. HOWEVER, if I did I would definitely consider this. I am VERY in favour of alternates to cars.

No need for it

No car. I would use it if it was also used to go downtown like to the market on Saturday mornings.
I walk to work

Unsecure

Partner works at Dal. Too long a drive to stop and take shuttle, more expense on top of what is paid out now

I live very close

Work at Abby J. Lane and in Spryfield - unless shuttle would come to Spryfield I need access to my car to transfer between sites

I have several options for transportation and I am not sure given my proximity to Dal, there would be a shuttle that would accommodate me - hard to justify.

I never drive to work.

I cycle 8 months of the year and when I do commute by car the shuttle would probably increase the commute time.

AT the moment I am a passenger in the single vehicle my partner and I share. I am usually dropped off near my office (sometimes I walk from downtown), and the car is driven to the Downtown, and parked. Leaving at the end of the day, I may walk downtown, or get picked up. On days when a ride is not available, I can take the #10 bus.

Because I don't have my own vehicle.

I live close enough to walk and never bring my car

I like to have access to my vehicle in case my daughter needs to be picked up.

Because I prefer to have my car with me in case I want to run errands on my lunch.

Because I take public transit and it seems like this service would only serve to undermine the public transit system. Dal should be co-operating with Metro Transit and getting employees a transit pass.

Not needed

I do not own a car

Because I don't drive. I think it's a great idea though!

I walk to work and when again the survey should have ended...this service does not apply to me.

We live close to campus; but might consider walking to the shuttle as an alternative to driving.

Don't need it (But I think other people do!!)

I live too close to Dal for this issue to be relevant to me.
I live very close to where I work, and therefore would not find such a service useful.

We have bus passes that are mandatory for a reason, if this option was available, make it so that bus passes are optional.

I like driving my car.

Because I do not own a car. However, I might use the shuttle portion, if that was available.

I would prefer to have the ability to leave if needed and I sometimes do not get straight home and would prefer to have my vehicle nearby. I may also need to some personal business from time to time and would not be able to do so.

I walk to work, therefore would not use service. However, I think it's a superb idea.

I am very close to work.

I live too close to the campus.

Because I do not have a car

I am comfortable with my current situation/habit

More convenient to use my car

I can walk to work from my home.

Reduced flexibility and less convenience

I live close enough to walk

I live in such close proximity to the university that it would not be beneficial for me to use the park and ride system, but I could see it being very beneficial for many others.

Don't need it. Live too close

I recently moved to get away from an hour commute by transit. I am now 20 minutes by bus and it is very workable. I can see the bus shelter from my house and I feel blessed and happy with the move I made closer to my work place.

I should be walking more often and the shuttle would likely be further from where I live.
This wordle excludes the common words “shuttle”, “service” and “think”

Seems like a good idea to cut down CO2 emissions, but can't people just take a bus?

I think it's a great idea and would help with parking in the city. Every day I worry that I am not going to get a space to park.

It is a great source of stress. I would love to see a daily train from the Annapolis Valley to Halifax as well.

I used to take the bus to work but it made so many stops that it took twice the amount of time as driving. If this system could eliminate all of the downtown stops when coming from Dartmouth, and only go to 5-6 places, that would be a fantastic (and much needed) service. But, PLEASE don't forget to have a parking lot in Dartmouth. I know there is a lot of concern for people coming from the Halifax side and Sackville/Bedford, but MANY Dal employees are coming from Dartmouth. Don't forget about us!

I think the idea of a shuttle would be great. I live in Tantallon and would be very interested in the opportunity to use this service.

This is a great idea for those students/Dal employees who live outside the downtown Halifax area.

I will certainly use the shuttle.

HRM West of Clayton Park (Prospect Communities, Timberlea, Tantallon etc.) is without question one of the most, if not the most, underserviced areas in HRM in terms of public transit. The few rush hour buses that travel down the St. Margaret's Bay Road are always jam-packed when they leave Tantallon, other bus routes that service the area (e.g. the one that goes from Exhibition Park to Mumford) are so
circuitous as to be completely impractical for commuting, and both St. Margaret's Bay Road and Highway 102 are terribly congested from September to April. If there was a shuttle that stopped before the Rotary, e.g. at the corner of Prospect Road and St. Margaret’s Bay Road, both my husband and I would definitely use it. A Park and Ride Shuttle is most needed in areas such as these. Please do NOT provide yet another transport option for people who live on the peninsula, in Bedford, or in Dartmouth and already have a zillion bus routes (including convenient Park and Rides) to choose from, many of which (e.g. the #1) are frequent and quite direct routes.

I would be very interested but I have tried lots of things like this in the past and they just do not work for me because our hours of work are set in stone.

I think it is a good idea, but the shuttles would need to run frequently and reliably.

This is a shuttle to Dal right? The way you keep referring to me as an "employee" and dal as "work" is confusing and not helping with your survey, I first answered it for my Seasonal job, then doubled back when you asked for times of arrival/departure, figuring these would be used for determining when a shuttle would be departing to dal. Anyways please fix so you do not get answers from students who are seasonally employed and answering your questions for their current employment.

This sounds like a really great idea! I really hope that it is enacted.

Since I live well out of town, parking would need to be available at the shuttle pick up site for the service to be useful to me.

Love the idea - living in Porters Lake Metro Transit is not a feasible option for me. I used to live in Toronto and only used public transit for commuting to work. Would love to see a viable alternative to driving every day. One concern I have is given the nature of my job I would require some flexibility i.e. need an option to take a later shuttle home at night if the need arises with work.

I used to take the link from Portland Hills (a 5 minute walk from my house) to downtown hfx and then a bus to dal and it would take me 1+ hour in the morning and up to 90 minutes on the way home. Car takes 25-30 minutes either way. If there was an express bus from Portland Hills to dal I would gladly give up the car. But, currently with waiting and transfers and the adding on of a 2- 21/2 hour commute everyday its just not going to happen.

I am all for this service! At the very least, it means fewer gas emissions, and even if I can't personally find a convenient way to utilize the service, I know many people who would, and I would benefit indirectly by the easier parking conditions.

I'd prefer a shuttle that would get people between campuses.

Doubt that any parking lot would be closer than where I live. So I would prefer a bus pass. Although I bought parking this year, I had to arrive at 7:15 to get a spot or pay every time.
This would be a wonderful service to cut down on the one-person-per-car situation that happens every morning. Really laws should be enacted to force people to carpool or not to be allowed to drive to work with only 1 person in the car. It is a ridiculous waste of resources and time!

I think it would be great.

A location in Dartmouth to park would/could work well for me.

I think it is a great idea and some of my co-workers would use it for sure.

Great Initiative! Why are Dalhousie employees not taking the bus in the meantime?

Paying less for parking on site would be wonderful as long as the shuttle service was structured properly.

Excellent idea. Less parking on the campuses means more space for buildings.

Has the idea of a faculty/staff deal with Metro Transit been abandoned, as that would be preferable to some who could leave their car at home altogether.

For my present situation, public transportation is excellent! I would only use the shuttle service if it was comparable in cost to the public system. Would the cost of the service be a tax deduction like a bus pass?

I've often thought Dal needed a service like this. Hopefully it would run a few times during the morning and afternoon run and not just once a day

I don't own a vehicle (i.e. I walk to work), however I'm in favour of this idea for those who have to drive.

For me to use a personal vehicle to travel to campus is not reasonable on many levels: the transit system in my area is fairly decent, parking is nightmare on campus (hunting permit), choose to put parking fees to another use in my life, cost of gas when weather is decent is bad enough let alone when weather is bad - idling in traffic while the gas tank goes down - not to mention the pollution from gas fumes.

Suggestion: Pick a month (Sept. Oct. Nov.) any Dal staffer who purchases a bus pass for that month from the Bookstore (showing DalID at time of purchase) fills out a ballot at time of purchase to win a good prize ... i.e. e-reader to use while on the bus. This would acknowledge those who don't bring their cars to campus, hopefully would encourage some new transit users. This could be done a couple of times a year. Prizes could be $ for use at coffee spots on campus.

Perhaps for those who participate in Park/Ride the Shuttle service have a contest of their own.

Would only use it as an alternative to cycling so need to know if can put bike on shuttle

The shuttle who be a good idea especially on a bad weather day or (very important) due to back problems it is difficult to walk carrying a heavy bag to work. Not to say that walking is good but only carrying the weight causes the problem.
Is there a proposed site for the parking area? Would people who don't drive be accessing the shuttle? Are there proposed costs? Would the shuttle times be convenient for everyone? Is it optional - i.e. can it be used part-time?

All this would do is increase my travel time, and delay me getting to work on time. Shifting my parking spot from DAL to another congested high traffic area makes no sense.

This is a much needed service. I think it would benefit many dal employees.

I travel from Lower Sackville and would be happy with a shuttle leaving from Bayers Lake. That part of my drive is often the worst. It would be useful to have a number of day passes to use in the event of appointments, etc. Also, I don't think a shuttle service is necessary from May - August.

I would use such a service on days that I do not have other appointments. I think it would be a great service and appreciate your efforts in this regard.

Although I don't usually drive to work I think this is a great idea to reduce emissions and improve the parking situation at Dal

The service should be in line with Metro Transit services who is offering as well park and ride. My suggestion towards another topic: Dal could provide Bikes to rent for free all over the campus so that people can easily and quickly go from one campus to another. And having more covered bike racks would be appreciated as well.

I think this is a great idea. It would also be amazing to have some sort of shuttle back and forth between the three campuses as well. It is not a long walk but there are many staff that have to travel amongst all three campuses so it is something to consider.

I often take part in after work activities, such as running downtown, Dalplex, shopping, etc., so could not regularly use a shuttle service; but I could use it 1-2 times/week. I would only use it if there is no added cost; i.e., I would also have to purchase a parking pass for days when I have early/late meetings, and for days that I take part in after work activities.

I work in Financial Services and there is NO allowance for arrival time variance. You either work 8:00 to 4:00 or 8:30 to 4:30 and sometimes it's not even possible to change from one to the other. Flexibility needs to be directed from a higher level instead of leaving it up to Managers. So, if the shuttle service did not arrive in time for me to get to work for 8:30, then I would be considered late every day and I'm not going there.

Sounds like a good idea to me. Good luck!

I think it's a good idea. I also think there should be shuttle services between the universities and hospitals. I say this because the bus service in halifax is not very good and sometimes I have to walk 15 minutes to a bus stop. My neighbour has a bad back, for example, and cannot walk so far and therefore can never take the bus!
I would be interested in this service if I lived farther from campus.

This sounds great, but must be reasonable priced - I would not be willing to pay more than I do now for community. Also, at times I have to work late or leave during the day, that needs to be considered.

A park and ride system would be great as long as the price is cheaper than bringing your own vehicle. Travelling by bus right now would cost my husband and I more or equal to the same cost as bringing our car and travelling together.

I suggested this idea in a survey awhile ago, I am glad it is being considered. There is a great deal of congestion travelling in from Prospect to Dalhousie, having another option would be great.

The Metro X bus from Tantallon was a great idea; however, it leaves you at Scotia Square and by the time you factor in waiting for a second bus to bring you to Dal/hospitals, the time on the second bus, etc. the Metro X is no longer an "express" bus... getting back to Scotia Square at the end of the day can take up to 45 minutes due to traffic!!!! Do not wish to add 45 minutes to an already one hour commute!!!!

I think this would be a wonderful idea, however I would hope it wouldn't take anymore time than Public Transit

Very interested in a Shuttle option

I certainly hope this will happen faster than the reduced bus fare for employees. There is little transit leaving Dal after 4:30 p.m. to Dartmouth so you have to walk down to Summer Street to get a bus.

I think it's a great idea for individuals who have a farther commute, and I also believe that this would be an excellent opportunity for students who may not be able to afford to live close to campus. It is not a personal need of mine at the present time, but I certainly support the idea.

Instead of a shuttle, why not offer a yearly transit pass for employees. The shuttle might work well for employees who live farther out of town (tantallon or purcell's cove or dartmouth) but for those who live relatively close, the bus is the way to go.

A shuttle from somewhere near the Armdale Rotary would be fantastic. For example Mumford Road.

I think this sounds like a great idea! To save time and money would be great! Helping the environment is also a benefit from this.

I think it is a fantastic idea! I hope that it will have some flexibility for people who don't need it everyday. I work on two grants currently but one will end so I will be down to 2 days a week until I can pick up another one.

It is always good to consider options and to put an idea out there such as this for employees to consider.

I heavily travel metro transit and would use such a service Monday - Friday every week if I had the chance.
The notion of close proximity for parking car near shuttle is important, as inclement weather could be an issue. Frequency would not be as important as regularity and available spaces on shuttle and parking.

This is not an option for anyone with children in Daycare either. If someone had to leave work early because their child is sick, how long will it take them to get to their car and then to the daycare.

The University should not get into the transportation business. Employees would be better served if the University were to offer a transportation allowance. Individuals could then decide to use it as best suits their needs. Options might include: subsidizing the fare on existing transit services, renting a parking space from a private provider, purchasing a bicycle, buying walking shoes and rain gear, reserving a parking spot on the Dalhousie campus, paying for a Dalhousie permit to hunt,

If I don't save any money or it is a pain to use I will stick with my car.

great idea!

This would be great and I would welcome it. I tried taking Metro Transit last year for the month of September and it was a nightmare. The route was so unreliable and standing room only that I gave up.

Shuttle service is very much needed. When new student arrives in the university, he doesn't know where to go and whom to ask. So according me shuttle service very much needed. It will also help faculty members and even workers of university.

I would definitely use a shuttle service. Right now I drive in from Bedford with 2 other people, then park my car, then pull my bike from my car and ride that in to the Tupper Building. Would love a shuttle, particularly in the winter.

**Greenhouse Gas Emissions:** Currently less than 30% students and 40% of staff and faculty drive alone to Dalhousie. The use of a shuttle will reduce the total greenhouse gas emissions of students, faculty and staff. Health benefits: Students who ride the commuter shuttle will not have the additional stress of worrying about parking on campus. Students will be happier to be on a shuttle bus that makes fewer stops than Metro Transit, so students will get to campus sooner. Also students may feel safer sharing a bus with only Dalhousie students rather than people from the community. **Costs:** To help pay for the costs of shuttle buses, I suggest charging students a transportation fee along with their tuition. There are some students who pay for mandatory Metro Transit bus passes, although they never use it. I suggest Dalhousie gives students the option to opt out of purchasing a Metro Transit bus pass, and instead charging them for their use of the commuter shuttle. **Routes:** The three campuses are walking distance from one another. I suggest a bike share program for professors and students to get from one campus to another. The bikes can be provided by the University Bike Center. **Community benefits:** A commuter shuttle bus may increase the efficiency of city buses because fewer students will rely on them.

Reliability is key. There seemed to a lot of questions about can you be late or leave early. If that is the case, the shuttle won't be used. I know Dal has some flexibility but it also based on the position you are in. When one employee arrives late daily because their drive is late, it affects other employees who
strive to be on time and then end up covering others duties while they are late and then they leave early. This is not conducive to a harmonious work place.

I think a shuttle service would be most beneficial. I am considering moving and if I knew a shuttle service existed, it would affect where I would choose to live.

I know a lot of students and even professors have trouble finding parking spots at Dal, and sometimes find it makes them late and frustrated. I think a shuttle service would be useful, especially for students/employees who need to drive, but I don't know enough about how much it would cost to implement etc.

Why not develop a secure "park" in a location served by transit and make transit passes an employee benefit with a favourable rate negotiated with the power of numbers of institutional employees.

I am a student in Bedford and would definitely use this service!

I agree with this strategy.

I think that a park and ride shuttle would encourage more people to use their vehicle as part of a commute rather than carpooling.

If shuttle stopped in my neighbourhood, I'd get on. I don't drive car to work.

I think it's a valuable service for those who drive because parking is at such a premium in Halifax.

I might be interested in this service one or two days a week but might still like to bring my car to Dal on occasion when I have other work or after work commitments.

Grant-paid employees do not work 9-5 jobs. The shuttle service should take this into consideration.

It is great except for those employees without a car and rely on public transportation

I think the shuttle idea is a great one but the access to it would need to be relatively traffic free (Bayers Lake area) and then very few stops en route to Dal. Too many pick up spots will just mimic the slow transit system.

I have worked at another campus where park and rides and free shuttles were available. It made the drive to work less stressful, leaving employees and even students more attentive and focused at work, as well as maximizing campus space.

The key is not the distance to the parking area, but the regularity and dependability of shuttle service. You can park twenty minutes from campus and it won't be a problem if your ride is no more than 15 minutes long and shows up within 5-10 minutes of arrival at the park and ride. If your ride only shows up at random times and is unpredictable, it won't matter how convenient the parking is. People won't use it.
This service is badly needed and I would use it. The current parking issue is becoming intolerable; I often arrive 30 minutes early for work and am still unable to park and therefore arrive late.

I think it has great potential for those that live at relatively long distance from campus, but would not likely be applicable for those who live on the peninsula

Yay

What would be the cost? This would be a major factor...

I think that this type of service is long-overdue. Having a reliable, fast shuttle service to the Dal/Hospital region should help reduce traffic congestion, reduce gas consumption, and improve the health of Dal employees and students.

Would love to see a shuttle from just outside the city, ie Bayers Lake, avoid the "City" rush, parking etc. I would come in earlier (Up to 1/2 hour) if I had this option!

It will be good.

Would be good if you can do this in collaboration with Metro transit or maybe that is the plan. And make sure it's in operation over the summer as well, unlike the 41 & 42

This seems like a good idea for students and staff that live off the peninsula (Clayton Park, etc.) but I don't think it would make a difference even for those in the North end of the peninsula - the bus service is already very good.

Also, would this service be available year-round, or just in the fall and winter terms like the bus pass included in student fees?

Same as previous. I will probably soon be moving to Dartmouth, so a shuttle service that provide a ride across the bridge to downtown Halifax would be nice...

Live in the Clayton Park area. This is a fantastic idea would would use for sure.

Seems like a good idea

Although I may not use the shuttle service, I think it would be very beneficial for others and support the idea.

Good idea...more direct route without all the stops on the transit. Less commute time. I live about a 7 minute car ride away but it takes 30 - 60 minutes on the bus due to stops and traffic and walking

Sounds good, but it's not applicable to me in the slightest!

Biggest need is for me to be able to travel from Studley to Sexton campus a few times a day, or roughly daily on average. A shuttle on-campus or staff bus-plan would be higher impact for me as a metro transit bus travels from home to campus easily.
Although it depends on the distance from the parking spot and work place, I think shuttle service is not a great idea. I think that because it exacerbates lack of exercise. 15-20 min walk in the morning everyday not only increase your brain activity of the day but also contribute to some physical activity especially for those who sits all day at work.

I think the shuttle would be a great idea

Good idea

I think if implemented effectively this could be a major step in the right direction to ameliorate the traffic congestion on the peninsula.

I think this is an excellent idea

Would you have to have a car to use the shuttle service or could this be an alternative to walking, say on bad weather days?

I think this is a fantastic idea! Public transit is my one and only way to get to work (excluding a very expensive taxi ride) so this option is perfect for students/employees who are looking for an alternative to public transit.

This is an excellent idea!! I would very much like to see an express shuttle from Dartmouth to Dal/SMU/hospitals. It would be best if you worked with Metro Transit so we could pay extra on top of the UPASS for this service like when using MetroLink. If not, that's ok I would still use it. This idea is long overdue and should be implemented as soon as possible.

1. Wouldn't Metro Transit better fit the capacity demands of our academic year demands compared to a dedicated service. 2. If you do arrange parking at a location like Halifax shopping center; consider arranging secure nightly bicycle parking to allow for a refreshing fitness option, and support the creation of a bicycle lane to Dal.

This service will alleviate problems concerning traffic, parking and pollution. A Win-Win opportunity for all.

Great idea which is long overdue. Know of US universities which have had such a system for decades.

Generally this might be a good idea; I just prefer to live close enough to be able to walk to the campus.

The questions about flexibility are poorly worded as it assumes ones schedule is the same every day. Some days I cannot be late, other days are more flexible.

Shuttle service is a good idea for those who drive or rely on public transportation

I also think you need to rethink the fact that Howe Hall and Fountain house are hotels in the summer and it makes it even harder for the staff to find parking...you do care about the staff right??
A shuttle direct to Dalhousie would be excellent. However, as I have a 90 minute commute to Halifax, the times would likely be earlier than I could arrive. If there was a shuttle departing from Bridgewater around 8 AM, I would definitely use it twice a week, and would consider paying a fee ($10?).

Coming from my home (Hammonds Plains), the service would be most valuable if the shuttle ran from OUTSIDE of the traffic congestion points on Hwy 102, i.e. from Bayers Lake Industrial Park rather than Halifax Shopping Centre, etc. An incentive for free/cheap parking in BLIP might be an increase in potential consumers from Dal arriving at the stores in late afternoon?

Great idea if it works for you.

I DON'T BELIEVE IT WILL WORK FOR ME BUT WOULD CONSIDER IT TO SEE.

Great idea- would certainly cut down on expenses, parking included!

I would consider this option if the cost was reasonable and considerably cheaper for the year than having a parking spot at Dal.

Shuttles should be offered in Dartmouth as well.

Even though my 2 main means for getting to work are 'green' I don't consider them ideal. I have found having to work around someone else's schedule limits my ability to stay late when needed--and that has been a source of stress for me.

This would be an ideal service particularly for those of us who commute over the bridge

Downtown Dartmouth to Dalhousie would be great, then I could just walk.

The convenient location would have to make it worthwhile taking the shuttle, it would need to be close to an individual's home, offer enough parking to everyone who wanted to use (not the case at the Cole Harbour Terminal), and actually get people to their final destination rather than having to transfer to another bus, like the 159 and then still having to transfer to a 10 or a 1 to get to the Universities. May as well just get on a regular bus. If it was convenient and saved time - that's the big one, paying the same as an Express would be OK. However, if I had to drive my car to the pick up area, I would not want to pay extra - I'm already out of pocket for getting there.

This is a good idea, but it's hard to get a sense of what's being planned from this survey. People commute to Dal from all over the place. What routes are you planning? Will there be one route, or multiple routes? How will the service work?

With the fiasco that was made of the parking lot issue on campus for this current academic year (a hot-button topic for me), I would sincerely hope that ample thought and consideration would be given to this kind of an option. Let's look beyond the university goals of less emissions, etc. (I don't remember them all) to the actual needs of the university population. Looks like it's already late to be planning such a major change for the 2012 academic year, unless the majority of pre-planning has already happened. Let's just not have another transportation fiasco.
How frequent the shuttle goes and if it is on time?

The idea of a shuttle service is a good one. I do not own a car, so it would be nice if bus commuters would be given this opportunity...I.E. the shuttle meeting place not in the middle of nowhere.

For those employees who take public transportation, a program through Dal would be more beneficial if offering a reduction in the cost of a bus pass.

I think that this would be a great service for people who do not live in metro Halifax. It should also be offered to our evening custodial staff who work from 2:30pm - 11:00pm.

The express from Sackville to Barrington works well except when you try to make connections homebound. The buses always seem to be late. This only reinforced the convenience of using a car, especially when I stay until 8-8:30pm at Dalplex. Would a shuttle be running frequently at that time of night?

As long as the shuttle was available between 8 am and say 6:00 pm, it would work for me.

Why put the draw money on Dalcard - why not cash?

Good idea for Halifax.

I think this is a great way for employees to reduce their carbon footprints and make the peninsula a more walkable city!

I live relatively close to campus and, if it was convenient, I would gladly take a shuttle!

When marketing this you need to do a cost analysis including all costs for driving a car (including maintenance, bridge fare, parking etc). Even if it breaks even people will be more apt to use it. Price will be the breaking factor for most, if it's more expensive and the lost convenience from taking a car is sacrificed, many will not go for it despite the many other environmental/health benefits. Also heavily market the feeling a relaxing drive in and home as there are many studies showing how much driving increases stress. Quote one of them because I know I hate driving in and out I'd love to shuttle or bus.

The current bus adds an additional 2 hours (12 hours total) to my 10 hour (work + driving) work days away from family, part time studies and personal time and therefore it currently isn't appropriate for me. The bus for me right now is also more expensive. Thank You.

Great idea for people will use it!

Sounds great if you drive a car.

A service is needed for Clayton Park and the surrounding area. Bus 42 (Dalhousie route) does not run during the summer and the buses from Clayton Park to the Lacewood terminal don't meet up in time to get the 42. Sometimes I have gone to the Mumford terminal to catch the bus but traffic getting there is time consuming and to get the Bus 1 to and from Dal is always full and lots of people are always standing.
This is a great idea for folks who live too far from campus to walk to campus and who aren't on the bus routes. Our bus route on the peninsula are not easy or quick unless you are on a direct route.

It's not useful to me.

If a park and ride was offered from Bayer's Lake area, with reasonable departure and return times, I believe that many of the people like me who drive from the south shore would use it.

Parking is very difficult to find in Halifax, and it is even harder as a student who does not live in Halifax. I would like to have the shuttle option as that would make it possible for me to bring my car and still make it over to the school without major walking distances.

I would suggest people that do not have a licence that a passenger system would be put into place.

This service will be of no use to Dalhousie employees unless the shuttle is guaranteed to be on time, every time. We do not have flex time and get written up for being 10 minutes late even though we have put in the time.

I think this would be a great option. Although I often work off regular hours or this can vary depending on meeting schedules, I would consider this option if it was available for the days that this would be feasible.

I only recently moved - prior to this, I would have wanted this option.

Would like something which would allow me to leave car at Mumford or proximate to that and shuttle from there. Use would depend on cost of the shuttle, however.

I commute with my wife and daughter. Assuming they cannot use the shuttle service, there is no good reason for me not to drive.

This sounds like a good solution to parking issues on campus, if the shuttle could make quite frequent runs.

If I didn't carpool, I would probably take advantage of the offer if... it was convenient (meaning on time and reliable) and if I personally saved on gas. If not, I wouldn't bother as it is very convenient to have one's car available throughout the day to do errands.

My travel time is 10-15 minutes, so my concern is whether it would be worth the "hassle" of parking and changing transportation methods. Fantastic idea if I lived further, or if my carpool drive could drop me off at a more convenient area if they do not work at Dalhousie (i.e. the parking area to catch a shuttle).

I live not too far from the university, so the off-site parking spot must be relatively close to my home for me to use it.

Great idea
During the bus strike I drove 4 people every morning. Many others did the same. A shuttle service would be similar.

How about putting the $ associated with this to bus passes for employees/staff?

Good Luck, great idea! I welcome the opportunity to discuss why I think the city is forcing me to own a car again if that type of discussion ever arises!

Would need to be convenient and with fairly frequent departures

Great idea!

I think it would be ideal especially for those who have long distances to travel and based on the fact that the parking situation is still not resolved.

I thought this was a service to take us between campuses quickly and easily.

I’m in favour of all such initiatives. They just tend to be irrelevant for me because I almost always walk, and can easily do so.

I presume when you asked for my postal code, you wanted my home code, not my Dal code.

CAN DAL STAFF USE THE SHUTTLE IF THEY DO NOT HAVE A CAR AND USUALLY HAVE TO TAKE PUBLIC TRANSIT?

The 42 bus out of Clayton Park needs to run every 20 min btwn 6:55am and 7:55am, not once per hour. Strangely, it runs every 20 min and nearly empty all day long. The 7:55am bus ends up making people late for 8:30 classes and is jammed to the extent that the bus often refuses to even stop to pick up more passengers along the route. After 6:22pm, there is no bus at all back to Clayton Park. Why are there 2 buses in the evening that run from SMU to Clayton Park? Cannot one of these swing into Dalhousie?

I think it’s a great idea for those who must otherwise drive. I’d be happy to have fewer cars polluting my walk to work/children's walk to school.

We live out in Fall River.

What stops me from parking remotely and using transit (from Exhibition) is HRM transit's convoluted routes--I have no interest in going from Exhibition through mall-land to get to Dal. Like many academics, though, my work times vary drastically from day to day, and I can't always know when I need to stay until 6 or 7 or midnight.

A shuttle service from a park-and-shuttle is a great idea, but let's face it: lots of people would use the service between campuses because they are lazy. 3-4 shuttle services between (and ONLY between) an equal number of park-and-rides is a great idea. But I am not happy about subsidising in any way a shuttle service for people who are too lazy to walk from one part of the south end to another.
a trial shuttle service within from Lr. Sackville, Bedford, Clayton park and Dartmouth could serve a lot of staff and students and save on long traffic times.

I think it's a GREAT idea and long overdue. The parking situation is silly. If Dal is serious about Sustainability issues, this sort of thing must be implemented. Or the UPASS for Faculty... sheesh... not sure why one or the other hasn't happened yet!! It's a lot cheaper for me to drive my car than take the bus. It's just silly.

If your schedule is consistent daily, the location of the drop off/pick up points are convenient and the frequency of pick ups is acceptable, thus not extending the work day I think some people would love it.

This is a super cool idea! I think if planned well it would help a lot of students and ease up the parking problem that Dal currently has.

I'd be equally happy with faculty bus passes!

The shuttle service is a brilliant idea. I've been waiting for Dalhousie to offer this service. It would be highly convenient for students to use the shuttle service throughout the day.

I think it is a great service but given the work I do and the fact that I use my car throughout the day to carry out my work, I'm not sure how practical the shuttle would be for me. I do believe it would be very beneficial for others and think it is a fabulous idea!

Would be very helpful to students BUT ONLY if it came at no cost to them. Do not even consider ding students with an extra fee for this.

I would be interested if the cost was significantly less than the price of a parking pass; also the schedule would have to be regular.

This is a great idea. I hope it garners support.

I live on a bus route. I'm not sure a shuttle would be any more convenient than the bus. I do not take the bus presently but have nothing against the bus. Thus, if I wanted to avoid driving, I would probably take the bus. Others may not live on a bus route, may not like the bus, and therefore, this may be an option for them.

Once my younger son is in elementary school this would be a possibility for me. But the shuttle would have to run regularly and be flexible in morning and evening, and ideally run a good part of the day, in case I had to leave in an emergency.

Otherwise I would just take my car right down to Dal. I have very little 'free' time and don't have time to wait for a shuttle for 1/2 hour. While my son has been in day-care there is no way such a shuttle would work, I'd need the flexibility, unless the shuttle was willing to take children as well as adults.
It would also be attractive if I could get a parking spot in this lot for less money than I have to pay for my Dal spot. Also, I have to get here before 7:30 to get a spot near the day-care so my child doesn't have to walk miles to get to the day-care.

Even after he starts school I'll have to be here before 8. If I could be guaranteed of a parking spot somewhere else and then be driven in - and it was cheaper to park - that would be great! If there was only one bus, once in the morning and once at night, the time it came and went would depend on whether I'd use it or not.

The service cannot have us crowded in like sardines; it has to be comfortable in terms of personal space. Routes should be as direct as possible and destination area and maybe have a couple of droff points at each key destination.

Sounds like a good idea

I really like the idea, but I suspect that for those on the peninsula this won't make as much sense, unless we are close to the location of the parking lot. Would you take people from there who work at Dal, but don't come by car?

Would be somewhat difficult to have one central park and ride unless they can be coordinated with rural express bus routes.

For example, I can now catch the express bus in Tantallon, but then I would have to go straight to Scotia Square then up to Dal. It's easier to take the car.

Good idea if it saves on gas but I can't see any time being saved as the shuttle will still be in the same road traffic I think it is a good idea for those who do not already use public transportation and/or shank's mare...

Service should cover various aspects and should follow strategies such that more and more people get attracted to Shuttle service

Please bring it in service A.S.A.P..

Need affordable or free parking, and cycling distance from parking to Dal

I think this would be an awesome idea - I typically bring a child, would you be able to bring a child on the shuttle? Perhaps for a charge?

I think this is important even though I would not need to use it.

I might not be able to use it all the time but would try to try it.

Hope it works out.

see previous
Great idea! And great to do the survey.

I think this is a good idea whereas so many employees travel by bus and would like another option.

This would be wonderful. It would only work for me if I could use it before 7am and after 6pm most days -- I cannot carpool because my work hour requirements are not the same every day, and often extend outside the regular 8:00-5:00 time period.

If there is a critical mass of people who are interested in the project, that is fine.

Although I do not drive, if this shuttle is close to my home, would taking the shuttle be an option?

#32 bus is similar to a shuttle option, why not continue to pursue U Pass and similar routes?

With question 13 THERE IS NO FLEXIBILITY -must arrive on time and can’t leave any earlier.

I live close enough that I’d be a low priority, but it would be an interesting alternative. I find the way home most challenging; it’s when I’m most in a hurry and tired and thus keen for a bus, but when the busses are least reliable.

It might work, depending on where the stops are and how many people it is convenient for.

This would be an excellent service. There are already many busses headed my direction but the trip is time consuming considering the distance. I would be nice to save some time.

It is a good idea for folks who live out of town.

I will be interested in the results and if all in favor what comes out of this.

I believe this is a good idea overall (environmentally) and I hope enough people who do drive to work from outside of the city respond positively and help it to happen.

Great idea. I would definitely use it if it was more convenient than the bus.

I currently live in the South End of Halifax but am looking to move to the North End. I may not be the ideal candidate for a shuttle service since many buses are available from these locations, however I would like to say that I think the shuttle service is a fantastic idea!

I think it is a great idea and would help in so many ways (i.e. emissions, car costs, parking, traffic etc.). I hope it works out.

I generally drive with two of my sons, one who will go to Dalhousie next year and one will still attend high school next to SMU. For me to be able to use the shuttle service, my sons would have to be able to use it as well.

As I work off campus, the shuttle service wouldn't make a big impact on me personally. I presently don't have a problem with parking.
This will help people who handle multi jobs, especially students who are super busy during exam time and have to work aside. This would definitely make the transportation easier and would also save so much time!

I think this is an awesome idea!! Traffic is horrible and parking is too expensive and too limited... anything to reduce this is a step in the right direction!

Any organised attempt to reduce the overuse of cars, and the consequent difficulties with parking on campus and residential side streets, is welcome.

Sounds like a cool idea

If the shuttle would go to a location directly from Dalhousie to Dartmouth, I would be interested.

If you have to get your young kids off to school and/or daycare you are on a tight schedule. This can not replace cars for everyone.

If it helps carpooling and eases parking issues, go for it.

Since, I don't drive, I have had to rely on walking, taxis and bus. Taxis have become very expensive, so I would love to have this shuttle service.

For the past 8 years, I've been parking way out near Exhibition Park, and biking the remaining way to work - combination of exercise, painfully slow traffic, high gas prices and no parking at or near Dal makes this my best option - except on rainy days, and of course in the winter (I've been hit by cars more than once, the snow, and short daylight means I retire my bike in October). Not everyone would 'risk their necks' as I do to ride a bike on Halifax streets (through the rotary, up Quinpool...), but I'm betting a direct shuttle from exhibition park, leaving ~7:40, 8:10, 8:40, 9:10 (30 min to 45 min intervals) would be very popular.

It's a good idea. Implementation will probably be difficult.

Good idea

a shuttle from scotia square to Dal/IWK/ QE II/VG tying into transit-especially the Metro-X bus would be great. Would make use of HRM transit more convenient

On any shuttle service, there needs to be flexibility for those that might need to stay late or arrive early.

I can work from home, and need to be at Dal for meetings and to teach. When I arrive late at Dal there is no parking - so I end up going earlier than I need to. If I could park and take the shuttle I could use the shuttle time to read do email, and avoid parking problems. I consistently used public transit in Toronto. I frequently do need to do errand pick up the children on the way home, so public transit alone may not be ideal. But a shuttle might work very well.

Wonderful idea - I hope it succeeds
This would be highly desirable for 2nd year engineering students. Morning classes are on Studley campus or Park Lane movie theatre until 10am and classes afterward range from Sexton campus, to main campus, to chapter house. This past semester, I walked in between campuses three or four times a day for switching labs, lectures, and tutorials. For anyone with a car, it is inconvenient or impossible to commute to class in the morning and be driving in between classes to find new parking spaces or be parking in one place and walking back and forth. 300 students walked from park lane to Studley in first semester during their lunch break. In second semester, we were all late to our third class every day because we could not walk from Studley to Sexton fast enough to make the next class in the 10 min time frame... Consider a bus!

Considering the problems with parking on campus this sounds like a reasonable option is provides convenient

Instead of cheaping out on wages like the current 1% annual increase in the face of a 7% cost of living increase. Why not can these silly costly initiatives and pay us a living wage. We will then look after our household needs ourselves.

I would use a service that is specifically for employees and is quick. I would like to see a park and ride from the Mumford terminal area in Halifax.

For a substantial part of the year, I would walk up to 20 minutes to catch a predictable shuttle to and from the workplace.

Public transit does not work since it involves highly time-consuming major transfer points.

Good job coming up with this idea. Implement it, and if it doesn't work as expected you may scrap it.

Bus passes for staff and faculty would be much appreciated!

May work well for people without kids but not for me as I drop my kids off for school and daycare at 2 different places. Also, I have open/close hrs at my job

Having such a service is needed for early morning arrivals and late evening departures. A great initiative and look forward to the possibility of it being offered. Another suggestion is having a shuttle service between campuses. I work at the VG (university ave) and frequently go the HI (Summer Street) and utilize the shuttle service offered by the hospital frequently, definitely on cold, snowy, or rainy days and/or have material that is not easy to carry. Having a similar service between campuses would be ideal. It would eliminate the need of taxis, when walking is not an option.

I think it is a great idea and one that should have been considered when the buses were on strike.

get rid of the two university avenues and make one a two way street with a veryyyyy slow speed limit (for safety to reduce head on collisions) and turn the other one into divided bike and walking path with more greenery and trees to separate the two, with clearer crosswalks for crossing....could be perfect!!
And overall deters cars If people would abide by the "No Scent" policy it would be easier for me to take alternative transportation.

Would depend where it was from

None

This is GREAT idea - I hope it happens!

The shuttle would need to be available at all hours through the day, not just at the beginning and end of the day in case someone needed to leave in an emergency.

Excellent idea.

If the shuttle was available when I need it and reliable, I would use it.

Most people don't just go to work and home; they need a car for other purposes, i.e. dropping kids off at daycare/school, second jobs (many people at Dal need to have another job to make ends meet), groceries, etc. A bus pass, a park and ride, and temporary pass for the times you have to bring a car would solve many issues for many people. An incentive to use a bike, run, or walk? No one service would make the majority of people leave their car at home. A discount from a bike supplier? An electric bike conversion kit deal? Dal bonus dollars for using non carbon emmission means of travel or gift certificates to Dal stores? A parking pass that you pay monthly, but the less you use it, the more you save, if I only park once a week, I pay only 20% of the cost of regular parking. This would give me the chance to see the economic benefit/ plus less impact on my convenience issues when I do need to bring a car.

Other options MUST be encouraged by senior admin, and they are not, i.e. telework, flex time, etc.- there are departments against these options and will not allow it. A number of parking passes must be provided for "emergency" days to bring your vehicle. This also conflicts with HR's latest about fitness - I do exercise every lunch, but if I have to bus or not use my car, how can I possibly carry my fitness gear, lunch, etc. I feel like each department is working with blinders on to achieve their goals and not considering what other departments are doing or not doing. I'm all for saving the environment, but my understanding is that the bigger the vehicle, the more emissions-the shuttle would have to produce less emissions than the vehicles removed.

I already do a park and ride commute, driving to Sackville Terminal and then taking the MetroLink express bus into Scotia Square. The problem is that I then have to wait for a transfer to Dal, which can add a half hour or more to my overall commute. The three-step commute (drive, bus, bus) makes for a very long commute at the moment.

Depending on where the shuttle picked passengers up at in Dartmouth would dictate whether I would be interested or not. I think it is an excellent idea.
It would be important to me to know my vehicle was parked in a safe place before I get on the shuttle. A secure spot that is not expensive to park during the day.

Although I do not have a need for the shuttle service, I think it would be an excellent service for those who live outside of the city.

This would be a vast improvement of what we have

It would be great. It would help to alleviate traffic congestion.

I don't have a car and I know many people who work here who don't have one as well. Please consider an easy spot for us to get to to meet the shuttle. It would be useless if I have to get a bus to the spot.

Current parking conditions are very poor. This would alleviate some of this.

We have the x bus from Hammonds Plains which is great. Problem is that it dumps people at Scotia Square. It's not that I mind the walk too much, it's more that it adds an extra half hour to a commute that is already over an hour. If I could pick up a shuttle from there it would be awesome. Alternatively if I could park at Bayer's Lake and take a shuttle in it would also be awesome. There is usually one day a week I drive alone and alternatives would be welcome. The other two days I come in I can carpool and that's not so bad.

Sounds like a reasonable alternative for folks that come to work and stay in the "office" until departure at the end of the work day

I find the Metro Transit schedule convenient for my current work situation.

Depend on the cost to use this service.

I think the service sounds like a good idea in principle, I'm not sure that it would work for me, with drop off and pick up of children from day care and no car at lunch time to run errands, however, if such a service were to be introduced at Dal, I would certainly consider whether I could make it work.

The extra cost of a shuttle is a concern as our family budget has little or no room for additional expenses. If it costs a similar fee to what I'd have to pay for a parking pass, that could be do-able. So long as the times work to get me to/from work within my schedule, I see this as a great option.

Good idea!

I think it is a good idea. I would definitely consider using it.

This would be a useful and a much needed service. Dalhousie Parking is ridiculous. They over sell every year and then take away "spaces" without telling the Dalhousie Community. Pathetic - If there was this parking and shuttle service - would there be different rates for parking at Dalhousie?

Should run all through the year when the university is open.
Some questions I did not answer. Currently living outside the city and looking to move closer.

It is good to have, but may not suit my schedule, but may be for many others.

Would children who attend daycare be able to ride on the shuttle?

In order for this to work, would have to be more convenient then taking Metro Transit.

I think it's a smart idea. I would be interested in this service once my life changes slightly.

This may work for the majority of staff. Cost is always an issue. For me, my husband has complimentary parking so we travel together and I walk from his parking spot and I take the bus if he is off. This works for us however if I were on my own this service would be of interest to me provided the cost were not to high and it worked logistically.

If it goes ahead - don't use it as a device to further limit parking at Dal - even though I carpool, Dal does not recognize that I do so many services that are available to "Halifax employees" are useless to me.

I think the park'n'ride should also be very near a major bus terminal (Lacewood, Mumford, Bridge Terminal, Portland, Sackville - in addition I would recommend some areas that don't have bus terminals, pending the number of people who commute to Dal, such as Spryfield serving Herring, Purcells, Portuguese Coves, Timberlea, Bedford/Hammonds Plains).

Again this should be pending feasibility/efficiency. I would also suggest some sort of incentive for the first month or two to get people to ride it and hopefully they will see what a better alternative this is.

I would only use this service if it were offered at non-peak hours, if it saved me significant money over my reserved parking space, if parking at the park-n-ride were GUARANTEED (I don't want the frustration of dealing with Dalhousie's usual approach to parking), the park-n-ride were not far off of my usual route. I would also strongly encourage the use of very secure bicycle storage - not just bike racks - at the park-n-ride to give commuters the option of riding their bikes to the shuttle service and leaving them there (depending on where the park-n-rides were located).

For me 2 options, 1 I live in Tantallon so a pickup outside the city Bayers lake maybe? Or the shuttle could pick us up at the Metro X express bus drop off site at Scotia square or get after the city to run one of their express runs to up town also, that would be the best and I have been bugging them for years to do it I suggest that Dal offer the discounted bus pass to employees!

The Upass should be made available to faculty as well as students.

I was the carpool for 6 years for 2 other women who changed their jobs and locations. When I tried to find other carpoolers from my area no one was interested. Now I see all this vehicles on the highway with only one occupant. It's terrible.

It sounds like a good alternative for some whose schedule would fit in with the service offered.
It would need to be available every 30 minutes from 7 - 10 am and then 3-6 pm and be a direct route to (in my case) the Sackville or Fall River drop off for me to participate. While waiting along Peggy's Cove Rd in Tantallon for my drive in I see 1 in 8 vehicles with Dal tags, there are a lot of Dal employees out along this route. That and the amount of employees from exit 5 on hi-way 103 would make a shuttle bus from there a viable option.

A big consideration would be the effect on the total time for my commute. Another consideration would be whether the cost (to me) of the service would be at least partially offset by lesser fuel expenditure for my car. In other words, an arrangement that cut my driving distance significantly, while not having too large an impact on my commute time, would be the most appealing. For me, that would translate to an off-peninsula shuttle from something like the Bayers Lake area.

With a long commute already (2 hrs/day), the shuttle service would have to NOT add much time to my commute to make it attractive to me. It would also be preferable to have a daily rate so that I could use the shuttle as it fits my schedule, but not have to commit to using it every day/month, etc.

Sounds like a nice endeavor to me, but don't know what issues are gonna arise once it is put into practice. I think you gonna have to get feedback from the initial few months so as to make it better for everyone relying on this service. All the best!

I think this would be great and would use if I could access it with in my current schedule of dropping kids at their school and then catching it in time to pick them up again.

There should be at least a shuttle from Studley Campus to Sexton.

Sounds like a great idea, as long as there is flexibility in arrival & departure times.

Don't want to be locked in to one set pick up time and one leave time.

It would be great for those of us who live in Dartmouth to have a secure area to leave our cars and have a shuttle at different times during rush hour to transport those of us who are interested to take us directly to Dal.

I think this is a great idea for people who live at a distance and experience heavy volume traffic in certain areas (e.g. the 102 bottleneck at Bayers road, the Bedford highway, etc.)

I think that this is a great idea! Would it be possible to take one child as well?

Locations??? Pick up Dartmouth people so they don't have to walk 10km in the snow when the bus service goes on strike.

A SCENT-FREE policy must be STRICTLY enforced.

I have nothing to say

Really - I don't think it would be that much of an advantage to me over Metro Transit. I do expect Dal to eliminate the possibility of a parking pass for people from my neighbourhood in the not-too-distant
future. Since my Collective Agreement allows for appointment time, this just means that I will be claiming MORE of that appointment time for dentist trips etc. I do have a chronic illness that requires monthly blood tests, and Capital Health insists that I go to Bayers Road because I live in that area, so that's just going to become more lost time to Dal.

I was sufficiently ill this past year that I had to drive, walking/biking was not physically possible, and the best Metro Transit route for me rarely runs on time. I think this could make more sense for people living outside the city. And if there was a reliable service, I would consider moving off the peninsula. I live where I do because of proximity to work, not because I like city living.

Great idea! I would definitely consider it as long as it is convenient and perhaps this should be offered as a service to Dalhousie student, staff, faculty without any extra cost.

Question 13 didn't offer a section on "no flexibility". We have to make up any amount of time that we are late or have appointments. Sounds like an interesting idea.

I would find it useful! However I am entering my last semester at Dal so it is likely that I will not be here when it is implemented.

Great idea. I do plan to bike to work more often now that the weather is getting better. A bike rake on any such shuttle would be nice.

A shuttle would be great.

See my comments with previous answer.

It may make sense for people who live further out of town (poor public transit options) and people who don't need to use the car during the day.

I think it is a great initiative! I hope you're able to make it convenient and affordable enough for commuters to take part.

I think is a great idea, especially for those who live outside the city. As I live in the North End, what I would find most helpful (and useful), would be a tranist pass similar to what the students currently have.

Currently I have more questions than opinions. Are you mainly targeting people who live on the peninsula? What sort of charges would there be, etc.? I think that this is a great idea.
As an employee the cost, location and reliability would determine whether or not I would use this service. It is important to realize that many people do not live on the peninsula and never intend on living here - therefore the availability of parking is always going to be important. We cannot bike to work and to take public transit will take in excess of 1.5 hours.

Additionally, I have small children and if I cannot have my vehicle accessible then I will not feel able to respond to child related emergencies. This is going to be a concern for anyone who has children.

You'll probably need several parking locations around the outskirts of town, right?

great idea! I like transit because I can read and not drive ...this would work for me if I can still preserve some quiet time....

I am pleased to see Dalhousie's commitment to initiatives such as this.

I think it is a great idea

This sounds like a great service for those who take the bus

I think there need to be more options on how to conveniently get to work; the bus is often not convenient, what with wait times, etc. I would use an alternative that was easy like a car, but more environmentally friendly.

I think it is a great way to deal with the lack of parking spots here on Sexton Campus. However, I thought the school was strapped for cash and therefore my tuition was going up, so I can't really get behind a luxury like this.

It is convenience for the driver and reduces the traffic load on campus.

Dal should not be thinking of duplicating and thereby undermining Metro Transit. They just need to cooperate with them (for example getting more express busses put on), and encourage people to use public transit by getting employees bus passes.

If it is possible, if we could have a shuttle bus between the three Dal campuses. That would be great for residence students and faculty to.

This is a great initiative but not one that I could or need to use.

First of all, I'm not sure if you wanted to know my home postal code or that of my work. You ask for which part of the campus I work on then the next question was about my postal code but it wasn't clear if that was home or work. I love the idea of a shuttle, especially if it was affordable.

my likelihood to use it would probably depend on how it worked - I would be most likely to use it on an occasional basis. also how often it ran would be important
Make it available for students going to work as well. Every program seems to be directed towards full-time faculty, though students work at the University as well who may not have the capacity to afford a vehicle.

As stated previously, it is a wonderful forward thinking idea! I hope we get the transit passes that were discussed previously too.

If the shuttle would have a station in Clayton Park, close to the Bus Terminal, and a departure/arrival time to and from Dal according to my needs to be at Dal before 10:00 am (with departure from the Terminal in Clayton Park right after 9:00 am, I would prefer it to the public transportation at least for arriving at Dal in the morning.

This is an interesting concept. I am assuming that the routes and/or shuttle times would be different from what is currently offered by HRM Public Transit (I don't see the point of a shuttle otherwise). How would this endeavour be funded?

While I don't have a car, a shuttle would be really helpful if I could walk to the pickup point, especially in the rain!

I'd love to see a shuttle between West End Mall (Mumford) and the Tupper

I have a private parking space and 5 people travel with me to Sexton & Studley. It is very convenient the way I travel now and the shuttle maybe less convenient for myself and the others passengers.

It would be nice to ride up to a point where I could be picked that comes direct to work and avoid all the bus stops. That would save my time to get a well-deserved rest.

Seems like a good idea if there is significant buy-in by enough people.

I live in Terence Bay, so not sure if this type of service would be as helpful to me as to someone who lives in the city.

However, I'd be willing to look at it if it reduced my gas costs and was flexible to my ever-changing work hours.

I would love if there was a Dalhousie shuttle from Clayton Park! I would use this service every day, twice a day if it is implemented.

It's good but it should also be available for student.

Fantastic idea!! Price should be comparable to carpooling costs.

I think something like this is long overdue. I would also suggest partnering with the MetroTransit LINK system to see if the last stop for the LINK could be at the corner of Spring Garden and Summer. This would make taking the LINK far more appealing to those working at the hospitals and universities.
This would be great for people who are commuting into town. For people who live near the downtown core, it wouldn't be particularly useful.

We need more parking spots. A shuttle would not be a good idea.

Not a good choice for everyone. Some may benefit from it but it would not suite me.

I love the idea of a shuttle service. For students, it would be helpful if it were available later in the evening and on weekends, perhaps for a small fee.

It is a good idea, if managed properly. A lot of students have ride problems, and some of the basic problems is the timing. I think that takes prior importance.

Superb idea.

I think it is a great idea and although I would not use it, I'm sure many people would.

I think it would be very good for many; however flexibility and time of day are very important especially for those who cannot vary their hours in order for them to make this choice. Also, costs. This has to be a major consideration. We have many staff who are making less than or around 30K per year.

good idea but probably not worth it

This would be great, would have been even more useful during the transit strike.

I would like to see MTS have a express bus from Tantallon to Westend Mall Terminal as opposed to downtown. Seems like a waste of time and resources to go downtown only to come back out of town again. Think green, limit the imprint and avoid backtracking.

Good

This would be a very good service especially for people working late shift for Dal. The safety factor for personnel in lieu of being on the street late at night.

NO

it's interesting. for me, it would replace the rush hour bus, which is often packed (#14) and sometimes late, which is NOT good.

although I live close to work I think it is a fantastic idea - 95% of the commuters I see are one person/one car

The weather should be considered. In winter time or rainy day, more shuttle service might be required. If there is a Tim hortons nearby, people might be more patient or willing to wait for the shttle.

I am out of the country so I have no number to provide.

not interested
This shuttle will not only benefit teachers, but also students that are in programs like the Commerce co-op program. Most students don't necessarily have the means to travel to their work place or spend a lot of money on gas to do so.

It's a good idea. The land around campus is very valuable. It seems ridiculous to cover so much of it with ugly parking lots. I hope you design this service not just for car drivers but to people who might get to the shuttle in other ways, such as by bike or walking.

Public transit is designed to bring people to school/work, there's no need to attempt to replace it.

This would be a good service, as I need to take 2-3 busses to get to school and work on campus.

Express shuttle which will pick up students during the working days is a great idea. This will be useful to save lot of money which we pay for the monthly bus pass. Also it will very useful for students who do not own a vehicle.

The Shuttle service can pick up students from fixed locations across Halifax. It would be beneficial if a Metro-transit strike were to occur again.

I think this would be a great idea!

I wonder if there is going to be a shuttle running, it would have a certain route (like the Metro transit bus route) or just like the Tiger patrol? It'd be better to set some main routes for the shuttles, instead of changing routes based on the passenger's needs.

Anything that will save time and money and that is promoted well will definitely be a hit! Especially with how hard it is to find parking.

I would be most interested in a shuttle service from surrounding town sites like Three Fathom Harbour

I think this is a great thing to be looking into. I would also strongly support more convenient connections between Tantallon and the Dal campus(es)

great idea - depending on the area being serviced

Since the public transit system in the HRM is so poorly run, I think a shuttle would be great.

currently I park on a street that has all day parking and walk about 20-25 minutes to work. I like that for 2 reasons; get exercise and don't have the frustration of searching for parking on campus.

Cost would be a big factor. If I still would have to drive my car plus pay for a shuttle service, that would impact on my financial situation.
YES! YES! YES!!! I would use this every day if available and would make working in the downtown core not so inconvenient! I don't work on Campus (work in the hospital) so parking is unavailable. Currently there is a 5 year waiting list to buy a parking pass at the hospital, and even if you do get one it is $125.00 per month! There are many Dal employee in the hospital that are in my situation and we all find it very frustrating.

I think it is a good idea. Many people depend on public transit to get to work/school and have long commutes which seriously after your quality of life. If this had been offered and available a few years ago I would have definitely taken advantage of it. I think it is a move in the right direction. Dalhousie serves a lot of people and having an easier way to get to work/school would be a huge benefit. Sometimes people are slow to warm to a new idea, but we need to move forward.

Think of all the cars that would be removed from the busyness of downtown let alone looking for parking spaces on campus. Good for you with this initiative!

great idea

I think this is a terrific initiative. The more people we can get out of their cars and onto a shuttle or bus the better. I personally would be thrilled to not have to drive to work if there was a suitable shuttle alternative. I often work after my day job so taking public transit is not a feasible option for me but if there were a shuttle right to my car somewhere, I would certainly explore that alternative.

This would be good especially if multiple shuttle runs in the AM and PM could be configured.

Please see the previous question.

I have been hoping something like this service might be considered for a number of years. My personal situation has been such that from time to time I have had to deal with transportation stress. It is absolutely no fun at all. If there was a parking lot not too far from my home where I could get a ride to/from Dal which was reliable and safe it would be a blessing for sure.

Travelling with others has benefits for the environment but it can also be stressful if your driver is not completely dependable. The XPress bus runs from Tantallon right now but goes passed where I live and does not stop there. However, it isn't cheap and it only gets riders to Scotia Square. Then we would have the hassle of waiting for another bus to get to Dal. Not ideal. An Express ride to Dal or general area would be great benefit.

This potential service sounds great. I live in outer core HRM with no bus route. Transportation costs are expensive including gas, bridge fare and reserved parking. This is a great initiative.

I would use a shuttle between the campuses, eg. between Studley and sexton.

I am coming in from Bedford, and trying to find a parking space (as you know) can be a nightmare. As a graduate student I am still paying full-time tuition, but no longer have a bus pass. As a result I find
myself driving into school/work much more often. If there was a way to reduce the driving, or (preferably) get a transit pass I would be much happier!

Rail into the peninsula

I would like to use it if you didn't have to commit every day of the week. Some days I need more flexibility...need to drop baby at daycare, need to leave during the day...but many days I just come in to Dal and then leave at regular times. Would be great to have a shuttle for these days.

I will be glad to see it happens to have convenient shuttle service!

This sounds like a great idea since there is hardly any parking on campus.
Saint Mary’s Comments
Opinions

No wordle was created for this set of comments due to the small number of responses.

• I am a student and do not have a car yet, but this is a great idea to park altogether.
• A great idea, but communication and advertising the service is key. Often things like this fail because people are not informed of its existence.
• It would be great if I could walk to the location for shuttle pick up and not have to drive there.
• Sounds it will be helpful
• it was good, and informative.
• Nice initiative taken. University is a nice place to hold this kind of interviews.
• It’s good.
• Splendid
• Good idea... complimentary to public transit.
• Good.
• The shuttle would have to run very regularly to be useful to me, or the park and ride would need to be located next to extremely frequent main bus routes as we students already have passes.
• It’s fine
• Good.
• It was good
• Less cars in town. Good idea. Great action! Hope this only gains momentum.
Appendix C: TMA Examples

SmartCommute NTV

Smart Commute - North Toronto, Vaughn is a private non-profit TMA in the Greater Toronto area, created as part of the regional Smart Commute initiative funded by Transport Canada's Urban Transportation Showcase Program and local governments. Founded in 2001 (as the Black Creek Regional TMA), it currently represents about 72,000 employees (23 member employers including York University) and has a staff of 6 who work to find ways for workers to rely less on single-occupancy autos for commuting in. They provide consultation services to its members on Transportation Demand Management strategies to meet the individual needs of the employer, including parking cash-out (i.e., where commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes), carpools and vanpools, shuttle services, transit subsidies, cycling and teleworking. Smart Commute NTV relies on funding from its partners. Its programs are based on a cost-recovery model and are leveraged against government funding to reduce delivery costs.

In February 2012 Smart Commute introduced an employee shuttle between several member employers and the local subway station. The 3 month trial has been extended and now includes a lunchtime shuttle to a local shopping mall (Don Mills Corporate Shuttle – next page).
New Shuttle Times at Lunch to start on Tuesday, February 21, 2012

We have heard your feedback and based on popular demand, the shuttle now features **later lunch time hours and specified pick-up and drop-off times**. Please take a moment and check out our updated schedule.

The lunch time shuttle will now run from 12 p.m. to 2 p.m. to accommodate individuals who take later lunches. In addition, the schedule now includes specified pick-up and drop-off times to ensure shorter travel times to and from Fairview Mall. Be sure to catch the shuttle from your office only at specified pick up times if you wish to enjoy a shorter ride!
Campus Area Transportation Management Association

The American Red Cross, Champlain College, Fletcher Allen Health Care and the University of Vermont and State Agricultural College, are all located adjacent to each other and share a common land area of less than one square mile known as the "Hill" or Campus District of Burlington, Vermont.

The Campus Area Transportation Management Association (CATMA) plans for, develops, and manages all transportation and parking programs, infrastructure, and associated facilities for the member organizations. It maintains three remote parking sites and operates a shuttle between the parking lots and the various institutions.

Following are several screen captures from the CATMA web site and CATMA member Champlain College.
CATMA partner Champlain College.
This page from Champlain College allows users to see where the shuttle is at any given moment by linking the vehicle’s GPS location to Google Maps. As noted on the map, the service is provided in partnership with Radio North, a cell phone vendor and communications company.
Great Valley Forge TMA

Among other functions, GVF provides shuttle management services for attractions and employers in King of Prussia, Pennsylvania.

Founded in 1990, GVF is a not-for-profit organization created to advocate and promote a viable transportation network for the region’s economic vitality. To maximize awareness and develop sustainable support, we partner with public and private entities.
Charles River TMA

In the Cambridge – Boston, area of Massachusetts, the Charles River TMA provides the EZRide Shuttle which links neighbourhoods (including MIT’s Northwest campus) to the commuter rail station. EZRide employs vehicles powered by CNG (Compressed Natural Gas). It provides a web-based bus locator on contract with NextBus, which also serves many large transit companies including WMATA (Washington DC), SFMTA (San Francisco, TTC (Toronto), and STL (Laval)).
Appendix D: Municipal Zoning

Map showing current zoning of institutional uses within the institutional District (includes non-member institutions including the Provincial Archives, Atlantic Provinces Special Education Authority (APSEA) and the Sacred Heart School. Source: Explore HRM.