

2018/2019

Annual Service Plan

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# Summary

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## 1. Summary

This plan outlines service adjustments planned for 2018/19 and reviews adjustments from 2017/18. It also provides a summary of some of the significant projects that will be underway in 2018/19. Halifax Transit continues the process of transitioning to new technology and reporting processes which will improve the accuracy and availability of data. Many indicators and annual statistics that have previously been reported in the *Annual Service Plan* are now instead reported quarterly in the *Halifax Transit Performance Report*. Additional Year end figures are reported in the *Fourth Quarter Year End Performance Measures Report*.

Halifax Transit will deliver approximately 958,000 scheduled service hours in 2017/18, including 864,000 hours of fixed route bus service, 15,000 hours of ferry service, and 79,000 hours of Access-A-Bus service.

Highlights from the past fiscal year 2017/18 include:

- *Integrated Mobility Plan* (IMP) approved, setting a high level vision and commitment to public transit
- Changes to existing routes, including Route 6, Route 9, Route 19, Route 20, Route 22, Route 402, Route 330, Route 370, and School Specials as part of the *Moving Forward Together Plan*
- Implementation of the first corridor route with branches, Route 9 Herring Cove
- Schedule changes to the Alderney Ferry service
- New Route 194 West Bedford Express service launched in Bedford
- Implementation of two new queue jump lanes on Windmill Road, continuing the transit priority along the length of the Windmill Road corridor
- A pilot project was conducted bringing the Route 370 Porters Lake Express to Micmac Terminal
- The launch of Automated Stop Announcements, improving the customer experience
- Construction of two new ferry vessels began, the *Vincent Coleman* and *Rita Joe*, anticipated for delivery in early 2018 and fall 2018 respectively
- The Macdonald Bridge re-decking was scheduled for completion December 31, 2017. This project's planned and unplanned closures have required a shuttle service and detours, impacting Halifax Transit operations and budget

Highlights for the upcoming 2018/19 fiscal year will include:

- *Moving Forward Together Plan* changes in the Lacewood and Clayton Park areas including:
  - Three new corridor routes
  - Five new express routes
  - One rural route
  - Adjustments to two existing routes
  - Three new local routes, including one on Washmill Lake Drive
- Delivery of the new ferry, *Rita Joe*, anticipated in fall 2018
- Design work will begin for Wrights Cove Terminal in Burnside





The cover features a large graphic composed of several overlapping geometric shapes. A dark blue triangle points from the top-left towards the bottom-right. A medium blue triangle points from the top-right towards the bottom-left. A yellow triangle is located at the bottom-left corner. The text is positioned on the dark blue triangle.

# Proposed Service Adjustments 2018/2019

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## 2. Proposed Service Adjustments 2018/2019

This *Annual Service Plan* outlines the third year of service adjustments for Halifax Transit's *Moving Forward Together Plan*. This redesigned transit network represents a significant improvement to existing transit service in Halifax. It prioritizes service to areas with high ridership and areas with higher ridership potential. It proposes new service in growth areas and it reduces inefficient, low ridership services. It describes a network which is easier to understand and easier to navigate for existing and potential transit users, and identifies a clear need for the introduction of Transit Priority Measures in order to make transit service faster and more competitive with private vehicles. It provides a more consistent and cohesive approach to service provision, designed to better meet the needs of residents today and into the future.



This network redesign is planned for implementation over five years, with detailed annual service adjustments outlined each year through this document. Eight conventional expansion vehicles will be received in 2018/19 that will increase service provision in 2018/19 as described below.

The planned implementation schedule is as follows:

**2016/17** – Route 56 Dartmouth Crossing adjustment, additional trip on Route 330 Tantallon

**2017/18** – Service adjustments outlined in the 2017/18 review sections of this *Annual Service Plan* primarily impacting Halifax Mainland and Peninsula, and Bedford (Express Route)

**2018/19** – Service adjustments focused in Clayton Park, Fairview, Timberlea, as outlined in this *Annual Service Plan*

**2019/20** – Service adjustments focused in Halifax Mainland and Peninsula

**2020/21** – Service adjustments focused in Sackville, Bedford (corridor/local routes), Dartmouth, Eastern Passage and Cole Harbour

This implementation schedule is tentative and will depend upon detailed scheduling and availability of resources. Throughout the implementation, Halifax Transit will refine the plan, looking for efficiencies and opportunities to advance the implementation where possible.

### **2.1. Variability of this Plan**

As the number of routes impacted by service changes increases, the more difficult it becomes to accurately anticipate the resources required to make the changes. As multiple routes undergo changes in service, not only is the service provided to customers impacted, but the changes also impact the underlying operational structure of the schedules, including interlining opportunities for routes, layovers, and deadheading. These operational elements can be more accurately estimated for smaller scale service changes, but the level of efficiencies that can be achieved when modifying multiple routes is less predictable. As a result, when service adjustments are operationalized, they may require more or less resources than anticipated.

Several groupings of potential service adjustments have been proposed for 2018/19, which can largely be implemented independently of one another. The groupings represent those changes that must be made together and the order in which they must be implemented. Halifax Transit aims to implement all service adjustment groupings on August 20, 2018, however, this is subject to resource availability and detailed schedule adherence data. Should it not be possible to implement all the adjustments outlined below, this would be outlined in the Q4 Report scheduled for presentation to the Transportation Standing committee June 2018.

### **2.2. Detailed Service Adjustments**

The following conventional service adjustments are planned for implementation in 2018/19. Maps for all new routes can be found in Appendix B.

Proposed Service Adjustments 2018/19

		Route	Details	Hours	Cost
Grouping A	New	3	New corridor Route 3 Crosstown	\$48,000	\$3,700,000
	New	28	New local Route 28 Bayers Lake	\$12,000	\$1,100,000
	Replaced	52	Route 52 Crosstown replaced by new Route 3 Crosstown, new Route 28 Bayers Lake & Route 64 Akerley	(\$42,000)	(\$2,900,000)
	Adjustment	64	Increase service on Route 64 Akerley	\$3,000	\$200,000
<b>Total</b>				<b>\$20,000</b>	<b>\$2,000,000</b>
Grouping B	New	2	New corridor Route 2 Fairview	\$35,000	\$2,600,000
	New	30	New local Route 30 Clayton Park West	\$12,000	\$900,000
	Replaced	2	Route 2 Wedgewood replaced by new Route 30 Clayton Park West and new Route 2 Fairview	(\$21,000)	(\$1,400,000)
	Replaced	4	Route 4 Rosedale replaced by new Route 28 Bayers Lake and new Route 2 Fairview	(\$21,000)	(\$1,400,000)
<b>Total</b>				<b>\$6,000</b>	<b>\$800,000</b>
Grouping C	New	4	New corridor Route 4 Universities	\$47,000	\$3,000,000
	New	39	New local Route 39 Flamingo	\$17,000	\$1,300,000
	Replaced	16	Route 16 Parkland replaced by new Route 30 Clayton Park West and new Route 39 Flamingo	(\$16,000)	(\$1,200,000)
	Replaced	17	Route 17 Saint Mary's replaced by new Route 4 Universities	(\$10,000)	(\$700,000)
	Replaced	18	Route 18 Universities replaced by new Route 39 Flamingo and new Route 4 Universities	(\$20,000)	(\$1,400,000)
	Replaced	42	Route 42 Dalhousie - Lacewood replaced with new Route 4 Universities	(\$9,000)	(\$600,000)
<b>Total</b>				<b>\$9,000</b>	<b>\$400,000</b>
Grouping D	New	123	New Express Route 123 Timberlea	\$4,000	\$300,000
	New	135	New Express Route 135 Flamingo	\$4,000	\$300,000
	New	136	New Express Route 136 Farnham Gate	\$4,000	\$300,000
	New	137	New Express Route 137 Clayton Park	\$3,000	\$200,000
	New	138	New Express Route 138 Parkland	\$4,000	\$300,000
	New	433	New Rural Route 433 Tantallon	\$1,000	\$100,000
	Adjustment	21	Removal of Downtown portion of route	(\$4,000)	(\$300,000)
	Replaced	23	Route 23 Timberlea/Mumford replaced by new Route 123 Timberlea	(\$6,000)	(\$400,000)
	Replaced	31	Route 31 Main Express replaced by new Route 138 Parkland Express	(\$3,000)	(\$200,000)
	Replaced	33	Route 33 Tantallon Express replaced by new Route 433 Tantallon	(\$2,000)	(\$200,000)
	Replaced	34	Route 34 Glenbourne Express replaced by new Route 138 Parkland Express	(\$6,000)	(\$400,000)
Replaced	35	Route 35 Parkland Express replaced by new Route 135 Flamingo Express & new Route 136 Farnham Gate Express	(\$3,000)	(\$200,000)	
<b>Total</b>				<b>(\$4,000)</b>	<b>(\$200,000)</b>
<b>Grand Total</b>				<b>\$32,000</b>	<b>\$2,900,000</b>

**Grouping A:***Conventional***Route 52 Crosstown**

- This existing route will be discontinued. This service will be replaced by the corridor Route 3 Crosstown, local Route 64 Akerley and local Route 28 Bayers Lake.

**Route 64 Akerley**

- This existing route will have increased service during the mid-day period temporarily to compliment the implementation of the new Route 3 Crosstown in Burnside.

**Corridor Route 3 Crosstown**

- This new route will provide corridor level service between Lacewood Terminal and Burnside Industrial Park, following similar routing as the existing Route 52 Crosstown.

**Route 28 Bayers Lake**

- This new route will be introduced to provide service between Lacewood Terminal and Mumford Terminal via Bayers Lake Business Park and Washmill Lake Drive in Halifax.
- This route was referred to as Route 31 Washmill in the *Moving Forward Together Plan*.

**Grouping B:***Conventional***Route 2 Wedgewood and Route 4 Rosedale**

- These existing routes will be discontinued. These services will be replaced by the corridor Route 2 Fairview and new local Route 30 Clayton Park West.

**Corridor Route 2 Fairview**

- This new route will provide corridor level service between Lacewood Terminal and Downtown Halifax, following similar routing to the existing Route 2 and Route 4.

**Route 30 Clayton Park West**

- This new route will provide service in Clayton Park to areas currently serviced by the routes 2 Wedgewood and 4 Rosedale.
- This route will operate as a two-way loop. Route 30A will travel clockwise and Route 30B with travel counter clockwise.
- This route was referred to as Route 34 Parkland-Dunbrack in the *Moving Forward Together Plan*.

**Grouping C:***Conventional***Route 16 Parkland, 17 Saint Mary's, 18 Universities, and 42 Dalhousie-Lacewood**

- These existing routes will be discontinued. These services will be replaced by a new corridor Route 4 Universities and new local Route 39 Flamingo.

**Corridor Route 4 Universities**

- This new route will provide corridor level service between Lacewood Terminal, Saint Mary's University and Dalhousie University.

**Route 39 Flamingo**

- This new route will provide service between Lacewood Terminal and Dartmouth Bridge Terminal, similar to the existing Route 16 Parkland.
- This route was referred to as the Route 32 Flamingo in the *Moving Forward Together Plan*.

**Grouping D:***Conventional***Route 21 Timberlea**

- This existing route will undergo routing adjustments to expand service in Timberlea.
- Routing will continue the length of Charles Road to James Street. Service will be removed from Richard Street.
- This route will undergo adjustments to its schedule, including a decrease in frequency during the weekday off-peak period.
- This route will no longer provide service during peak hours between Lacewood Terminal and Downtown Halifax; passengers continuing their trip beyond Lacewood Terminal will be required to transfer at Lacewood Terminal.

*Express*

As described in the *Moving Forward Together Plan*, new express routes are being numbered between 100 and 199. As new express routes are implemented, replacing former Express routes in communities, the former route category 'Urban Express Routes' will be phased out. The following describes express routes which would be included in grouping D.

**Routes 31 Main Express, 33 Tantallon Express, 34 Glenbourne Express, and 35 Parkland Express**

- These existing routes will be replaced with new routes; 135 Flamingo Express, 136 Farnham Gate Express, 137 Clayton Park Express, and 138 Parkland Express, with increased trips at peak.
- The Tantallon to Lacewood Terminal portion of the existing Route 33 Tantallon Express will be replaced by the new rural route, 433 Tantallon.

**Route 123 Timberlea Express**

- The existing Route 23 will become the Route 123 Timberlea Express.
- This route will undergo routing adjustments in Timberlea to service Charles Road.
- Service will be removed from Richard Street.
- This new route will not service Mumford Terminal as the existing Route 23 Timberlea does. Routing will be more direct, with service shifted from Chebucto Road to Quinpool Road.

**Route 135 Flamingo Express**

- This new route will provide peak hour express service from Clayton Park and Fairview areas to Downtown Halifax in the AM peak and in the opposite direction at PM peak.

- This new route will begin on the Bedford Highway and serve Flamingo Drive, Knightsridge Drive, Dunbrack Street, Radcliffe Drive, Lacewood Terminal and Main Avenue, before continuing its routing on the peninsula to the downtown business district (see Appendix B for detailed route map).

#### **Route 136 Farnham Gate Express**

- This new route will provide peak hour express service from Clayton Park and Fairview areas to Downtown Halifax in the AM peak and in the opposite direction at PM Peak.
- This new route will begin on Wentworth Drive and serve Ruth Goldbloom Drive, Farnham Gate Road, Parkland Drive, Lacewood Drive, Lacewood Terminal, Willett Street and Main Avenue, before continuing its routing on the peninsula to the downtown business district (see Appendix B for detailed route map).

#### **Route 137 Clayton Park Express**

- This new route will provide peak hour express service from Clayton Park and Fairview areas to Downtown Halifax in the AM peak and in the opposite direction at PM Peak.
- This new route will begin on Regency Park Drive and will serve Thomas Raddall Drive, Lacewood Drive, Lacewood Terminal, Willett Street and Rosedale Avenue, before continuing its routing on the peninsula to the downtown business district (see Appendix B for detailed route map).

#### **Route 138 Parkland Express**

- This new route will provide peak hour express service from Clayton Park and Fairview areas to Downtown Halifax in the AM peak and in the opposite direction at PM Peak.
- This new route will begin on Dunbrack Street and will serve Kearney Lake Road, Parkland Drive, Lacewood Drive, Lacewood Terminal, Willett Street, Dunbrack Street and Main Avenue before continuing its routing on the peninsula to the downtown business district (see Appendix B for detailed route map).

### *Rural Routes*

As proposed in the *Moving Forward Together Plan*, Rural Routes will be numbered between 400 and 499. As new Rural Routes are implemented, replacing former Community Routes, the former route category 'Community Routes' will be phased out. The following describes the Rural Routes impacted by Grouping D:

#### **Route 433 Tantallon**

- This new rural route will provide peak hour service between Tantallon and Lacewood Terminal following similar routing to the existing Route 33 Tantallon.
- This route will no longer provide service between Lacewood Terminal and Downtown Halifax; passengers continuing their trip beyond Lacewood Terminal will be required to transfer at Lacewood Terminal.



### *Moving Forward Together Plan – Subsequent Revisions*

The following list outlines discrepancies between routes and services originally outlined in the *Moving Forward Together Plan* and this *Annual Service Plan*.

- Route number amendments for administrative reasons:
  - Route 34 Parkland-Dunbrack was changed to Route 30 Clayton Park West
  - Route 31 Washmill Lake was changed to Route 28 Bayers Lake
  - Route 32 Flamingo was changed to Route 39 Flamingo
- Temporary Routing/schedule adjustments for operational purposes:
  - Express buses using Barrington Street instead of Hollis Street, until the completion of Cogswell redevelopment
  - Route 137 Clayton Park Express re-routed until the extension to Washmill Lake Drive is complete
  - Route 2 Fairview routing amended to serve the Duke Street bus stop, as it does today, opposed to serving Scotia Square northbound, until the completion of the Cogswell redevelopment
  - Until construction of Wrights Cove Terminal is complete Route 3 Crosstown will travel Wright Avenue to Sea Point Road, to Marketplace Drive to Bancroft Lane.
  - Existing Route 64 Akerley service increased mid-day until Burnside service changes are implemented
- Permanent Routing/schedule adjustments:
  - Route 30 Clayton Park West routing amended to provide two-way service to the new subdivision on Wentworth Drive and Ruth Goldbloom Drive based on new information and the completion of these streets

### **2.3. Other Service Adjustments**

#### *Access-A-Bus*

Six new expansion buses will be added to the Access-A-Bus fleet in 2018/19 to improve and grow service.

#### *Alderney Ferry*

Alderney Ferry service was increased in response to the Macdonald Bridge Re-decking project, scheduled for completion in late 2017. It was anticipated that upon completion of the Bridge re-decking project, the additional service would be removed. However, in November 2017, Regional Council voted in favour of retaining and reallocating increased ferry service hours back into the mid-day period, and on April 24, 2018 approved the 2018/19 Budget and voted to keep the expanded service hours throughout the 2018/19 fiscal year. Beginning February 19, 2018, the Alderney Ferry began running every 15 minutes mid-day, between downtown Halifax and downtown Dartmouth, and every half hour in the evenings after 8pm.

#### **2.4. Potential Additional Service Adjustments**

If during the implementation period, more scheduling efficiencies occur than anticipated, resulting in more available resources than were planned for, Halifax Transit staff will review opportunities to advance the implementation of additional aspects of the *Moving Forward Together Plan* ahead of schedule. Opportunities to advance implementation are often limited due to the integrated nature of routes, and in 2018/19 could include adding trips to express services or adding frequency to routes. Any additional service adjustments would be outlined in a quarterly report to the Transportation Standing committee prior to the implementation date of August 20, 2018.

##### ***Service Quality & Reliability***

When implementing the service adjustments found in this *Annual Service Plan*, Halifax Transit will analyze automated vehicle location (AVL) data, including schedule adherence and running time data, to ensure that the resultant routes have a high level of reliability. After implementation, quarterly route performance reports will be analyzed to identify schedules that require further adjustments.

##### ***Macdonald Bridge Impacts***

Halifax Transit ceased operating shuttle services across the MacKay Bridge and returned to regular planned routing November 27, 2017. Any further requirements to close the bridge will impact scheduled services, as buses will be detouring via the MacKay bridge.



Projects &  
Infrastructure  
2018/2019

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### 3. Projects & Infrastructure 2018/2019

#### *Burnside Transit Centre Expansion*

In order to achieve service growth envisioned by both the *Moving Forward Together Plan* and anticipated in the *Integrated Mobility Plan*, Halifax Transit requires a new or expanded transit centre. To date, work has taken place to determine several options for expanding on the existing Burnside site and expansion onto an adjacent site. Work is currently underway to evaluate further options, including the possibility of building a third facility to complement or replace one of the existing transit centres. It is anticipated that the 2018/19 work plan will include detailed design and land acquisition related to the expansion and/or construction of the new Transit Centre.

#### *Transit Priority Measures*

In 2018/19, work on Transit Priority Measures (TPMs) will include the design and implementation of up to three stand alone transit priority measures with the help of Public Transit Infrastructure Funds, a funding program offered by the Government of Canada. It is anticipated that this will include the extension of the existing transit priority measure on Portland Street and Woodlawn Road and one to two additional measures recommended by Halifax Transit Operators and by the 2015/16 Transit Priority Measures study, pending final approval by the Halifax Traffic Authority.

#### *Transit Priority Corridor Implementation*

In 2018/19, work on the detailed design for preferred options for transit priority corridors on Bayers Road and Gottingen Street will be completed with the help of Public Transit Infrastructure Funds provided by the federal government. It is anticipated that the TPM corridor on Gottingen Street could be completed at the end of the 2018/19 fiscal year, with work on the Bayers Road corridor beginning in 2019/20 subject to future budget approvals. Work will also continue on the functional and detailed design of transit priority on Young Street and Robie Street.

#### *Wrights Cove Terminal Design*

In 2018/19, work on the detailed design of the Wrights Cove Terminal will be initiated. This terminal will be located off of Windmill Road in Burnside and will provide improved connections for individuals travelling between Sackville, Dartmouth, and Burnside. It is anticipated that this terminal will be in service before August 2020.

#### *Woodside Ferry Terminal Recapitalization*

The Woodside Ferry Terminal was constructed in 1986. The planned and corrective maintenance activities implemented in support of this structure over the years has been inadequate, and a significant effort is now required to correct serious deficiencies and improve passenger accessibility. Although scope was originally limited to customer service improvements, the rehabilitation project is now planned to include significant improvements to all aspects of the building, including the building envelope. Work is ongoing to determine the most appropriate way forward, in terms of the percentage of the existing building that can/should be re-used, and the sequencing of building and berthing construction activities. In 2018/19, the intent is to complete all required design work to move forward with this project.

### *Ferry Berthing and Maintenance Facility*

Recent expansion in the Halifax Ferry fleet has resulted in the need to create additional berthing space to accommodate maintenance of fleet vessels. In the 2018/19 fiscal year, Halifax Transit staff will explore options to locate a permanent berthing and ferry maintenance space.

### *Halifax Transit Technology Program*

In 2018/19 the Halifax Transit Technology Program will build upon the work over the past couple of years, focusing on three major projects: Fixed Route Planning, Scheduling & Operations, Fare Management, and Paratransit. Each of these projects is multi-phased and multi-year, introducing enhanced capabilities and business value through the implementation of new technology solutions. Halifax Transit, and other Business Units including Finance and ICT, will be heavily engaged in these projects throughout design and testing activities.

### *Electric Bus Feasibility Study*

In October 2016, Regional Council approved a joint partnership with Nova Scotia Partnership Inc to undertake an Electric Bus Study to determine the cost/ benefits of operating electric buses. The study also assessed the feasibility of implementing a pilot project; WSP in consultation with the National Research Council was to make a determination of the best technological approach (battery size/charging infrastructure) based on Halifax Transit's network and unique physical operating environment. The final report, prepared by WSP, was received by Halifax Transit in November 2017. A recommendation report is being prepared for presentation to the Transportation Standing Committee meeting on February 22, 2018 and Regional Council on February 26, 2018.

The background features a large, abstract geometric design. It consists of several overlapping triangular and quadrilateral shapes in various shades of blue (from light to dark) and yellow. The shapes are arranged in a way that creates a sense of depth and movement, with some areas appearing to recede into the distance.

# Review of 2017/2018

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## 4. Review of 2017/2018

The *Big Lift* project continued to cause regular overnight closures of the Macdonald Bridge in 2017/18. Halifax Transit ceased operating shuttle services across the MacKay Bridge and returned to regular planned routing November 27, 2017. Any further requirements to close the bridge will be accommodated by detouring routes over the MacKay bridge.

Halifax Transit implemented year two of the phased service adjustments as part of the *Moving Forward Together Plan*, which will continue to improve the efficiency and effectiveness of the transit network. This included the introduction of the first corridor route, serving Mainland South and the Halifax Peninsula.

In 2017/18 Halifax Transit confirmed two additional ferries would be replacing the last two of the oldest ferries, The *Halifax III* and the *Woodside I*. Unveiling of one new ferry, the *Vincent Coleman* is anticipated early in 2018. This new ferry is one of four new vessels constructed over the past few years to replace aging infrastructure in the fleet. With the retirement of the *Halifax III*, this additional vessel maintains the total ferry fleet at five vessels, helping to reducing service interruptions due to routine maintenance. An additional fifth ferry has been purchased, anticipated for delivery in fall 2018, that will replace the *Woodside I*, bringing even more continuity and efficiency to Halifax Transit's harbour ferry service.



Significant achievements in creating a more accessible network were made in 2017/18. The Halifax Transit fleet became 100% accessible. Passengers are now guaranteed that all conventional buses that arrive at a bus stop will be accessible and equipped with bike racks.

Due to the availability of the federal Public Transit Infrastructure Fund (PTIF), over 200 bus stops were improved/upgraded during the 2017 construction season. These upgrades included new/replacement bus stop landing pads in many locations, replacement and/or new shelters in other locations, and paving road shoulders at many 'inaccessible stops' to upgrade them to 'non-standard bus stops' where the ramp can be deployed. Over 90% of bus stops are now able to accommodate deployment of the wheelchair ramp. Halifax Transit will continue working towards an increasingly accessible transit network through the annual infrastructure program.

Following on the success of the pilot program, Halifax Transit launched the annual Low Income Transit Pass program. The program was approved with capacity for 1,000 applicants, doubling the size of the pilot program.

AVL+ technologies implemented in 2017/18 have enabled bus tracking capabilities to our customers and the sharing of this data with various third-party web and mobile application providers. Automated stop

announcements have improved the quality of the service provided to our passengers. Automated destination sign integration was implemented, which resulted in more consistent and predictable destination signs being displayed for passenger information.

New Automatic Passenger Counters were installed on buses, permitting quarterly passenger count reporting, where previous passenger counts were conducted manually, and only once annually.

#### 4.1. 2017/2018 Service Adjustments

##### *Conventional*

###### **Route 6 Quinpool**

- Service on the existing Route 6 was discontinued. The reduction in service between Mumford Terminal and downtown has been offset by increased frequency on the new corridor Route 9 Herring Cove.
- Route 22 travels between the Ragged Lake Transit Centre and Mumford Terminal.
- Route 22 Armdale continues to provide service to Quarry Road, Edgehill Road, Glenmore Avenue and Stonehaven Road (service removed from Fenwood Road and Stonehaven Road, east of Kelly Street).

###### **Route 22 Armdale**

- Service discontinued to Halifax Exhibition Centre, this route now terminates outbound at Ragged Lake Transit Centre.

###### **Route 9 Barrington**

- This route was discontinued and replaced by the new Route 29 Barrington.

###### **Route 29 Barrington**

- This new route replaced the former Route 9 Barrington with some minor changes in routing.
- Service has been extended to include Bayers Road Centre, where it will now terminate.
- Service terminates inbound at the Tower Road loop, no longer entering the lower parking lot of Point Pleasant Park.
- This route services Hollis Street, Lower Water Street, and the Water Street Terminal, no longer providing service on Barrington Street between George Street and South Street.
- Compared to the former Route 9 Barrington, this route provides increased frequency, particularly on weekends.

###### **Route 19 Greystone and 20 Herring Cove**

- These routes were discontinued and replaced by the new corridor Route 9 Herring Cove.

###### **Corridor Route 9 Herring Cove (9A Greystone/Fotherby & 9B Herring Cove)**

- This new corridor route replaces the former Route 19 Greystone and 20 Herring Cove.
- The two branches of this corridor route combined provide weekday service every 10-15 minutes at peak, every 15-20 minutes off-peak, and every 30 minutes on Saturday and Sunday.
- This route utilizes the same corridor and routing as the former Route 20 Herring Cove, and the frequency of trips increased; additional trips have been added between

Greystone Drive and downtown Halifax, while frequency has been reduced between Greystone Drive and Lancaster Drive.

- Service terminates at Upper Water Street, and no longer continues onto Valour Way.

#### *School Specials*

- School Special routes that service Cunard Junior High, Fairview Junior High, Prince Andrew High, Dartmouth High, and Astral Junior High have been discontinued.

#### *Express*

##### **Route 194 West Bedford Express**

- This new route services Gary Martin Drive, Hammonds Plains Road, Innovation Drive, Broad Street, and Larry Uteck Boulevard West, with limited stops to downtown, ending at Summer Street at Bell Road.

#### *Rural Routes*

##### **Route 402 Sambro**

- This route was discontinued due to low ridership.

#### *Regional Express*

##### **Route 330 Tantallon Regional Express**

- One additional AM peak inbound trip was added from Tantallon to downtown and one additional PM peak trip outbound was added from downtown to Tantallon.

##### **Route 370 Porters Lake Regional Express**

- In May 2017, two new additional stops were added in each direction to increase travel options for commuting in Dartmouth. The first new stop was added at existing bus stops at Main Street/Highway 7, and the other stop near the Black Cultural Centre.
- A six month pilot project was conducted, routing existing trips on the Route 370 Porters Lake Express to include a stop at the Micmac Terminal. This pilot project ended November 2017. The results of the pilot project will be available in spring 2018 for consideration.

#### *Access-A-Bus*

One new expansion bus was added to the Access-A-Bus fleet resulting in increased service provision.



# Appendices

- A. 2017/18 New Route Maps
- B. 2018/19 New Route Maps
- C. Route Implementation Progress

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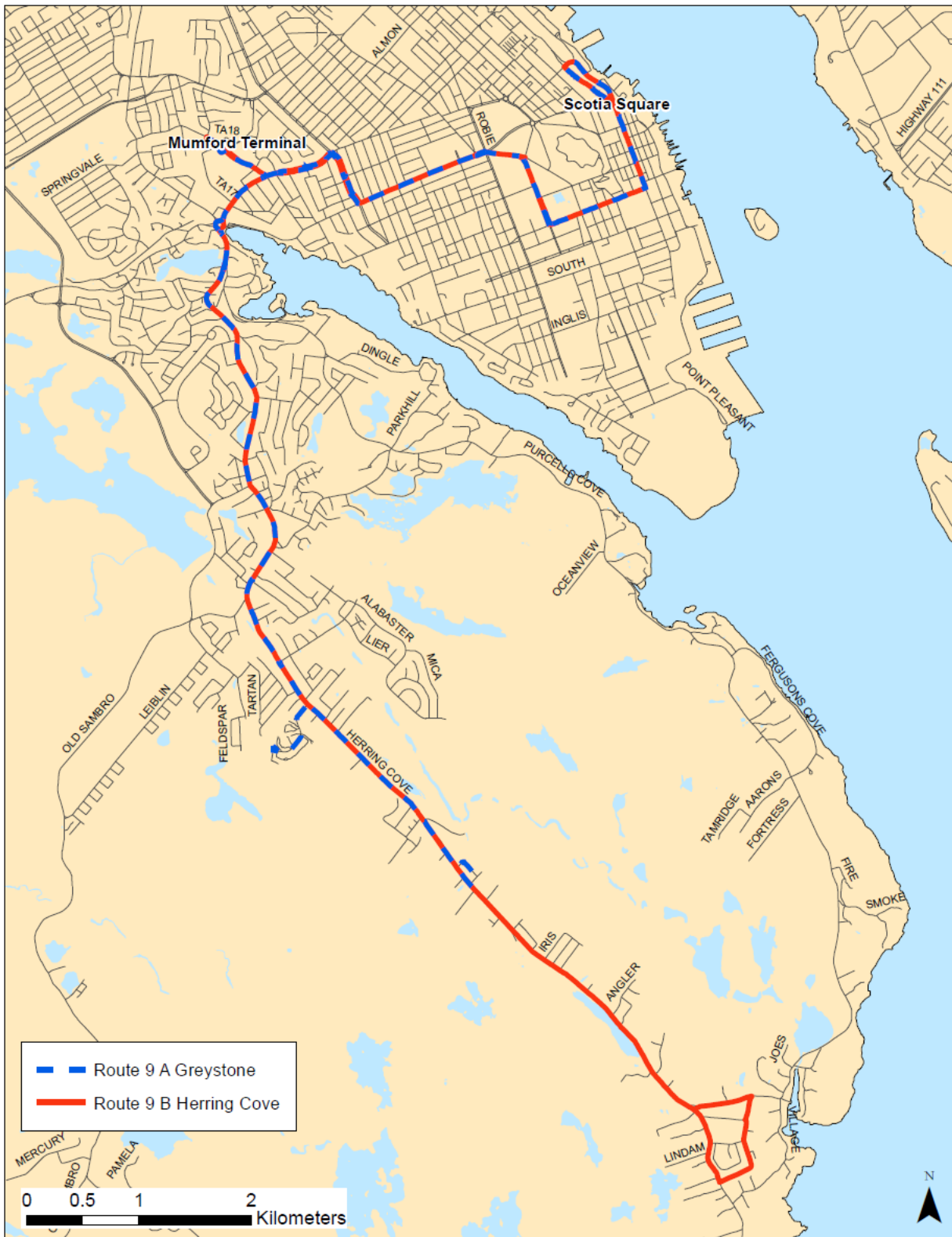


**Appendix A: 2017/2018 New Route Maps**





Corridor Route 9 Greystone (A) / Herring Cove (B)



Route 22 Armdale

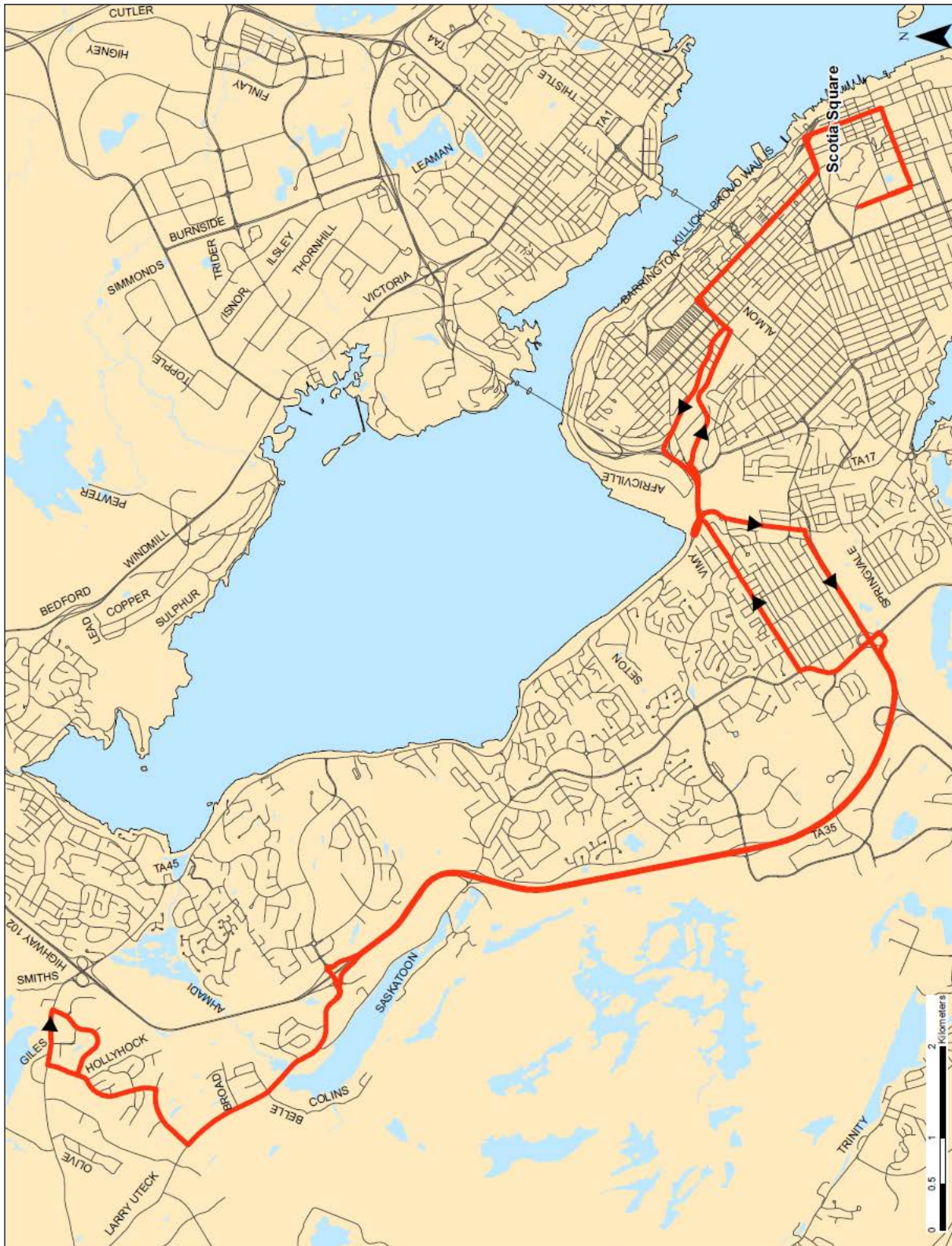


### Route 29 Barrington





### Express Route 194 West Bedford



**Appendix B: 2018/2019 New Route Maps**





Corridor Route 2 Fairview



### Corridor Route 3 Crosstown

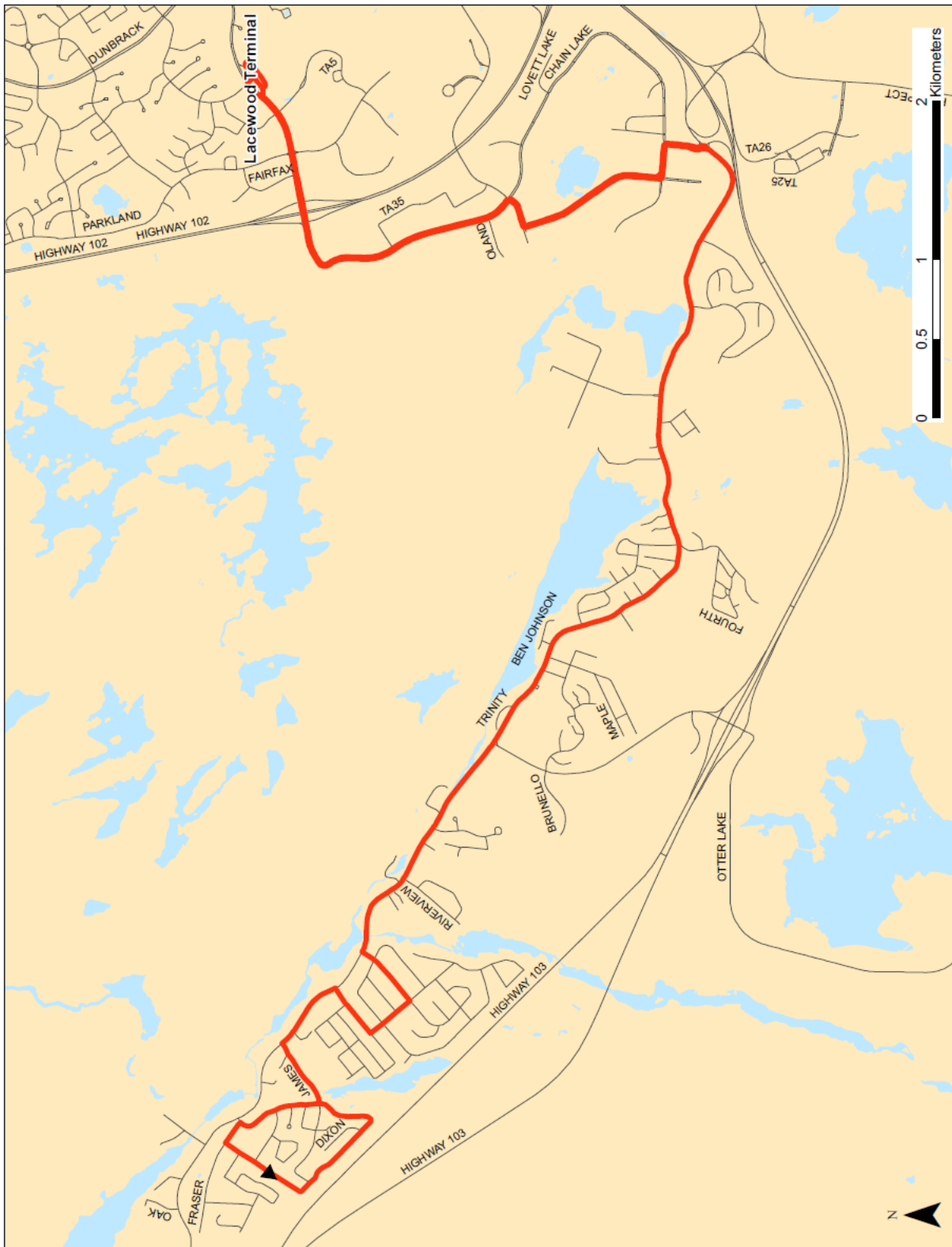




### Corridor Route 4 Universities



Route 21 Timberlea

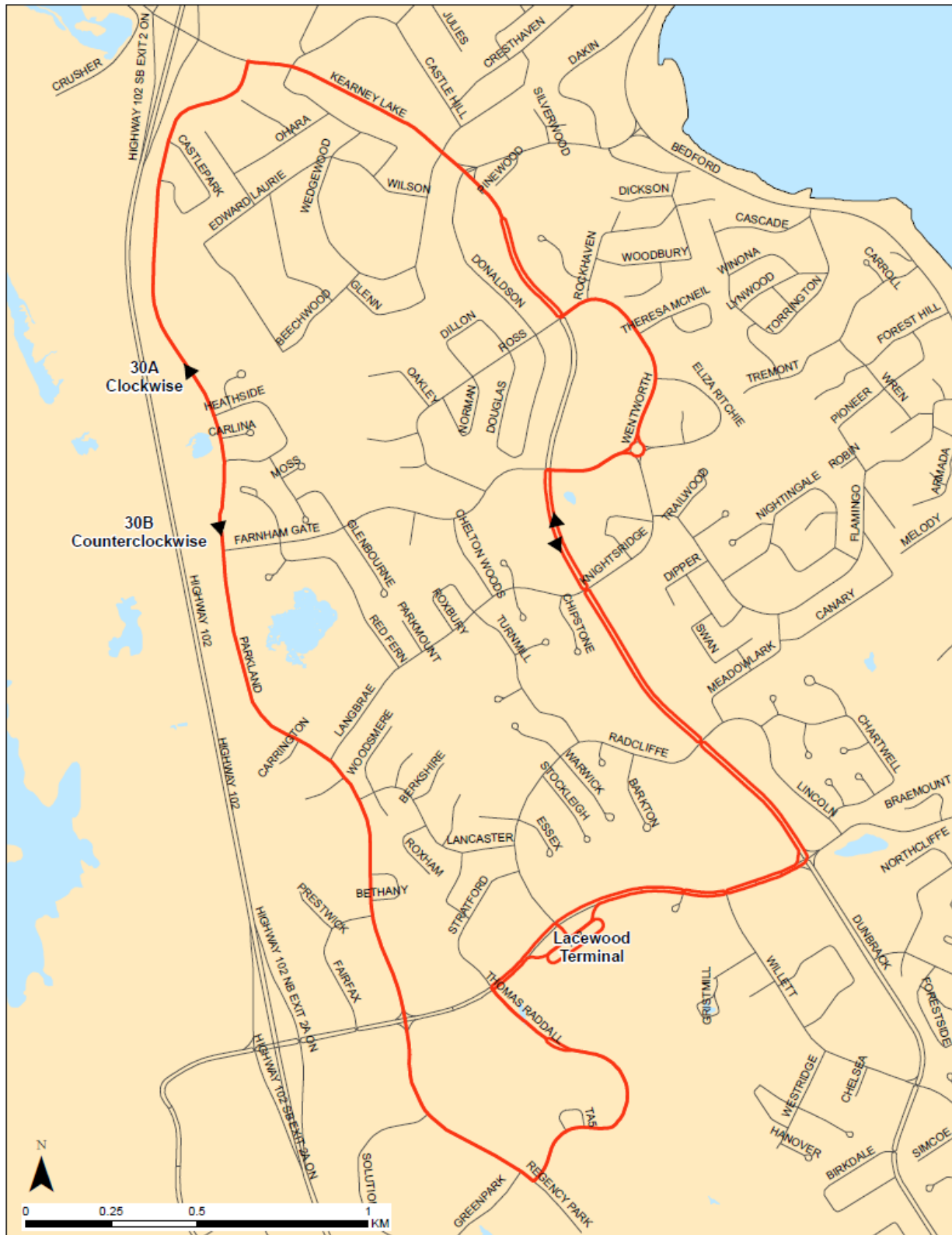


### Route 28 Bayers Lake





### Route 30 Clayton Park West

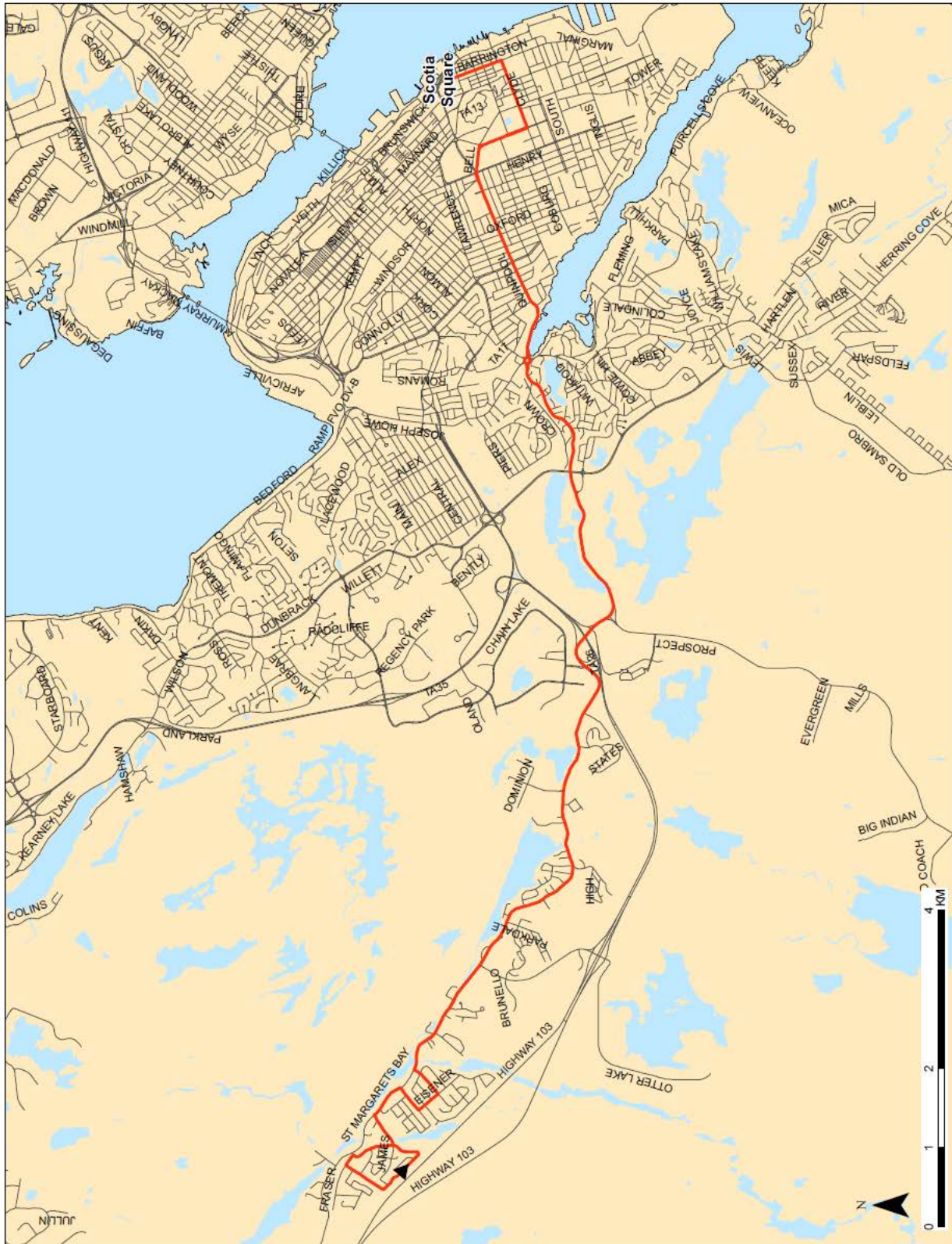


Route 39 Flamingo





### Express Route 123 Timberlea

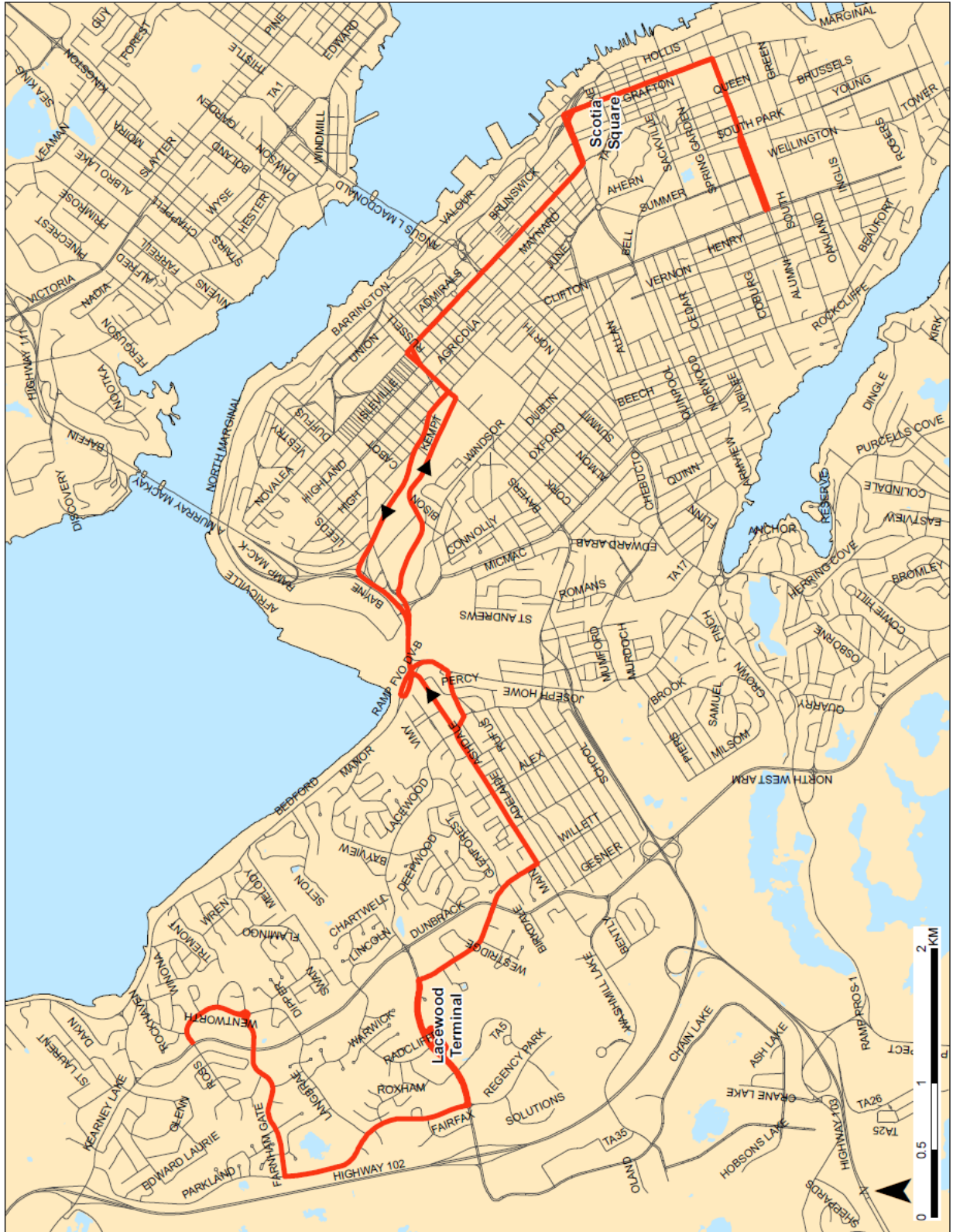


### Express Route 135 Flamingo





Express Route 136 Farnham Gate





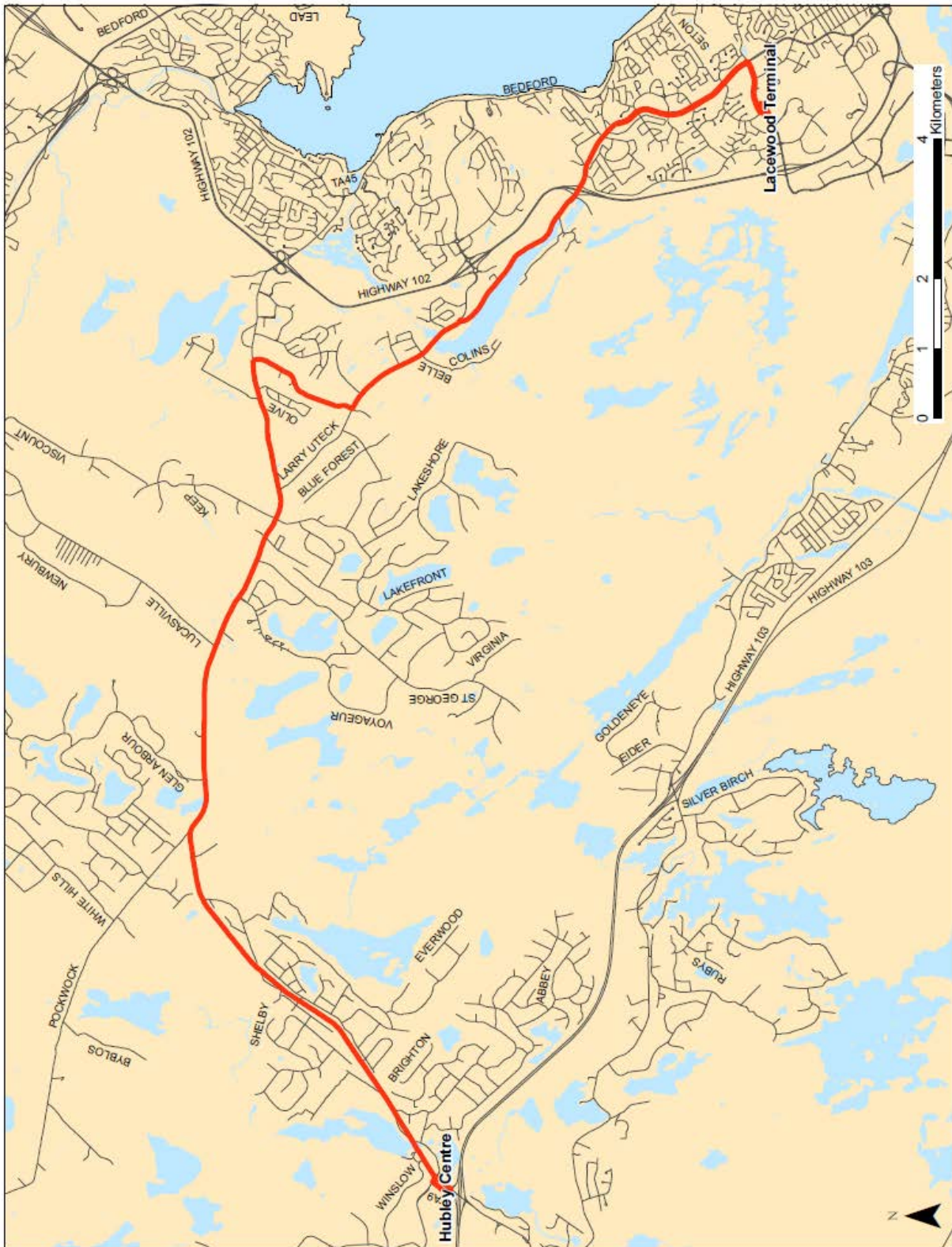


### Express Route 138 Parkland





Rural Route 433 Tantallon





# Appendix C: Route Implementation Progress



Route Implementation Chart

Service Type	Route #	Route Name	2016/17	2017/18	2018/19
Corridor	1	Spring Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2	Fairview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3	Crosstown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	4	Universities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	5	Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	6	Eastern Passage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	7	Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	8	Sackville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	9	Herring Cove	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	10	Micmac	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local	21	Timberlea	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	22	Armdale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	24	Leiblin Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	25	Governors Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	26	Springvale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	28	Bayers Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	29	Barrington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	30	Clayton Park West	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	39	Flamingo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	50	Dockyard/Shipyard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	51	Windmill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	53	Highfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	54	Montebello	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	55	Port Wallace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	56	Dartmouth Crossing *	<input checked="" type="checkbox"/> Phase 1	<input type="checkbox"/>	<input type="checkbox"/>
	57	Portland Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	58	Woodlawn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	59	Colby	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	61	North Preston	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	62	Grahams Grove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	63	Mount Edward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	64	Burnside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	65	Caldwell	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	67	Baker Drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	68	Cherry Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	72	Portland Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	82	First Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	83	Springfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	84	Glendale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	85	Millwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	87	Sackville - Dartmouth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	88	Bedford Common	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	89	Beaver Bank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
90	Larry Uteck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
91	Hemlock Ravine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
93	Bedford Highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Appendix C: Route Implementation Progress

Service Type	Route #	Route Name	2016/17	2017/18	2018/19
Express	123	Timberlea Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	124	Leiblin Park Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	135	Flamingo Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	136	Farnham Gate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	137	Clayton Park Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	138	Parkland Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	158	Woodlawn Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	159	Colby Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	161	North Preston Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	165	Caldwell Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	168	Cherry Brook Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	178	Mount Edward to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	179	Cole Harbour to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	182	First Lake Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	183	Springfield Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	185	Millwood Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	186	Basinview Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	189	Beaver Bank Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
192	Southgate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
194	West Bedford Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
196	Starboard Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Regional Express	310	Middle Sackville Regional Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	320	Airport MetroX	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	330	Tantallon Regional Express	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	370	Porters Lake Regional Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rural	401	Porters Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	415	Purcells Cove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	433	Tantallon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School	701	Halifax West	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	726	Citadel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	735	Clayton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>







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