



Moving Forward Together Plan: Process

- Round 1 Consultation (Fall 2013)
- Draft Plan (2014)
- Round 2 Consultation (Feb – April 2015)
- Revise Plan (Spring 2015 – Winter 2016)
- Regional Council Approval (April 2016)
- **Supplemental Report (November 2016)**
- Implementation (FY 2016/2017 – 2020/2021)

Regional Council Approval

On April 12, 2016, Regional Council approved the following motion:

1. Approve the 2016/2017 Halifax Transit Annual Service Plan;
2. Approve the *Moving Forward Together Plan* as the strategic direction for the growth and development of the Halifax Transit network, with the following corrections (and as outlined in the handout entitled "Omissions/Clarifications to Plan"):
 - a) Amend the Route 1 Spring Garden description found in Attachment A, Appendix B, page B1 to reflect two way transit service on Gottingen Street, as shown on map in Appendix A;
 - b) Amend the Route 4 Lacewood description found in Attachment A, Appendix B, page B2 to reflect routing as shown on map in Appendix A;
 - c) Remove Table 6 Level of Service Guidelines found on Attachment A, Section 3.6, page 45; and
 - d) Include a new table to summarize the service spans and frequencies of ferry routes on Attachment A, Appendix D, page D-1.
3. Approve the Moving Forward Principles as the guiding principles for Halifax Transit over the life of the *Moving Forward Together Plan*;



Regional Council Approval

On April 12, 2016, Regional Council approved the following motion (continued...):

4. Direct staff to prepare for implementation of the future transit network as described in the Plan and Appendix A Network Maps (attachment B of the staff report dated March 9, 2016); and
5. Adopt the Performance Measures, including the Ridership Guidelines, as described in Part 6 of the *Moving Forward Together Plan* (attachment B of the staff report dated March 9, 2016).
6. That staff be directed to prepare a supplemental report, outlining options, financial and operational implications on the following transit matters, identified at the Committee of the Whole meeting, on April 12, 2016



Additional Information Requests

Requests in the Supplemental Report can be categorized as:

1. Administrative Changes
2. Requests for Further Information
3. Items Described in the *Moving Forward Together Plan*
4. Plan Implementation Considerations
5. Retention of Service Proposed to be Eliminated
6. Route Modifications
7. Alternative Network Design
8. Items Contravening Regional Plan Policy



1. Administrative Changes

Item E	
That the route numbers associated with the bus routes in North Preston and Cherry Brook remain as is.	
Staff Recommendation	
Although this comment was not raised through consultation, staff supports the recommendation to retain existing route numbering in Cherry Brook and North Preston.	
Interdependency	Overall Impact
None	N/A
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



2. Requests for Further Information

Item S

s. Provide a history of transit services (planned and actual) to the community of Lucasville, including past budget commitments and changes to the transit boundaries, including options on how to extend conventional service to the community, present options to provide a peak time service to Lucasville community and include any financial commitments Halifax Transit could commit to provide the alternate service.

Interdependency	Overall Impact
N/A	N/A
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



2. Requests for Further Information

Item T

t. Identify other local routes in the proposed plan that through improved service levels or extensions may in the future provide crosstown service as part of a grid network high frequency grid [Potentials include the 29, the 72, the 84 from Sackville and the 32 – all numbers in the new plan].

Interdependency	Overall Impact
N/A	N/A
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



2. Requests for Further Information

Item U	
Implications of the proposed Roslyn Rd route for #1 bus during afternoon peak hours that included rationale for this route, alternatives considered, options for peak hour service, options for identifying traffic calming and how this proposal relates to the Integrated Mobility Plan.	
Interdependency	Overall Impact
If the Route 1 must remain on Bayers Road for the entire service day it will continue to experience significant schedule adherence problems.	Moderate
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



2. Requests for Further Information

Item W	
Enabling East-West routes to run across north end peninsula including identifying physical improvements to roads and installation of enhanced shelters at key transfer points in order to allow more riders convenient connections from Bayers Road and Mumford terminals to Barrington Street.	
Interdependency	Overall Impact
None	None
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



3. Items Described in the *Moving Forward Together Plan*

Item V	
Route 32 Cowie Hill Express which becomes the Route 124 Leiblin Link continue to travel on Summer Street and not Robie Street.	
Interdependency	Overall Impact
None	None
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



3. Items Described in the *Moving Forward Together Plan*

Item Qii	
That staff consider extending service for routes associated with Dartmouth Crossing to coincide with working hours.	
Staff Recommendation	
Staff recommend implementing service on Routes 56 and 72 as described in the Moving Forward Together Plan as this fulfills the request.	
Interdependency	Overall Impact
No has no impact on the approved <i>Moving Forward Together Plan</i> . There is currently a 30 minute combined headway provided in Dartmouth Crossing from Monday to Saturday between Route 56 and Route 72	None
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A



4. Plan Implementation Considerations

Item D	
The proposed link into Cole Harbour be implemented prior to 2021.	
Staff Recommendation	
Staff recommend adhering to approved implementation schedule	
Interdependency	Overall Impact
To achieve this, a different planned change would need to be delayed.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
N/A	N/A

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4. Plan Implementation Considerations

Item Qi	
That staff consider extending service for routes associated with the service industry (downtown areas – Scotia Square/Alderney Gate) to coincide with working hours.	
Staff Recommendation	
Staff recommend introducing all Corridor routes at the level of service and span of service identified in the <i>Moving Forward Together Plan</i> . Introduction of late night service may be considered as a later phase of implementation.	
Interdependency	Overall Impact
High: significant resource requirement and operational implications.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$1 million+ for additional hour of service on all Corridor routes (7days/week)	5+

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5. Retention of Service Proposed to be Eliminated

Item B	
Purcell's Cove bus route 15 be considered to leave the service as is.	
Staff Recommendation	
Staff recommends implementing the Route 415 as per the <i>Moving Forward Together Plan</i> . Staff does not support the retention of all day service on the existing Route 15/proposed Route 415.	
Interdependency	Overall Impact
Changes to the level of service proposed on the Route 415 would have implications for the Route 25. Increases in service on the Route 415 could result in delays to plan implementation.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$350,000-\$400,000	2-3



5. Retention of Service Proposed to be Eliminated

Item H	
Existing 6 Quinpool be retained as is	
Staff Recommendation	
Staff recommend proceeding with the changes described in the <i>Moving Forward Together Plan</i> . If this routing was retained, the substantial resource requirements associated would need to be recovered by extending plan implementation, reducing service elsewhere in the network, or increasing capital and operating costs.	
Interdependency	Overall Impact
Retaining this route would require a reallocation of resources from another route or an increase in budget.	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$750,000	3+



5. Retention of Service Proposed to be Eliminated

Item K	
Determine whether the Sambro Community Transit Route 402 could be removed.	
Staff Recommendation	
Staff recommend removal of the route according to the <i>Moving Forward Together Plan</i> due to low ridership. If this route were retained, the associated resources required to operate this service would need to be recovered by extending plan implementation, reducing service elsewhere in the network, or increasing capital and operating costs.	
Interdependency	Overall Impact
Moderate	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$250,000	2

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5. Retention of Service Proposed to be Eliminated

Item R	
Existing Route 5 which becomes 26 Springvale Avenue continue to travel past Mumford to downtown and not terminate at the Mumford Terminal.	
Staff Recommendation	
Staff recommends implementing the Route 26 as per the <i>Moving Forward Together Plan</i> .	
Interdependency	Overall Impact
The interdependencies would be low. This would result in redundancies with other routes.	Moderate
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$25,000+	<1

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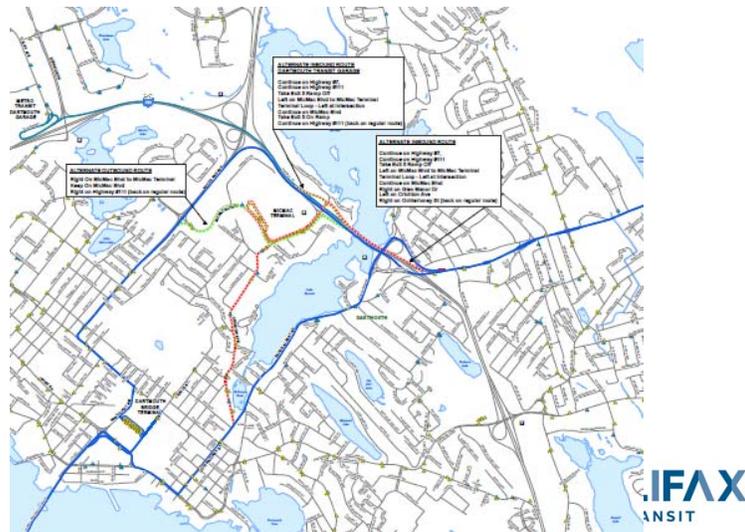
6. Route Modifications

Item A	
Options providing the residents of Eastern Passage/Cow Bay transit service to Cole Harbour and possibly continuing to Portland Hills terminal.	
Staff Recommendation	
Staff recommends retaining the original routings in Eastern Passage and Cole Harbour as described in the <i>Moving Forward Together Plan</i> . Staff does not support the introduction of transit service connecting Eastern Passage/ Cow Bay to Portland Hills Terminal, as it is not anticipated this service would meet ridership guidelines as described by the <i>Moving Forward Together Plan</i> as approved by Regional Council.	
Interdependency	Overall Impact
<ul style="list-style-type: none"> Due to the resource requirements for this route, it is likely that should it be implemented, the implementation of another aspect of the plan would be delayed. Would require changes to a number of other local routes. 	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$500,000	3

6. Route Modifications

Item F	
Consider the proposed alternate Route 370 (Porters Lake) as identified in the Map distributed by Councillor Hendsbee at the Committee of the Whole meeting on April 12, 2016.	
Staff Recommendation	
Staff recommend proceeding with the original routing of the Route 370 Porters Lake as described in the <i>Moving Forward Together Plan</i> . Staff does not support the modification of the Route 370 to Mic Mac Mall. Of the 50 comments received related to the changes proposed to the Route 370, none request the changes identified in the map distributed by Councillor Hendsbee at Committee of the Whole April 12, 2016.	
Interdependency	Overall Impact
Changes would require new resources.	Moderate
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$10,000+	< 1

6. Route Modifications



6. Route Modifications

Item J

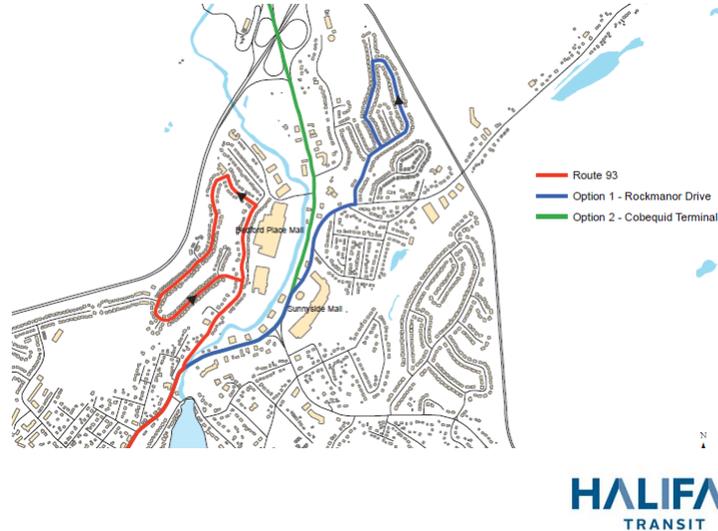
Proposed Route 93, (Bedford), which goes through the Nottingham Community, determine how it could be expanded to service residents in the area surrounding the Sunnyside Mall and Bedford Place Mall.

Staff Recommendation

Staff recommend original routing for the Route 93 as described in the *Moving Forward Together Plan*.

Interdependency	Overall Impact
Amending this route would cause duplication of Route 8 and/or Route 186, although it would provide riders with additional options.	Low
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$5,000-\$10,000 for Rockmanor; \$20,000-\$25,000 for Cobequid	Up to 1

6. Route Modifications



6. Route Modifications

Item L	
Continuing with proposed #10 on the current route #10 on Inglis and Beaufort.	
Staff Recommendation	
Staff recommend implementing the Route 10 as described in the <i>Moving Forward Together Plan</i> . It is not recommended to retain the existing Route 10 alignment on Inglis Street and Beaufort Avenue.	
Interdependency	Overall Impact
Moderate. There is a substantial resource requirement associated with amendment.	Moderate
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$150,000+	1-2

6. Route Modifications

Item M

Extending local bus service, such as proposed route 24, to provide service to the Joseph Howe Manor, the seniors residence located at 5515 Victoria Road.

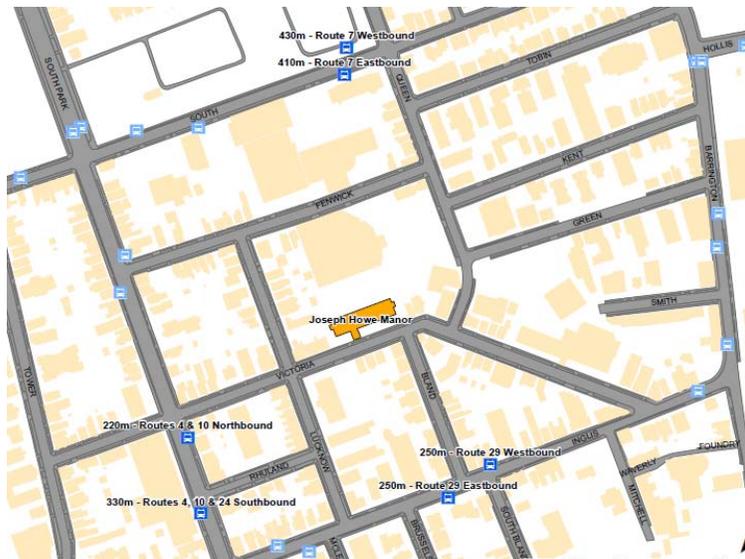
Staff Recommendation

Staff recommend the implementation of Route 24 and Route 29 as described in the *Moving Forward Together Plan*. Both of these routes would be within 250m of the residence at 5515 Victoria Road.

Interdependency	Overall Impact
Low to moderate. This would require additional resources. This rerouting would remove service at existing bus stops.	Low
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$15,000-\$40,000	<1

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6. Route Modifications



7. Alternative Network Design

Item N	
Consider the detailed report submitted by the Main Street BID as distributed at the COW meeting of April 12, 2016, with respect to adopting its recommendation for Route 63, 68, Route 55, and Route 401.	
Staff Recommendation	
Staff recommends the implementation of routes in Dartmouth in accordance with the approved <i>Moving Forward Together Plan</i> . While Halifax Transit recognizes the significant development potential of the Main Street BID, the <i>Moving Forward Together Plan</i> describe an appropriate level of service to this area on four routes: 54, 72, 67, and 10. Amending the routes as described by this submission would impact riders, resources, and would be detrimental to the integrity of the network as described in the <i>Moving Forward Together Plan</i> .	
Interdependency	Overall Impact
This has a very high level of interdependency. The Main Street BID proposal has significant implications for routes across Dartmouth and may have significant implications for resource requirements.	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
Unknown	Unknown

7. Alternative Network Design

Item O	
Consider the Greater Burnside Business Association communication April 8, 2016 to not locate the bus terminal at Wright Avenue and Akerley Blvd. and locate it at or near the Dartmouth 4 Pad.	
Staff Recommendation	
Staff do not recommend the relocation the Wrights Cove Transit Terminal to adjacent to the four pad. Locating the new terminal in this location would significantly reduce operational efficiency by requiring a redesign of transit service in Burnside and would not further goals to increase Transit Oriented Development.	
Interdependency	Overall Impact
Interdependencies are high. The relocation of the proposed terminal site could have a significant impact on the routing of up to 8 routes. There would be a significant increase in operating cost, and operational efficiencies and transit oriented design goals would not be achieved.	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
Unknown	Unknown

7. Alternative Network Design

Item P

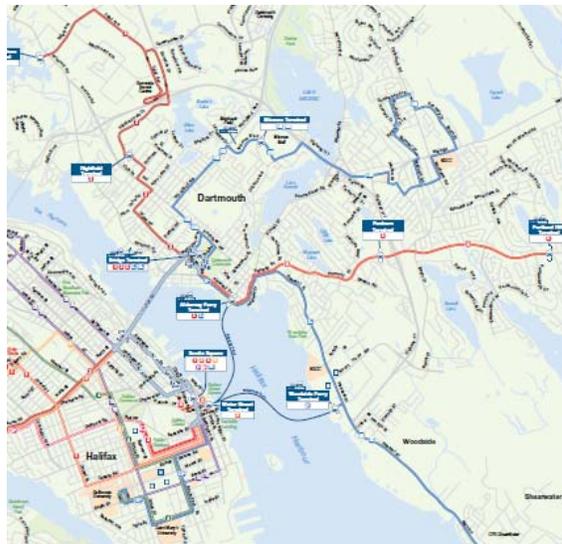
Direct staff to amend (or add) so there is a corridor route running North South in Dartmouth connecting Burnside, Highfield Terminal, Bridge Terminal, Downtown Dartmouth and Woodside, to improve regional connections to these locations and also make it easier to travel within Dartmouth.

Staff Recommendation

Staff recommend retaining Corridor routes as described in the *Moving Forward Together Plan*. Providing an additional Corridor route to meet the routing described would be redundant and represent a very significant increase in operating costs. Alternately, amending the routing of the Corridor Route 3 and Route 6 would not better meet travel demand patterns.

Interdependency	Overall Impact
This change would have very significant implications for two Corridor routes and the structure of the future transit network.	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
Unknown	Unknown

7. Alternative Network Design



8. Items Contravening Regional Plan Policy

Item C

On extending one small portion of the airport route (320), to come into the community of Fall River as part of its regular route.

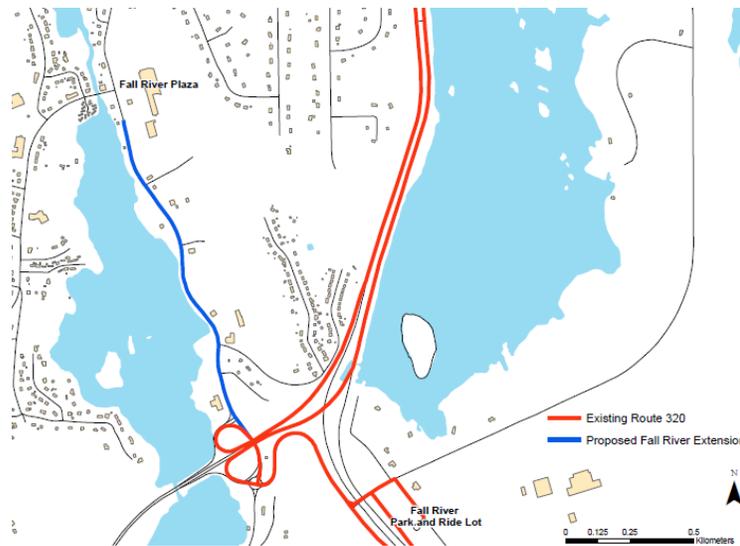
Staff Recommendation

Staff recommend retaining the express nature of this route, as described in the *Moving Forward Together Plan*. Changes to this route would require an additional bus at peak, and would inconvenience those passengers using the route to and from Halifax Stanfield International Airport. To include this change, the unanticipated resource requirements would result in a delay in plan implementation, require a reduction in service elsewhere in the network, or result in an increase in capital and operating costs.

Interdependency	Overall Impact
To achieve this, a different planned change would need to be delayed.	Moderate
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$150,000	1+

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8. Items Contravening Regional Plan Policy



8. Items Contravening Regional Plan Policy

Item Gi	
Route 55 be considered to be extended and that the following options be evaluated: gi) extend Route 55 to the community of Waverly and return.	
Staff Recommendation	
Staff recommend proceeding with Route 55 Port Wallace as described in the <i>Moving Forward Together Plan</i> . The proposal described would extend service beyond the Urban Transit Service Boundary and thus would be contrary to Regional Plan Policy.	
Interdependency	Overall Impact
Changes would require new resources and a substantial increase in operating budget for this route.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$300,000-400,000	2-3



8. Items Contravening Regional Plan Policy

Item Gii	
Route 55 be considered to be extended and that the following options be evaluated: gii) extend Route 55 through Waverly to the Fall River Park and Ride.	
Staff Recommendation	
Staff recommend proceeding with Route 55 Port Wallace as described in the <i>Moving Forward Together Plan</i> . The proposal described would extend service beyond the Urban Transit Service Boundary and thus would be contrary to Regional Plan Policy.	
Interdependency	Overall Impact
Changes would require new resources and a substantial increase in operating budget for this route.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$450,000-\$500,000	3-4



8. Items Contravening Regional Plan Policy

Item Giii	
Route 55 be considered to be extended and that the following options be evaluated: giii) extend Route 55 through Waverly to Sackville Terminal on Cobequid Road.	
Staff Recommendation	
Staff recommend proceeding with Route 55 Port Wallace as described in the <i>Moving Forward Together Plan</i> . The proposal described would extend service beyond the Urban Transit Service Boundary and thus would be contrary to Regional Plan Policy.	
Interdependency	Overall Impact
Changes would require new resources and a substantial increase in operating budget for this route.	High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$750,000-800,000	4-5

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8. Items Contravening Regional Plan Policy

Item I	
Extend Hammonds Plains Busses to Tantallon and Tantallon busses to Hammonds Plains, Peggy's Cove and Hubbards.	
Staff Recommendation	
Staff recommend proceeding with the routing for Route 433 and Route 330 as described in the <i>Moving Forward Together Plan</i> . The substantial resource requirements associated with this change would need to be recovered by extending plan implementation, reducing service elsewhere in the network, or increasing capital and operating costs. Further, this change would require an amendment to the Regional Plan.	
Interdependency	Overall Impact
Changes would require new resources and a substantial increase in operating budget for this route.	Very High
Approximate Annual Operating Cost	Additional Vehicle Requirement
\$150,000-\$200,000 per route, per Branch, \$600,000-\$800,000 total	4 to 6

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Staff Recommendation

1. It is recommended that Halifax Regional Council amend the *Moving Forward Together Plan* to retain the existing route numbering associated with the communities of North Preston and Cherry Brook, as per item E.

2. Approve the Moving Forward Together Plan as presented at the April 12, 2016 meeting of Regional Council with the inclusion of the change noted above.

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