



The Moving Forward Together Plan

Intended to give long term guidance to service changes

- New transit network map
- New policies and service guidelines



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Related Initiatives



- Regional Plan
- Integrated Mobility Plan
- Halifax Transit Technology Plan
- Rural Transit Funding Program

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Moving Forward Together Plan Process

- Stage 1 Consultation (Fall 2013)
- Draft Plan (2014)
- Stage 2 Consultation (Feb – April 2015)
- Revise Plan (Spring 2015 – Winter 2016)
- **Council Approval Process (March/April 2016)**
- Implementation (2016/2017 – 2020/2021)

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Round 1 Consultation

High level, values based – What should your transit network be?



The Moving Forward Principles

1. Increase the proportion of resources allocated towards **high ridership** services.
2. Build a **simplified, transfer-based** network.
3. Invest in service **quality and reliability**.
4. Give transit **increased priority** in the transportation network.

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Round 2 Consultation

Stakeholder Sessions



4 Sessions
37 Organizations

Website



50,700+
Unique Visitors

Twitter Town Hall



550k+
Impressions

Phone Surveys



800 Calls

Pop-ups



20 Sessions
2,480 People Engaged

Surveys



15,320
Responses

Staff engagement included:

- Internal working group with other business units
- Review/consultation with business units, including Planning & Development, Transportation & Public Works, and Parks & Recreation
- Operator focus group/workshop
- Operator pop up events/comment cards
- Leadership team workshop
- Training Department and Office/Administrative staff sessions
- Operations Supervisors assigned routes to evaluate

Round 2 Consultation

- Overall agreement with general direction of plan
 - Moving Forward Principles
 - Service Types
- Most comments related to specific route changes proposed
- Investment in infrastructure well received



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Level of Revisions

Changes proposed in revised plan are in response to route-specific feedback



All revisions in revised plan were made based on feedback from the public & stakeholders

The plan is still founded in the Moving Forward Principles

The same service types are proposed (Corridor Routes, Local Routes, Express Routes, Regional Express Routes, Rural Routes, Ferry Routes, School Specials)

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Revisions Based on Public Feedback

- Substantial changes informed by consultation
 - Changes to 6/10 Corridor Routes, many Local Routes
- The only changes made were in response to consultation findings
- Attachment A to staff report summarizes the 14 biggest themes and how they were responded to in revised plan (excerpt below)

Area	Number of Comments	Summary comments	Revised Plan addresses comments?	Rationale
Peninsula	600 – 700 comments + petition with 408 signatures	Retain route 1 as it is	Yes	Existing route 1 routing is proposed to be retained. Plan identifies urgent need for TPMs in the Bayers Road Corridor. In interim, proposed service would be removed from Bayers Road in PM peak and instead would travel on Roslyn St.
Purcells Cove	450-500 comments + petition with approximately 300 signatures	Do not discontinue service past Williams Lake Road	Yes	Revised plan returns service to the Purcells Cove Road during morning and afternoon rush hour

The Moving Forward Together Plan

The Moving Forward Together Plan is a strategic plan which:

- Incorporates significant public feedback
- Addresses today's travel demand patterns and plans for changes in travel demand associated with projected residential & commercial development
- Works to achieve the Council endorsed Moving Forward Principles
- Help to establish a more efficient and effective transit system.

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The Moving Forward Principles

1. Increase the proportion of resources allocated towards **high ridership services**
 - High ridership defined to represent when a transit route is carrying more than 30 passengers per hour
 - Establishment of Minimum Ridership Guidelines

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Minimum Ridership Guidelines

Service Type	AM & PM Peak	Midday & Saturday	Weekday Evening & Sunday
Corridor Routes	25 passengers/hr	15 passengers/hr	10 passengers/hr
Local Routes			
Rural Routes			
Express and School Routes	20 passengers/trip	N/A	N/A
Regional Express Routes	15 passengers/trip	N/A	N/A

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Services Exempt from Guidelines

- **Ferry**
 - High capacity link connecting downtown Halifax, Dartmouth, and Woodside
 - Critical importance to regional transportation network
 - Historic and cultural heritage value
- **Route 320 Airport/Fall River**
 - Important connection between Downtown Halifax and the Halifax Stanfield International Airport.
 - Regional connection important for tourism and economic development reasons

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The Moving Forward Principles

1. Increase the proportion of resources allocated towards **high ridership services**
 - Where high ridership demand exists or is expected to exist/increase due to population/employment density, more/new service is provided, for example:
 - High ridership routes/areas categorized as Corridor Routes and given increased importance in the network (175,000 residents within walking distance to these ten routes)
 - Restructuring Express Routes to make them available to more residents, increasing the number of trips, and areas where Express Routes are offered
 - Increased/new service in growth areas such as West Bedford

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New Service Areas

- Washmill Lake Drive
- Governors Brook
- Old Sackville Road
- Parts of Bedford & West Bedford



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Service Elimination

- Level of service reduced or eliminated in some low ridership areas based on existing and future potential ridership, including:
 - On some routes, service reduced or eliminated in low ridership periods (ex. service will only be provided during peak periods)
 - Very low ridership portions of routes eliminated
 - One low ridership route to be eliminated
- Route 402 Sambro (2017/2018 Fiscal Year)
- Waverley Road past Craighburn Drive (2020/2021 Fiscal Year)
- Beaver Bank Road past Kinsac Road (2020/2021 Fiscal Year)
- Grand Desert (2020/2021 Fiscal Year)
- Six School Specials (2017/2018 Fiscal Year)



Rationale for Service Elimination

Route	From	To	Round Trip Distance (in km)	# Round Trips Provided Per Day	2015 Statistics for Route/Route Segment to be Discontinued		
					Average Daily Boardings on Segment to be Discontinued ¹	Average Boardings/Trip on segment to be Discontinued	Cost per passenger on segment to be Discontinued ¹
22	Ragged Lake Transit Centre	Exhibition Park	0.9	35	5	0.1	\$29.84
55	Craighburn Drive	Portobello Turning Loop	6	21	23	1.1	\$54.26
400	Kinsac Road	Beaver Bank Villa	14	12	12	1.0	\$66.32
401	Lakeview Shopping Centre	Seaforth Back Road ⁴	20	6	7	1.16	\$81.20
402	Ketch Harbour Road, Old Sambro Road		34	10	25	2.5	\$64.42

Rural Transit: Alternate Service Model

- Conventional fixed route, fixed schedule service may not be suited to all areas of Halifax
- Nova Scotia has long history of not for profit agencies meeting unique transit needs of rural communities
- Regional Plan Policy T-10 provides ability to encourage and assist communities with developing community based transit services outside Urban Transit Service Boundary

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Rural Transit Funding Program



- Adopted August 2014
- Currently two rural transit service providers including MusGo Rider and Bay Rides.
- Flat rate of \$0.50 per in service kilometer, plus annual grant of \$5,000 or \$10,000

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Service Elimination: School Specials

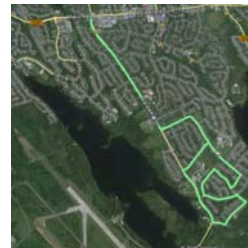
- Introduced to carry school age students to junior high school and high schools
- Initially were subsidized by the school board
- Not published in public timetables
- Most specials duplicated by other Halifax Transit routes or experience low ridership
- Proposing elimination of 6 of the 9 existing routes
- Removal would occur in September 2017

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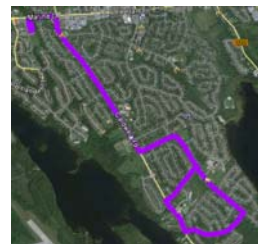
The Moving Forward Principles

2. Build a **simplified, transfer-based** network.

- Reduce some overlap of routes to increase efficiency of the network, for example ending Local Routes at terminals.
- Network designed to facilitate transfers by having all Local Routes connect to Corridor Routes at terminals.
- Reduce deviation of routes in order to facilitate create quicker and more direct trips (ex. Route 65, shown at right).
- Many routes are shortened or simplified versions of existing routes
- A number of routes have been consolidated (2&4, 6&22, 17&18)
- Redundant routes were removed (41, 42, 63, 85)



Existing



Proposed: Revised Draft

New Infrastructure

Wrights Cove Terminal

- Windmill Road, Dartmouth
- 4 bay terminal

West Bedford Park & Ride

- Innovation Drive, Bedford
- 4 bay terminal
- 350-400 parking spaces

Margeson Drive Park & Ride

- Margeson Drive, Middle Sackville
- 500 parking spaces



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Bus Stop Guidelines

- Level 1: Regular Bus Stop
- Level 2: Sheltered Stop
- Level 3: Enhanced Stop
- Level 4: Transit Hub
- Level 5: Transit Terminal with Interior Passenger Space



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The Moving Forward Principles

3. Invest in service quality and reliability

- Shorter, simplified routes to improve reliability
- Dedicating resources to address schedule adherence, capacity, demand, and frequency, during implementation, and in the future
- Apply performance guidelines to measure and monitor quality and reliability

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Performance Guidelines

- Route Direction and Route Variation Guidelines
- Quality of Service Guidelines
 - On Time Performance
 - Vehicle Load
 - Passenger Load Guidelines
 - Span of Service Guidelines by Service Type
 - Service Frequency Guidelines by Service Type



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Stop Spacing & Placement

Stop Spacing

- A resident is served by transit if they are within 500 metres of a stop
- Bus stops will be spaced to ensure that a minimum of 90% of all residences within the transit service area are within 500 metres of a stop

Bus Stop Placement

- Stops should be placed near intersections & trip generators
- Stops should not be closer together than 250 metres
 - Spaced 500 metres apart in low density areas.
- Where possible, adjacent to pedestrian infrastructure

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The Moving Forward Principles

4. Give transit **increased priority** in the transportation network.



- Revised Plan: Stronger, more specific commitment to TPMs
- Includes 11 short term TPMs
- Two “critical locations” identified for significant TPM investment
 - Bayers Road
 - Gottingen Street
- Identifies method of analysis which quantifies true cost and benefit of potential Transit Priority Measures
- Further priorities to be identified through the Integrated Mobility Plan

Implementation

There are complexities associated with the implementation

- Technology Roadmap Projects currently underway
- Planning & Scheduling Lead Time
- Resource Availability
 - Staff
 - Vehicles
 - Budget (Local Transit Area Rate implications)



Implementation

- **Fiscal Year 2016/2017:**
 - An additional round trip on the Route 330 Tantallon
 - Changes to Route 56, discontinuing service to Portland Hills Terminal and introducing a new connection to Bridge Terminal
 - Development of the *Integrated Mobility Plan*
 - Technology Program:
 - Launch of AVL+: Bus Installs, Public Interfaces and Stop Annunciation,
 - Initiate Fare Management Project
 - Initiate Paratransit Scheduling Upgrades and Optimization
 - Prepare for new Fixed Route Scheduling Software, Automated Vehicle management (Mechanical Integration), and Security Systems



Implementation

- **Fiscal Year 2017/2018:**
 - Realignment and elimination of low ridership routes/route segments (Routes 402 Sambro, School Specials)
 - Additional trips on existing express routes (Route 186 Basinview Express, 330 Tantallon)
 - Changes to routing/ level of service for several routes (Routes 6 Quinpool, 15 Purcells Cove, 22 Armdale, 7 Robie, 370 Porters Lake)
 - Technology Program:
 - Ongoing Implementation of Fare Management Solution, Fixed Route Scheduling Software, Paratransit Scheduling Upgrades and Optimization, Automated Vehicle management (Mechanical Integration), Security Systems Upgrade, and Yard Management



Implementation

- **Fiscal Year 2018/2019**
 - Restructuring of routes in Clayton Park, Fairview and Timberlea and parts of Bedford
 - Expansion of the Burnside Transit Centre.
 - Technology Program:
 - Ongoing implementation/ completion of Fare Management Solution, Fixed Route Scheduling Software, Paratransit Scheduling Upgrades and Optimization, Security Systems Upgrade, and Yard Management
- **Fiscal Year 2019/2020:**
 - Restructuring of routes Spryfield and parts of the Halifax Peninsula.
 - Completion of any outstanding Technology Programs



Implementation

- **Fiscal Year 2020/2021:**
 - Restructuring of routes in Sackville, Dartmouth, Eastern Passage, Cole Harbour, and remaining Bedford routes



Omissions/Clarifications to Plan

- 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;

Depart Bridge Terminal ~ right on Thistle Street, right on Wyse Road, left on Macdonald Bridge, left on Gottingen Street, left on Cogswell Street, right on Barrington Street, right on Spring Garden Road, continue on Coburg Road, right on Oxford Street, left on Bayers Road, left on East Perimeter Road, continue into ~ **Mumford Terminal**

PM Peak Outbound

Depart Bridge Terminal ~ right on Thistle Street, right on Wyse Road, left on Macdonald Bridge, left on Gottingen Street, left on Cogswell Street, right on Barrington Street, right on Spring Garden Road, continue on Coburg Road, right on Oxford Street, left on Roslyn Road, left on Connaught Street, right on Bayers Road, left on East Perimeter Road, continue into ~ **Mumford Terminal**

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Omissions/Clarifications to Plan

- Amend the Route 4 Lacewood description found in Attachment A, Appendix B, page B2 to reflect routing as shown on map in Appendix A:

Depart Lacewood Terminal – right on Lacewood Drive, left on Main Avenue, continue on Fairview Overpass, right on Windsor Street, left on Cunard Street, right on Robie Street, left on Spring Garden Road, right on South Park Street, right on Inglis Street, right on Robie Street, left on South Street, right on Le Marchant Street – **Dalhousie Student Union Building**



Omissions/Clarifications to Plan

- Remove Table 6 Level of Service Guidelines found on Attachment A, Section 3.6, page 45; and
- Include a new table to summarize the service spans and frequencies of ferry routes on Attachment A, Appendix D, page D-1.

Service Type	Route Number	Weekday				Saturday			Sunday		
		Span		Service Frequency		Span		Frequency	Span		Frequency
		Service Start	Service End	Rush Hour (AM & PM)	Midday/ Evening	Service Start	Service End	Day	Service Start	Service End	Day
Ferry	501	6:30 AM	11:30 PM	15*	30	6:30 AM	11:30 PM	30	6:30 AM	10:30 PM	30
	502	6:30 AM	8:30PM	15	30	No Service					

* At time of writing, 15 minute service on the Alderney Ferry recommences at 1:15pm and continues until the end of the service day during the week due to the Macdonald Bridge redecking project. Baseline service is described in the table above.

Recommendation

That Committee of the Whole Recommend that Halifax Regional Council:

Approve the 2016/2017 Halifax Transit Annual Service Plan;

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.

Approve the Moving Forward Principles as the guiding principles for Halifax Transit over the life of the Moving Forward Together Plan;

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

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).