



P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 14.1**  
**Halifax Regional Council**  
**April 30, 2019**  
**May 21, 2019**

**TO:** Mayor Savage and Members of Halifax Regional Council

Original Signed

**SUBMITTED BY:** \_\_\_\_\_  
Councillor Lorelei Nicoll, Chair, Transportation Standing Committee

**DATE:** April 23, 2019

**SUBJECT:** 2018/19 Third Quarter Halifax Transit Key Performance Indicator Report

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### **INFORMATION REPORT**

#### **ORIGIN**

April 23, 2019 meeting of the Transportation Standing Committee, Item No. 12.1.1

#### **LEGISLATIVE AUTHORITY**

Administrative Order 1, Respecting the Procedures of the Council, Schedule 7, Transportation Standing Committee Terms of Reference, section 6 (c) which states: "The Transportation Standing Committee shall promote and enable positive communication between communities, ridership, and the Council and Transit services to enable and support the Regional Transit service to the communities of the municipality".

#### **BACKGROUND**

A presentation and staff information report dated February 14, 2018 pertaining to the 2018/19 Third Quarter Halifax Transit Key Performance Indicator (KPI) Report was before the Transportation Standing Committee for consideration at its April 23, 2019 meeting.

For further information, please refer to the attached staff report dated February 14, 2018.

#### **DISCUSSION**

The Transportation Standing Committee reviewed the February 14, 2018 staff report at its meeting held on April 23, 2019 and approved a motion to forward the staff information report to Halifax Regional Council.

#### **FINANCIAL IMPLICATIONS**

None, as outlined in the attached staff report dated February 14, 2018.

### **COMMUNITY ENGAGEMENT**

The Transportation Standing Committee meetings are open to public attendance, a live webcast is provided of the meeting, and members of the public are invited to address the Committee for up to five minutes during the Public Participation portion of the meeting. The agenda, reports, video, and minutes of the Transportation Standing Committee are posted on Halifax.ca.

### **ATTACHMENTS**

1. Staff information report dated February 14, 2018.
2. Staff presentation dated April 23, 2019.

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Phoebe Rai, Legislative Assistant, 902.490.6517

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P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 12.1.1**  
**Transportation Standing Committee**  
**April 23, 2019**

**TO:** Chair and Members of Transportation Standing Committee

**SUBMITTED BY:** **ORIGINAL SIGNED**  
\_\_\_\_\_  
Dave Reage, MCIP, LPP, Director, Halifax Transit

**ORIGINAL SIGNED**  
\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** February 14, 2019

**SUBJECT:** **2018/19 Q3 Halifax Transit KPI Report**  
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**INFORMATION REPORT**

**ORIGIN**

This report originates from the following motion passed at the July 3, 2013 Transportation Standing Committee meeting:

“That the Transportation Standing Committee receive a quarterly report and presentation regarding Metro Transit strategic planning and operations.”

**LEGISLATIVE AUTHORITY**

Section 4(a) of the Terms of Reference for the Transportation Standing Committee provides that the Transportation Standing Committee is responsible for “overseeing HRM’s Regional Transportation Objectives and Transportation outcome areas”.

**BACKGROUND**

This report provides a summary of activities in the third quarter of the year and includes reporting on key performance measures. These include measures of revenue, ridership, boardings, overloads, on-time performance, customer service, service levels, and Access-A-Bus service details.

**DISCUSSION**

Halifax Transit is committed to advancing Regional Council’s transportation priority outcomes of:

- A Safe and Accessible Transportation Network
- Interconnected and Strategic Growth
- A Well-maintained Transportation Network

To assist in achieving these priority outcomes, multi year initiatives were identified in the 2018/19 Halifax Transit Business Plan. These are described below, along with updates on relevant projects and programs that support the goals. Attachment A includes a detailed description of the deliverables identified in the business plan to support these priority outcomes.

**A Safe and Accessible Transportation Network**

**Multi Year Initiative** – *“Transit Accessibility - Halifax Transit is committed to improving the accessibility of transit services in HRM. This includes improvements to the conventional service to make it an inclusive, viable option for more persons with reduced mobility, as well as improvements to the Access-A-Bus system to ensure it is meeting the needs of people who rely on that service. This includes physical infrastructure, policy and process improvements, engagement with the community, staff training and vehicle improvements.”*

**Q3 Highlights** – The Access-A-Bus review has resulted in the creation of the *Continuous Improvement Service Plan* which includes the roadmap for service improvements, eligibility requirements and discussions with stakeholders and is expected to reduce the booking time requirement as well as reduce the wait list. This plan was presented and approved by Regional Council, February 12, 2019.

The Department of Community Services Transit Pass Pilot Program has continued to see increased enrollment. It is expected that over 16,500 Nova Scotians will be eligible to participate in the new pilot project and Halifax Transit anticipates an increase in ridership as the program rolls out. As of February 1, 2019, 8,833 passes have been issued, 1,600 of which have been distributed to children under the age of 12.

**Low Income Transit Pass Program (LITP)**

During the third quarter, an average of 69% of the 1000 total participants purchased a pass. In December, 120 participants who had not purchased a pass for six consecutive months were removed from the program and replaced with applicants from the waitlist. As of January 2019, the program remains at capacity, with 186 approved applicants on the waitlist. Inactive participants will continue to be removed each month between now and the end of the program year (May 2019)

<b>Month</b>	<b>Passes purchased</b>	<b>Inactive Participants Removed</b> <i>(began Dec. 2018)</i>	<b>Applicants on waitlist</b>
June 2018	690	n/a	0
July 2018	785	n/a	100
August 2018	770	n/a	213
September 2018	746	n/a	263
October 2018	720	n/a	285
November 2018	692	n/a	289
December 2018	664	120	169

Online Engagement Portal

Halifax Transit’s online engagement hub, Talk Transit, officially launched in October 2018. Since the launch, residents have given insightful feedback on the topics of fare structure, transit safety, transit priority measures, technology, and transferring.

As of March 20, 1288 unique participants have filled out at least one Talk Transit survey. Demographic information offered by registrants shows that while various demographic groups are represented (based on age, ethnicity, ability, gender), further improvements are required to ensure the survey is more representative of the population. The updated demographic information is included in Attachment C to the report.

While all districts are represented in Talk Transit responses, some are falling short of anticipated numbers. To combat this, Talk Transit survey stations have been provided at select community centres to facilitate in-person surveys. Staff will also be attending various civic events to ensure residents from across the municipality are given the opportunity to provide feedback on Transit topics.

**Multi-Year Initiative** – *“Transit Technology - Through the implementation of improved transit technology including Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL), Electronic Fare Management Systems, and Bus Stop Announcement, Halifax Transit is transforming the way customers interact with the transit system. In addition to providing improved service reliability and enhanced customer experience, new technology will provide data and management opportunities to inform increased efficiency of the transit system.”*

**Q3 Highlights** – In the third quarter of 2018/19, the Halifax Transit Technology Program continued to focus on the delivery of three concurrent projects: Fixed Route Planning, Scheduling & Operations; Fare Management; and Paratransit.

The Fixed Route Planning, Scheduling & Operations project team successfully closed off the vendor solution design phase with Trapeze in the March timeframe (Phase 1 - HASTUS replacement). With an approved design, the team has shifted focus to process development, test preparation, and training planning deliverables.

The Fare Management project team continues to work on a fare strategy for Halifax Transit. The fare strategy will help Halifax Transit staff determine appropriate fare rates for each of Halifax Transit’s fare products as well as future fare-related technology upgrades.

The Paratransit project team continued work on the second phase of the Paratransit project – the addition of mobile data computers (MDCs) to all Access-A-Bus vehicles. MDCs in all Access-A-Bus vehicles will provide real-time updates to operator manifests and turn-by-turn directions to Operators greatly improving the efficiency of the Access-A-Bus service.

<b>A Safe and Accessible Transportation Network</b>	
<b>Business Plan Deliverable</b>	<b>Status</b>
Access-A-Bus Review Implementation	In Progress
Accessible transit Vehicle Procurement Service Plan	Complete
Bus Stop Accessibility & Improvement	Complete
Fare Management Solution – Begin Implementation	In Progress
Fixed Route Planning, Scheduling, and Operations – Begin Implementation	In Progress

**Interconnected and Strategic Growth**

**Multi Year Initiative** – *“Transit Service Plan - Halifax Transit intends to offer its residents a significantly improved transit service. Guided by principles of integrated mobility, high ridership opportunity, and future sustainability, Halifax Transit is undertaking a multi-year initiative that includes a holistic and comprehensive review of the transit system and implementation of approved recommendations.”*

**Q3 Highlights** – The Mumford Terminal Opportunities Assessment was completed and direction was provided by Regional Council in January 2019. The Bus Rapid Transit Study is completed and will be brought forward to TSC in Q4. The Gottingen Street bus lane became fully functional at peak periods in December 2018, and the new Transit Priority Measure at the intersection of Main Street at Gordon Street became functional in January 2019, along with the reinstatement of a previously removed stop.

Interconnected and Strategic Growth	
Business Plan Deliverable	Status
Moving Forward Together Plan Year 3 Implementation	Complete
Mumford Terminal Site Recommendation	Complete
Wrights Cove Terminal	In Progress
Transit Priority Measures Study/Implementation	In Progress

### A Well-maintained Transportation Network

**Multi Year Initiative** – *“Transit Asset & Infrastructure Renewal - Halifax Transit will continue to promote transit as a key component of an integrated transportation system – as a competitor to the single occupant vehicle. To create an enhanced and more accessible experience for its customers, Halifax Transit will continue investment in the renewal of on-street infrastructure including construction of stop locations as well as replacement of Conventional, MetroX and Access-A-Bus vehicles and ferries.”*

**Q3 Highlights** – Tender for the detailed design of the Woodside Ferry Terminal Recapitalization has been awarded and work is currently underway. Work on the fare management kiosk at Halifax Ferry Terminal was initiated in March 2019 as part of Phase 3 of the Halifax Ferry Terminal Refresh project.

A Well Maintained Transportation Network	
Business Plan Deliverable	Status
Ferry Replacement	Complete
Woodside Ferry Terminal Renovation	In Progress

### February 2019 – Service Adjustments

For the first time, Alderney Ferry Service will be offered on Easter Sunday, April 21, 2019.

The following is a list of subsequent service adjustments that were implemented on February 18, 2019, to routes introduced in previous phases of the *Moving Forward Together Plan*:

- Route 194 West Bedford Express was amended to service the first entrance of Broad Street encountered from Larry Uteck Boulevard, to better serve the greater density of potential ridership.
- Route 123 Timberlea Express had minor routing change on the express portion of the route and several bus stop changes.

### Performance Measures

Please see Attachment B, *Halifax Transit 2018/19 Q3 Performance Measures Report* for performance measures and detailed route level statistics. Comparisons for Mean Distance Between Failures (MDBF) to previous years will begin once comparable historical data becomes available, to show relative increase/decrease.

### **Q3 Highlights:**

- System wide On-Time Performance this quarter was 77%, improving 2% over last year.
- The average daily passenger counts this quarter were 97,371 on weekdays, 52,864 on Saturdays and 36,342 on Sundays.

- The Departures Line received over 6000 passenger calls on a typical weekday this quarter.
- Overall boardings increased 7.3% this quarter from last year, while revenue increased 3.7%.
- Access-A-Bus trips increased 7.2% this quarter.
- This quarter 92% of customer feedback was resolved within service standards.
- The average fuel cost this quarter was 81 cents/litre, 15 cents/litre higher than the budgeted cost.
- The mean distance between failures for conventional transit services this quarter was 6,869 km.
- The mean distance between service calls (MDBS) for conventional was 3,252 kms, declining 9% compared to the previous year, the MDBS for Access-A-Bus was 75,730 kms.
- The maximum daily number of buses that could not complete their scheduled service due to a mechanical defect was 16, while the daily average was 7.7.
- Maintenance cost per kilometer was \$1.11/km, nine cents lower than the budget cost of \$1.20/km.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

### **COMMUNITY ENGAGEMENT**

No community engagement took place as part of this report.

### **ATTACHMENTS**

Attachment A: Halifax Transit 2018/19 Business Plan Deliverables

Attachment B: Halifax Transit 2018/19 Q3 Performance Measures Report

Attachment C: Talk Transit Survey Results Infographic

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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Attachment A Halifax Transit 2018/19 Business Plan Deliverables

Halifax Transit 2018/19 Business Plan Deliverables		
Deliverable	Description	Status
Access-A-Bus Review Implementation	Demand for the Halifax Transit Access-A-Bus service has increased significantly in recent years. In an effort to leverage the potential of existing resources and processes before increasing fleet size or staff, Halifax Transit will implement the findings of the 2016/17 comprehensive review of all facets of the service, including, redesign of internal processes, scheduling software, eligibility criteria and associated application administration, service coverage, customer interfaces, staff and client training, and other available sources of support.	<p>The Access-A-Bus review has resulted in the creation of the <i>Continuous Improvement Service Plan</i> which includes the roadmap for service improvements, eligibility requirements and discussions with stakeholders and is expected to reduce the booking time requirement as well as reduce the wait list. This plan was presented and approved by Regional Council, February 12, 2019.</p> <p>The Paratransit project team continues work on the second phase of the Paratransit project, adding mobile data computers (MDCs) to all Access-A-Bus vehicles which will provide real-time updates to operator manifests and turn-by-turn directions to Operators greatly improving the efficiency of the Access-A-Bus service.</p> <p>Additionally, the team proposed a new runcut for February 2019 with more splits to cover peak morning and afternoon times, more fixed shifts, more consistent start times for blocks, and overall a better distribution to meet customer demand. Further optimization to repeater templates should increase passengers per hour and allow more capacity for demand trips.</p>
Accessible-transit Vehicle Procurement Plan	To improve reliability, reduce maintenance costs and provide expanded service, Halifax Transit will develop a new tender document and procure accessible transit vehicles.	The prototype for the new buses was received in February, the remaining seven buses arrived at the end of March. The project is now complete.
Bus Stop Accessibility & Improvement	To improve accessibility, as well as the customer experience, Halifax Transit will be installing accessible landing pads at several bus stops, replacing older bus shelters, partnering with TPW to create a plan to address remaining non-accessible bus stops, and installing benches at bus stops.	All pending work for concrete and shelter installations was completed.



Attachment A Halifax Transit 2018/19 Business Plan Deliverables

<p>Fare Management</p>	<p>To increase revenues, increase operator safety, and provide timely data for management decisions, Halifax Transit will begin implementation of a fare management solution. Validating fareboxes, automated transfer hardware, and processing software will be installed.</p>	<p>The Fare Management project team continues to work on a fare strategy for Halifax Transit. The fare strategy will help Halifax Transit staff determine appropriate fare rates for each of Halifax Transit's fare products as well as future fare-related technology upgrades. A report summarizing the fare strategy is scheduled to go before the Transportation Standing Committee in the summer.</p>
<p>Fixed Route Planning, Scheduling and Operations</p>	<p>The primary objective of the Fixed Route Planning, Scheduling, and Operations project is to implement a Planning, Scheduling, and Operations software solution that enables Halifax Transit to operate more efficiently. The existing solution is not capable of supporting the streamlined existing or new business processes required by Halifax Transit.</p>	<p>The Fixed Route Planning, Scheduling &amp; Operations project team successfully closed off the vendor solution design phase with Trapeze in the March timeframe (Phase 1 - HASTUS replacement). With an approved design, the team has shifted focus to process development, test preparation, and training planning deliverables. Software has been installed in the test and training environments to support these important next steps. Preparing for successful test execution will be an important next step to ensuring the solution works as documented in the detailed design. With a Phase 1 target launch date scheduled in the 2020 timeframe, the team will continue to work closely with the vendor and required business stakeholders to prepare for a successful execution of the priority work tasks.</p>
<p><i>Moving Forward Together Plan</i> Year 3 Implementation</p>	<p>To improve the efficiency and effectiveness of the transit network, Halifax Transit will proceed with network design changes, including removal of service, introduction of new service, and changes to existing routes, as part of the implementation of the <i>Moving Forward Together Plan</i>.</p>	<p>On August 20, 2018, the third year of the <i>Moving Forward Together Plan</i> implementation was rolled out. It saw changes to 13 routes across the network, with a focus on Fairview/Clayton Park.</p>
<p>Mumford Terminal Site Recommendation</p>	<p>The existing Mumford Terminal is overcapacity and in need of replacement to improve the operations and the customer experience, and to allow for future service expansion. A site recommendation report and preparation of the detailed design tender documentation will be completed.</p>	<p>Regional Council approved the staff recommendation for the Mumford Transit Terminal in January 2019. Staff discussions continue with the Property Managers.</p>

Attachment A Halifax Transit 2018/19 Business Plan Deliverables

<p>Wrights Cove Terminal</p>	<p>To enable implementation of the <i>Moving Forward Together Plan</i> and improve the connectivity of the Halifax Transit network, Halifax Transit will work to create the detailed design for the new Wrights Cove Terminal.</p>	<p>Draft Schematic designs have been completed. The final design is anticipated for completion in spring 2019.</p>
<p>Transit Priority Measures Study / Implementation</p>	<p>To improve the reliability of the transit network, and reduce the impact of traffic congestion on transit service, Halifax Transit will continue to study opportunities and implement transit priority measures.</p>	<p>Construction on the Gottingen Street northbound transit lane is now complete and transit vehicles are currently using it during peak periods. Detailed design of the Bayers Road Corridor is underway, with an anticipated completion in early 2019. Work on the functional design for the Robie Street and Young Street Transit Priority Corridors is nearing completion and will be before Regional Council for consideration in the coming months. An additional transit priority measure has been implemented at the intersection of Main Street and Gordon Avenue in Dartmouth.</p>
<p>Ferry Replacement</p>	<p>To support sustainable ferry operations into the future, Halifax Transit continues with the Ferry Replacement Project. With a funding contribution from the federal government's Public Transit Infrastructure Fund, 18/19 will see the construction, fit out and certification of the last of five replacement ferries, the Rita Joe.</p>	<p>This project is complete. The final replacement ferry, "Rita Joe" was received and is now in full service.</p>
<p>Woodside Ferry Terminal Renovation</p>	<p>The Woodside Ferry Terminal requires significant rehabilitation to all aspects of the building, including envelope, mechanical and electrical systems, and customer waiting areas. In addition, with the expansion of the Halifax Transit ferry fleet, additional berthing space is required. Halifax Transit will complete the detailed design work required to move forward with these improvements.</p>	<p>Detailed design work for the recapitalization of the Woodside Ferry Terminal has been awarded to Abbott Brown Architects. Design development is underway, with completion anticipated for summer 2019.</p>

Attachment B: 2018/2019 Halifax Transit Q3 Performance Measures Report

# 2018/2019 – Q3 Performance Measures Report

**HALIFAX**  
TRANSIT

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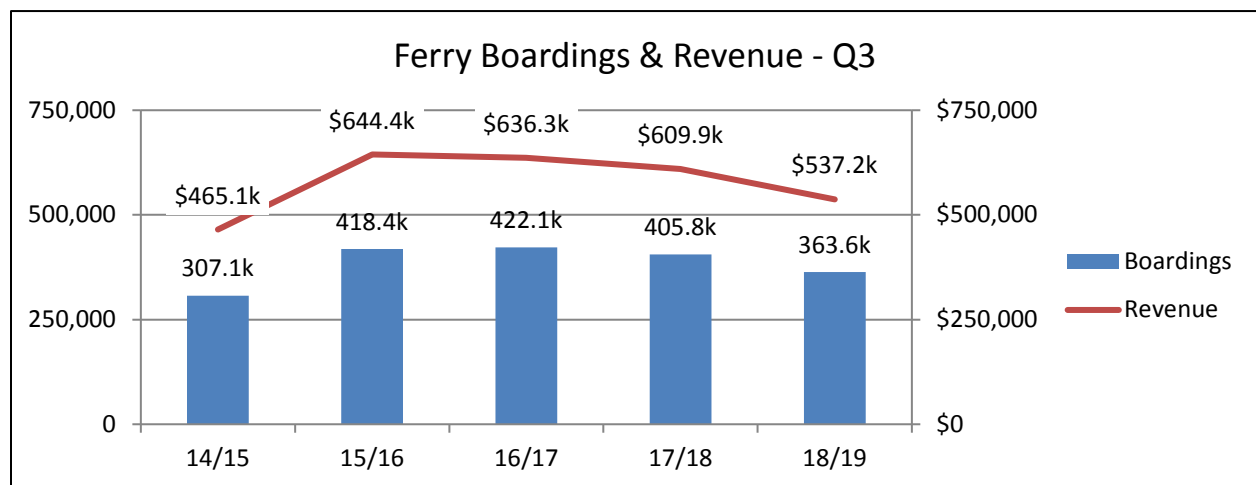
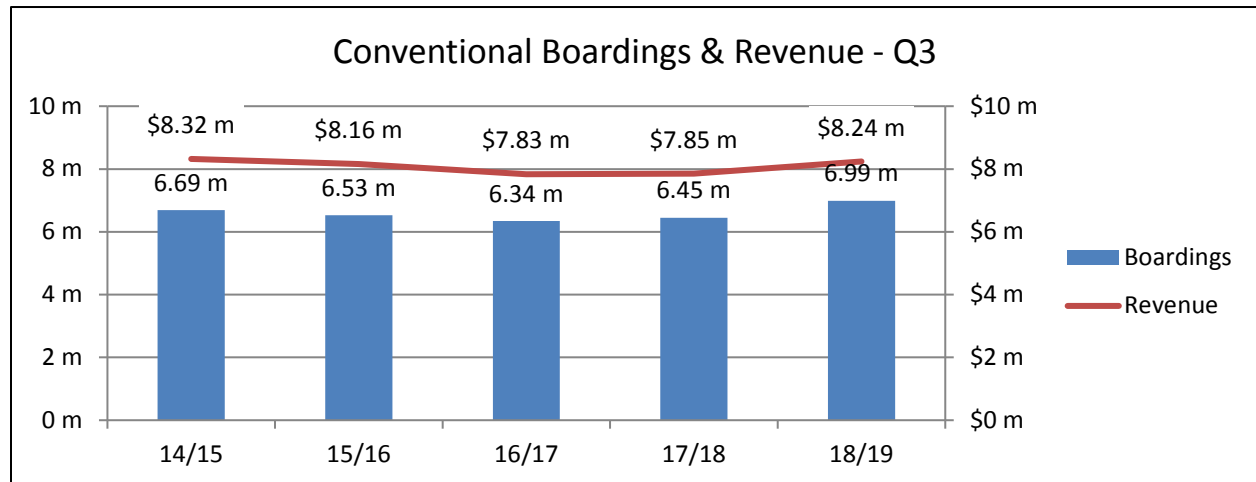
## Revenue & Boardings

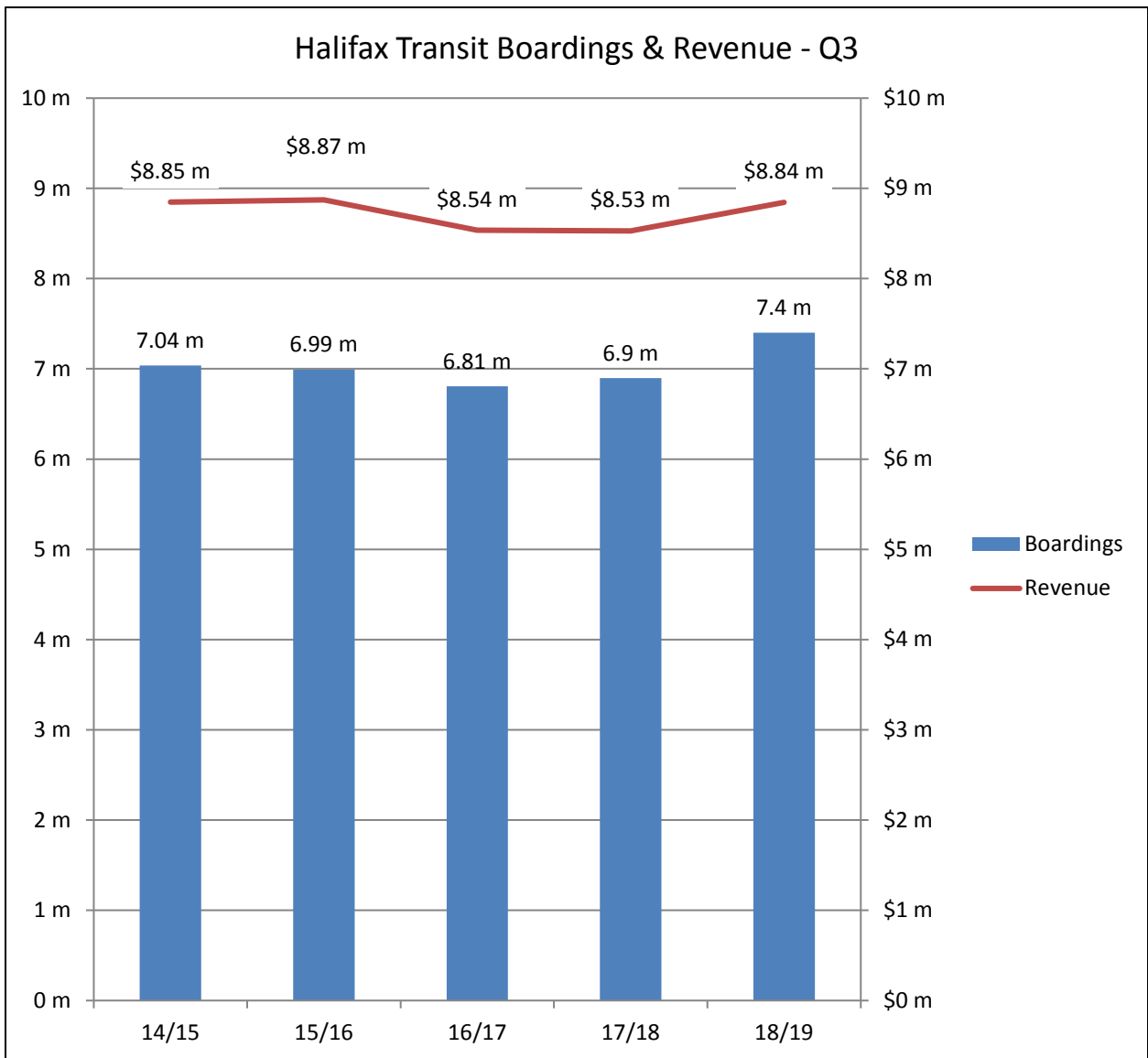
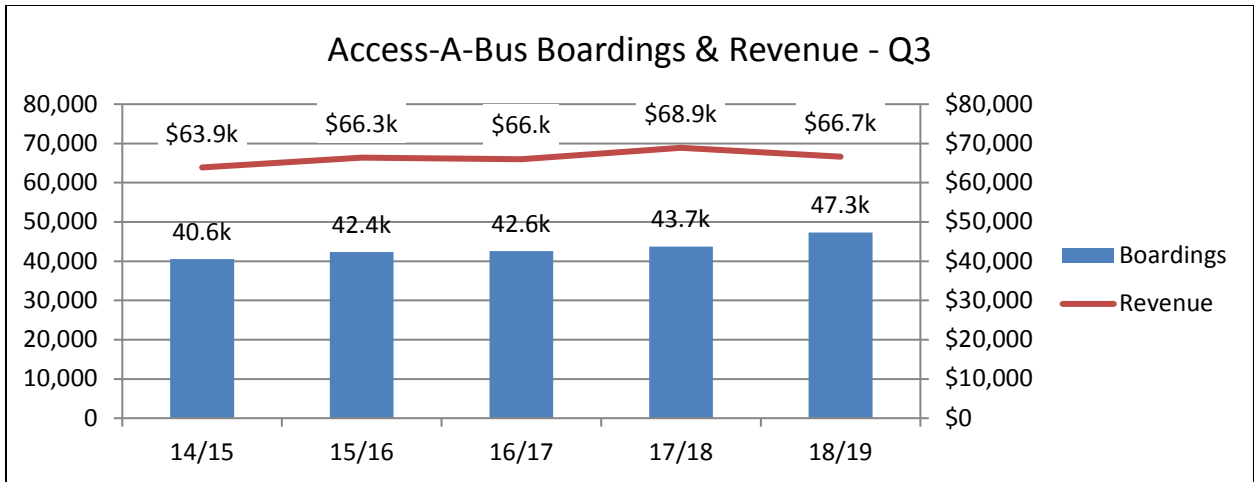
Revenue and boardings are reported to demonstrate how well transit services were used over the quarter, in comparison to the same quarter the previous year.

By installing Automatic Passenger Counter (APC) systems throughout the network in the 2017/18 fiscal year, Halifax Transit is now able to track the number of boardings by counting passengers entering the bus at each stop, instead of estimating boardings from revenue. Therefore, the data source for boardings in the chart below changed effective 2017/18. When a trip requires a transfer, the boardings metric would count the same passenger each time they entered a new bus. This method of data collection provides a more accurate measure of how passengers are utilizing the system, as assumptions related to multi-use revenue sources, such as tickets and passes, are removed, and replaced by physical counts.

In the third quarter, Conventional boardings increased 8.4% from this quarter last year, Ferry boardings decreased 10.4% and Access-A-Bus boardings increased 8.3%. Overall, system wide boardings increased this quarter by 7.3% compared to last year. Revenue this quarter increased 3.7% from last year. The route network changes implemented in August 2018 have resulted in more passengers transferring at the Lacewood Terminal and Mumford terminal, which partly attributes to the increase in boardings, but is estimated to account for less than 1% of the overall network wide increase in boardings.

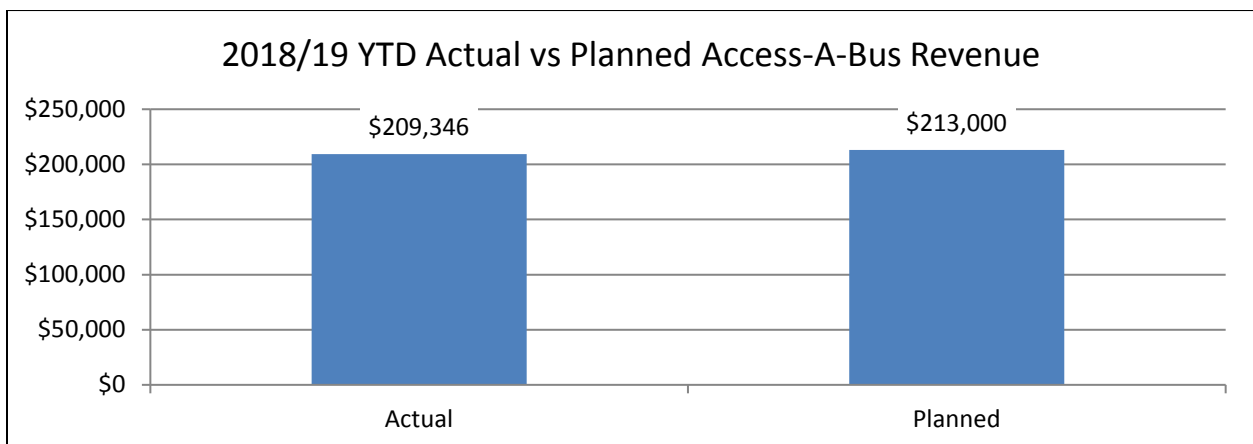
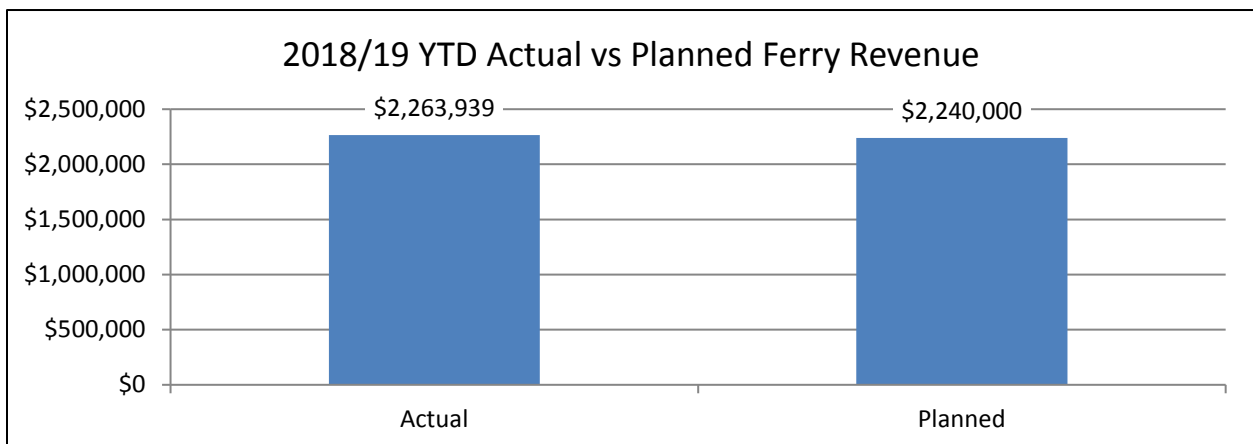
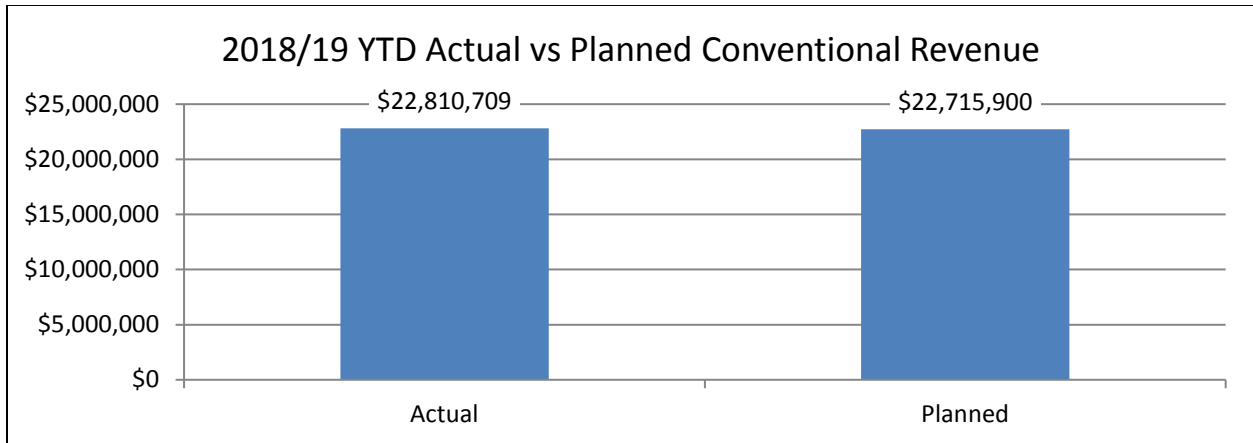
## Historical Boardings & Revenue

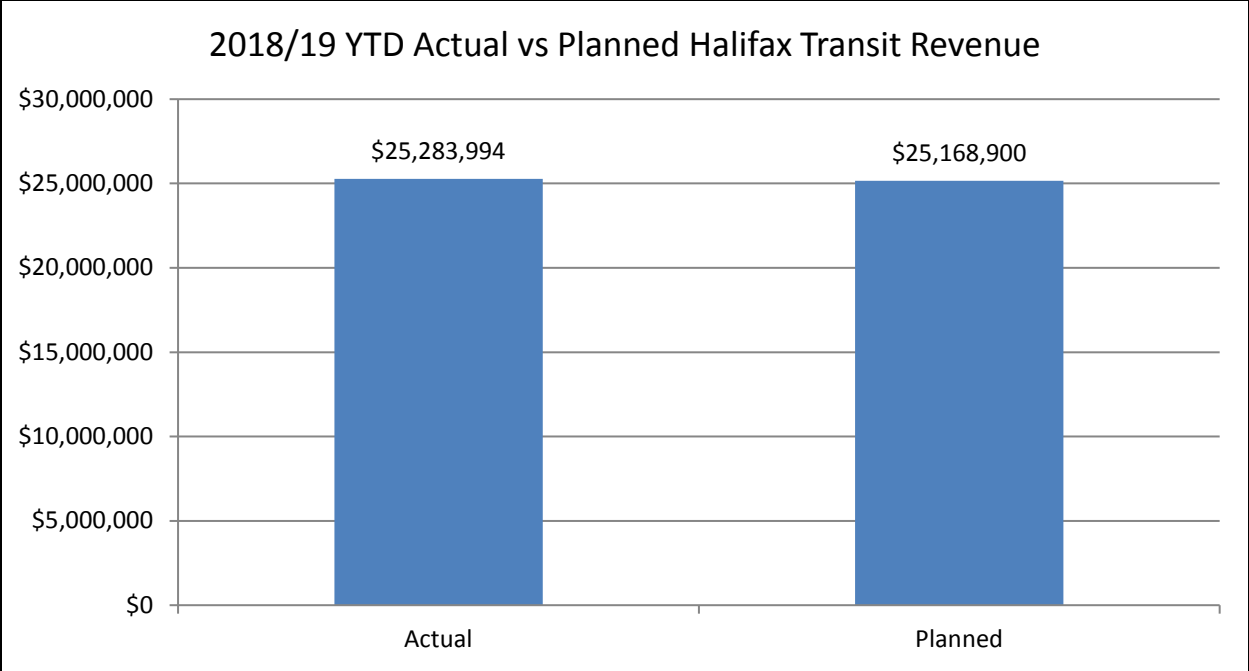




## Revenue – Actual vs. Planned

The following charts provide an indication of how much revenue has been generated by each service type and by Halifax Transit in comparison to the planned budget revenue. Conventional revenue to date increased 4.9% from this time last year and is trending 0.4% above the planned amount. Ferry revenue to date decreased 8.6% from last year and is trending 1.1% above the planned amount. Access-A-Bus revenue to date has increased nearly 1% and is trending 1.7% below the planned amount. Overall revenue to date has increased 3.5% from this time last year and stands at 0.5% higher than the planned amount.





**Mean Distance Between Failures**

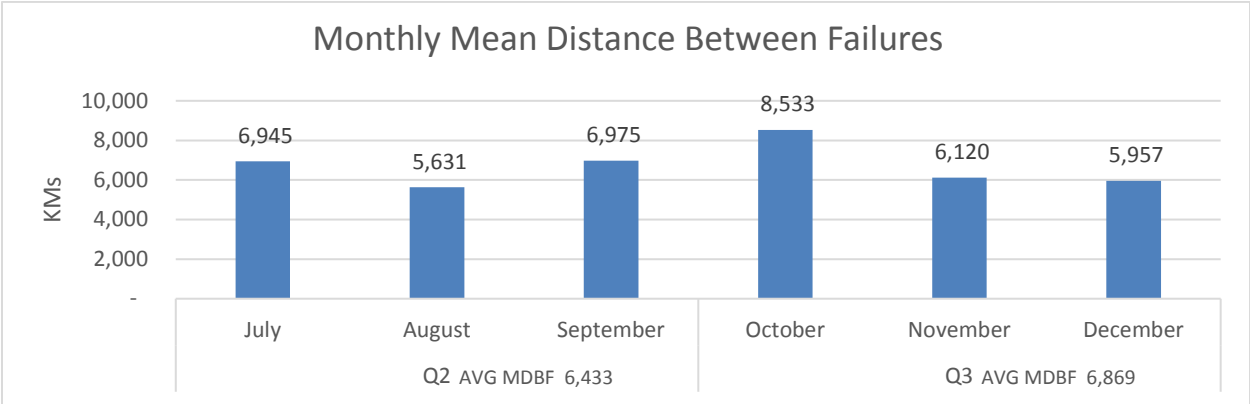
Halifax Transit consulted with a number of transit authorities in Canada, and the Canadian Urban Transit Association (CUTA), to understand the difference between past maintenance performance indicators and the industry standard. As a consequence, it was determined that Halifax Transit had reported all maintenance service calls, while other jurisdictions removed service calls associated with auxiliary equipment such as AVL, communication equipment, fareboxes, alarms, lights, passenger-related issues, etc. Also, some jurisdictions reported the number of change-offs (buses discontinuing their scheduled service) to be reflected as failures instead of service calls. Halifax Transit has selected to continue reporting service calls but as a separate metric; Mean Distance Between Service Calls. In order to remain consistent with the industry standard, a new metric defined as Mean Distance Between Failures (MDBF) has been selected and defined below.

Halifax Transit’s Mean Distance Between Failures (MDBF) is the distance in kms covered between failures. CUTA references the Federal Transit Administration’s definition of failures which states that there are two classes of failures. The first being major mechanical system failures, which is the “failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.” The second type is other mechanical system failures which is the “failure of some other mechanical element of the revenue vehicle that, because of local agency policy, prevents the revenue vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip even though the vehicle is physically able to continue in revenue service”. Therefore, the MDBF is equal to the number of instances whereby a failure resulted in a change-off of the bus or service being lost. This metric does not consider failures resulting from passenger-related events (i.e. sickness on the bus), farebox defects or accident damages as they do not impede the scheduled revenue trips, which aligns with other transit authorities surveyed. Due to the nature of the data sources, Halifax Transit is looking to improve the accuracy of this number by removing failures that were logged, but resulted in “no fault found”. Currently, the reported number does include these items.



Bus Maintenance has set a target of 7,000 kms between failures. The target for this KPI shall be revisited on annual basis to promote continuous improvement, which may be achieved by implementation and support of quality and preventative maintenance initiatives.

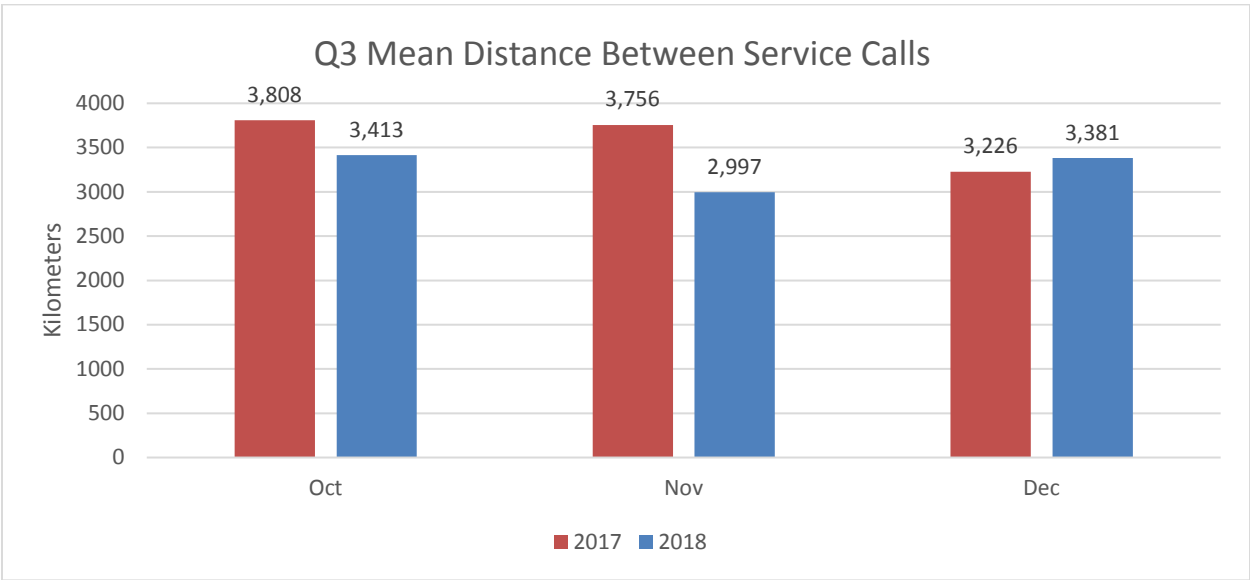
For the third quarter of 2018, the MDBF for conventional transit is 6,869 kms. This is equivalent to a 7% improvement from the previous quarter. Bus Maintenance will continue to monitor this KPI and further develop quality initiatives to decrease aftertreatment and cooling system defects.



**Mean Distance Between Service Calls**

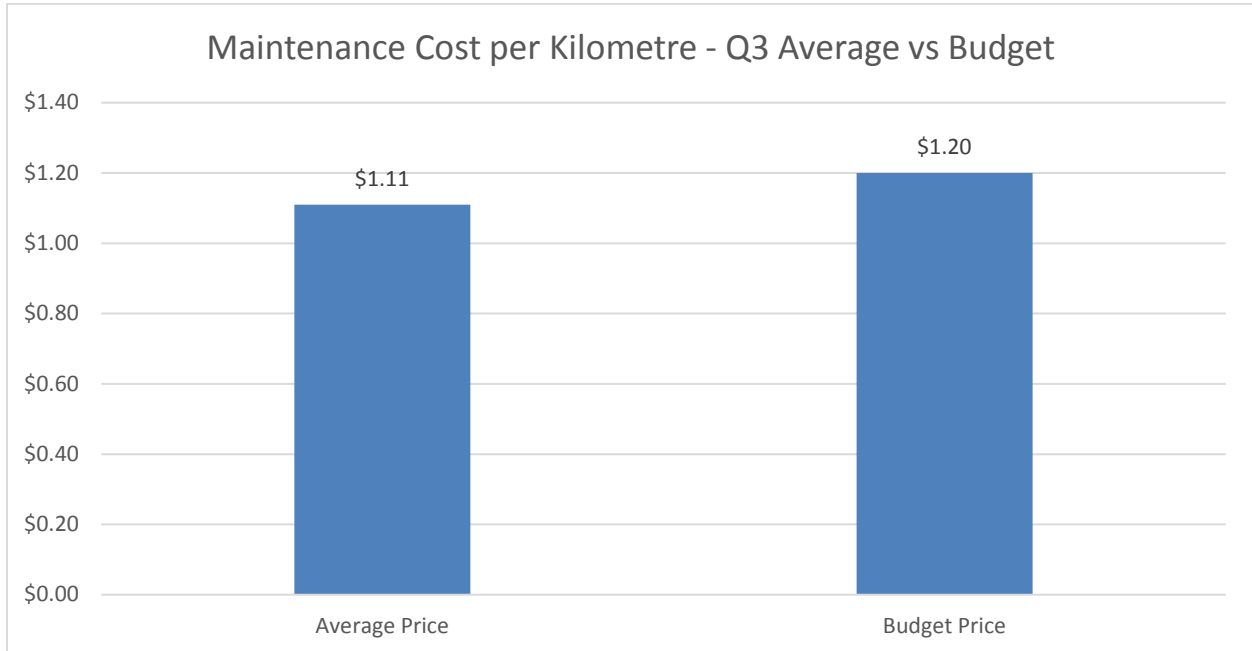
In order to continue monitoring the number of maintenance service calls, this will be reflected as a separate metric; Mean Distance Between Service Calls (MDBS). This number will reflect the distance in kilometres covered on average between maintenance service calls. This number includes all instances of service calls including issues with secondary equipment, passenger-related events and damages to the bus resulting from minor accidents. Bus Maintenance is continuing to benchmark this metric in order to provide a target.

For the third quarter of 2018, the MDBS for conventional transit was 3,252 kms. In comparison to the third quarter of 2017/2018 (3,582), this is a decrease of 9%. After investigation, there is no primary reason for this decline and may be an anomaly. For the third quarter of 2018, the MDBS for Access-A-Bus service was 75,730 kms. Bus Maintenance will continue to monitor this metric in order to reduce service calls.



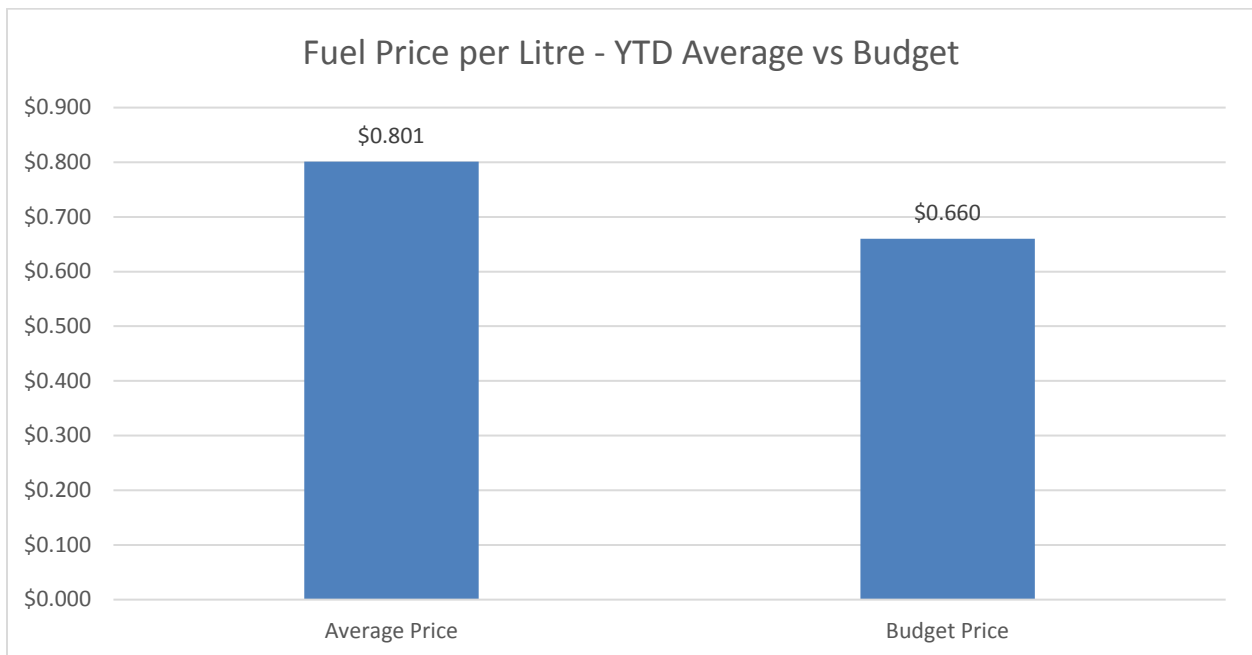
## Bus Maintenance Cost – Quarter Average vs Budget

In the third quarter maintenance costs were \$1.11/km, while the budgeted maintenance cost was \$1.20/km. Therefore, in the third quarter the average cost per km was under budget by \$0.09/km or 8%. Bus Maintenance will continue to strengthen budgeting processes to improve accuracy of future budgets.



## Fuel Price – Year to Date Average vs Budget

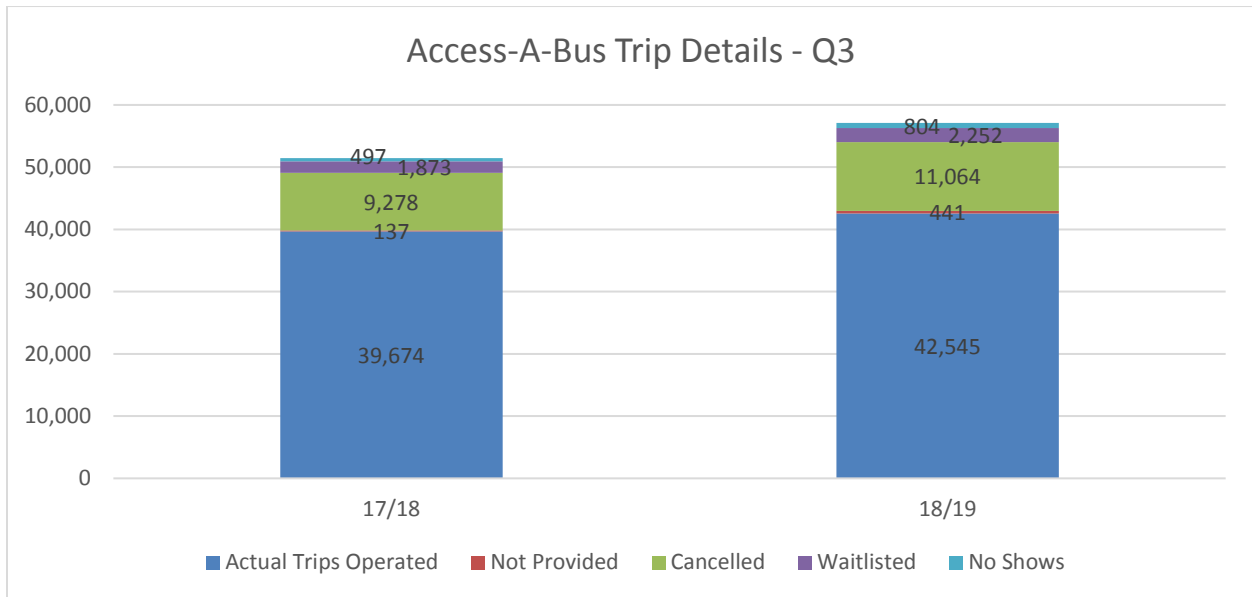
The budgeted fuel price for 2018/19 was set at 66 cents/litre. In the third quarter, the average fuel price to date was \$0.80 cents/litre, 15 cents higher than the budgeted cost per litre.



## Access-A-Bus Trip Details

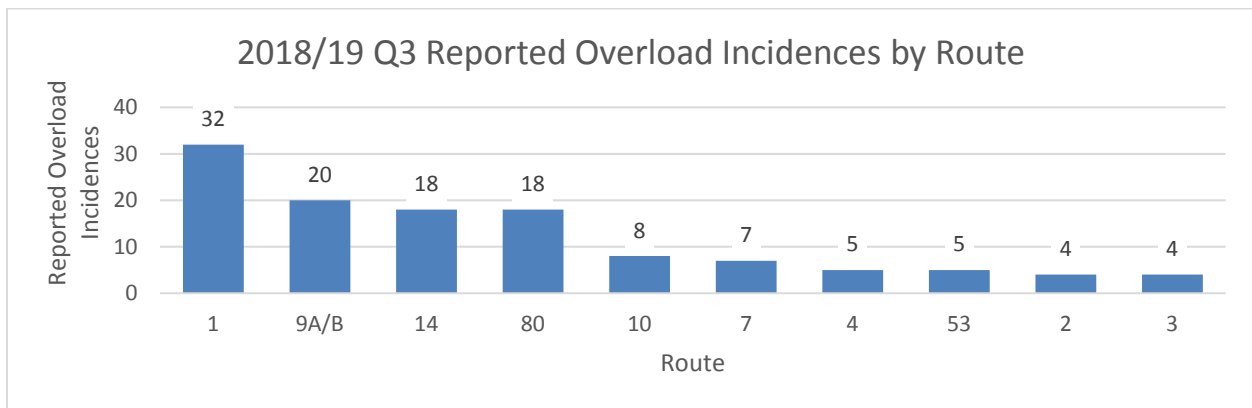
Access-A-Bus trip details are tracked monthly to provide an indication of efficiency in Access-A-Bus usage and booking. In April 2018 Access-A-Bus completed a scheduling software upgrade and process improvement review. After introducing these new, standardized processes, scheduling effectiveness has improved. These changes have resulted in statistics, such as the number of trip cancellations, no shows and errors, being recategorized and therefore may not be comparable with prior years.

In the third quarter of 2018/19, 2,871 more trips were operated. Compared to third quarter last year this is an increase of 7.2%. The waitlist increased by 20% this quarter compared to last year, due to an increase in late cancellations and no shows. No shows and late cancellations are particularly challenging to fill, having little to no time to fill these bookings with passengers from the waitlist.



## Passenger Overloads

Halifax Transit tracks overloads that are reported to help match scheduling requirements to passenger demands. The following graph shows the most commonly overloaded routes during the quarter. This does not include all overloads, as many go unreported for a number of reasons. Work is underway to improve the reporting process to ensure the data provides a more accurate reflection of actual conditions.

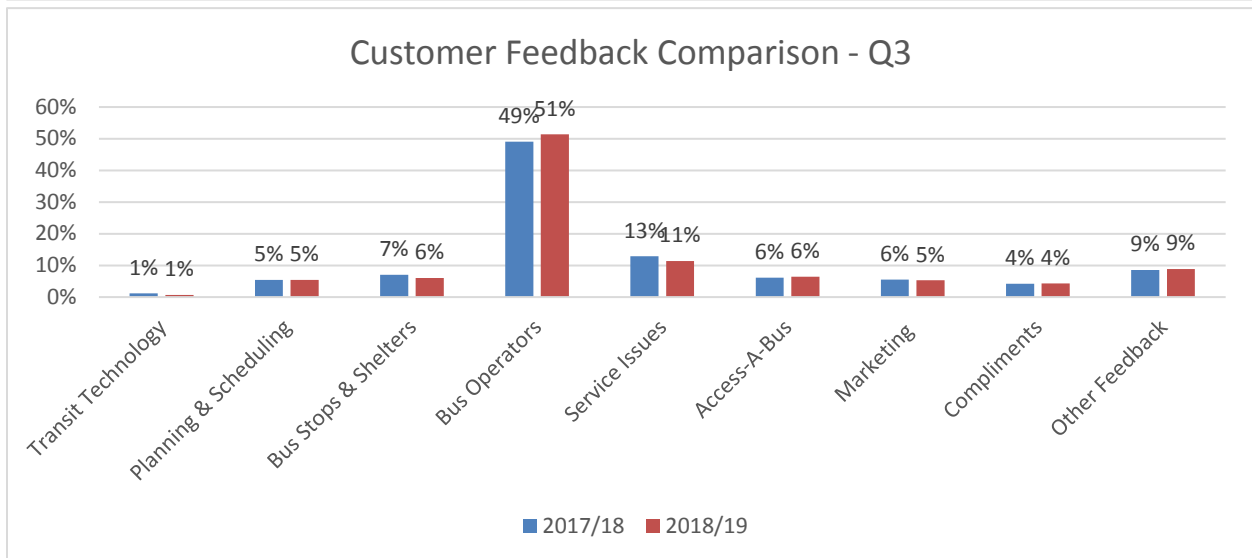
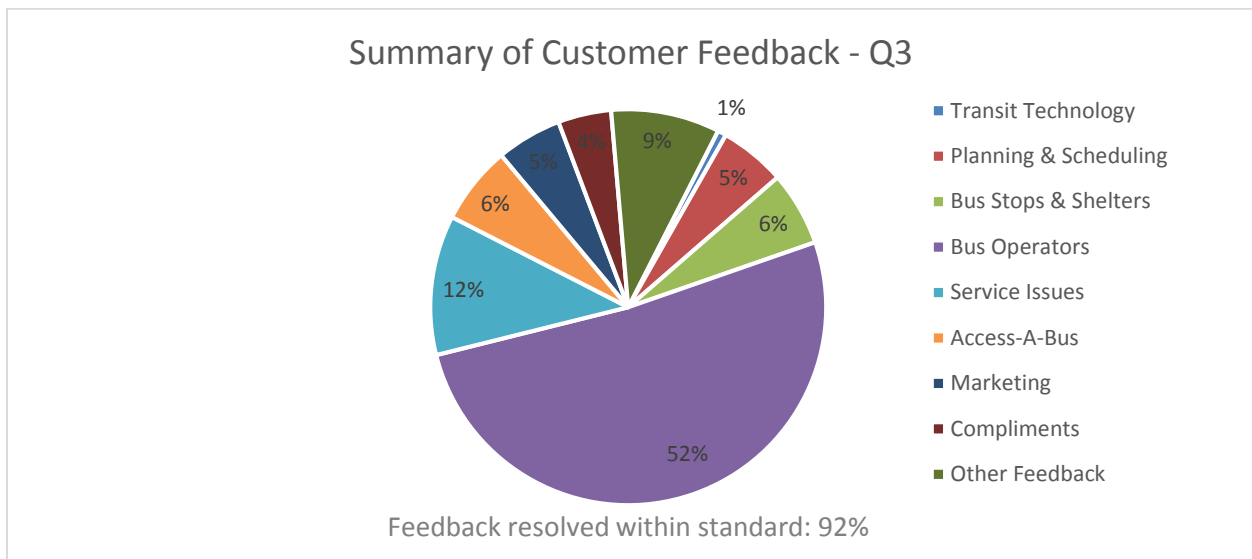


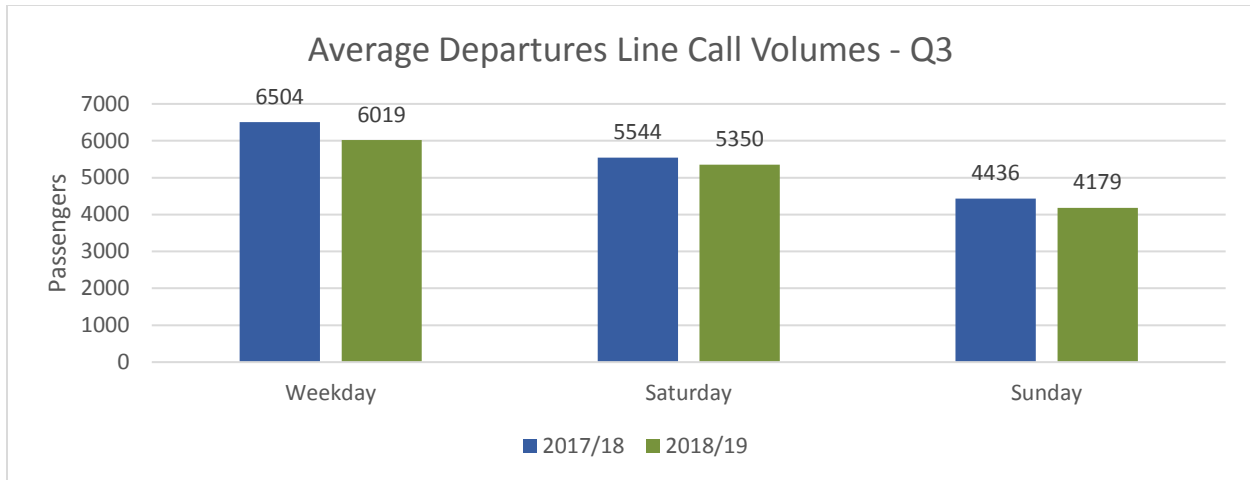
## Customer Service – All Services

Customer service statistics are measured monthly using the Hansen Customer Relationship Management software along with Crystal Reports. Feedback is first categorized by subject matter and then divided into two categories: feedback resolved within service standard and feedback resolved outside service standard. The service standard varies depending on the subject matter.

This quarter, 52% of feedback received was related to bus operators and 12% regarding service issues. The remaining 36% is comprised of feedback regarding planning and scheduling, bus stops and shelters, marketing, compliments and other miscellaneous comments. Halifax Transit aims to address 90% of feedback within service standard. This quarter 92% of customer feedback was resolved within standard. This slight decrease is due to the transition of staff in several departments and is anticipated to improve in Q4.

Call volumes to the Departures Line (902-480-8000) are displayed by day of the week. In the third quarter of 2018/19, average call volumes were lower than this time last year for both weekdays as well as for Saturdays and Sundays.





## Boardings & Passengers per Hour

Automatic Passenger Counter (APC) data is now being used to report bus ridership statistics. The APCs provide data within a 90% degree of accuracy. Boardings by Route demonstrate passenger usage during the past quarter. APC data has been collected since September 2016. The standard deviation is included to demonstrate the degree of variance in boardings from the daily average passenger count.

Average weekday boardings in the third quarter were 97,371 ± 13,558 (13.9% variance). Average Saturday boardings this quarter were 52,864 ± 7,501 (14.2% variance). Average Sunday boardings this quarter were 36,342 ± 2,643 (7.3% variance).

New routes implemented on August 20, 2018 as part of the *Moving Forward Together Plan* are not comparable to individual routes they have replaced and as such are not compared by route. Boardings by route comparisons for the following routes will resume in the second quarter of 2019/20.

### Corridor Routes:

- 2 Fairview
- 3 Crosstown
- 4 Universities

### Local Routes:

- 21 Timberlea
- 28 Bayers Lake
- 30 Clayton Park West
- 39 Flamingo

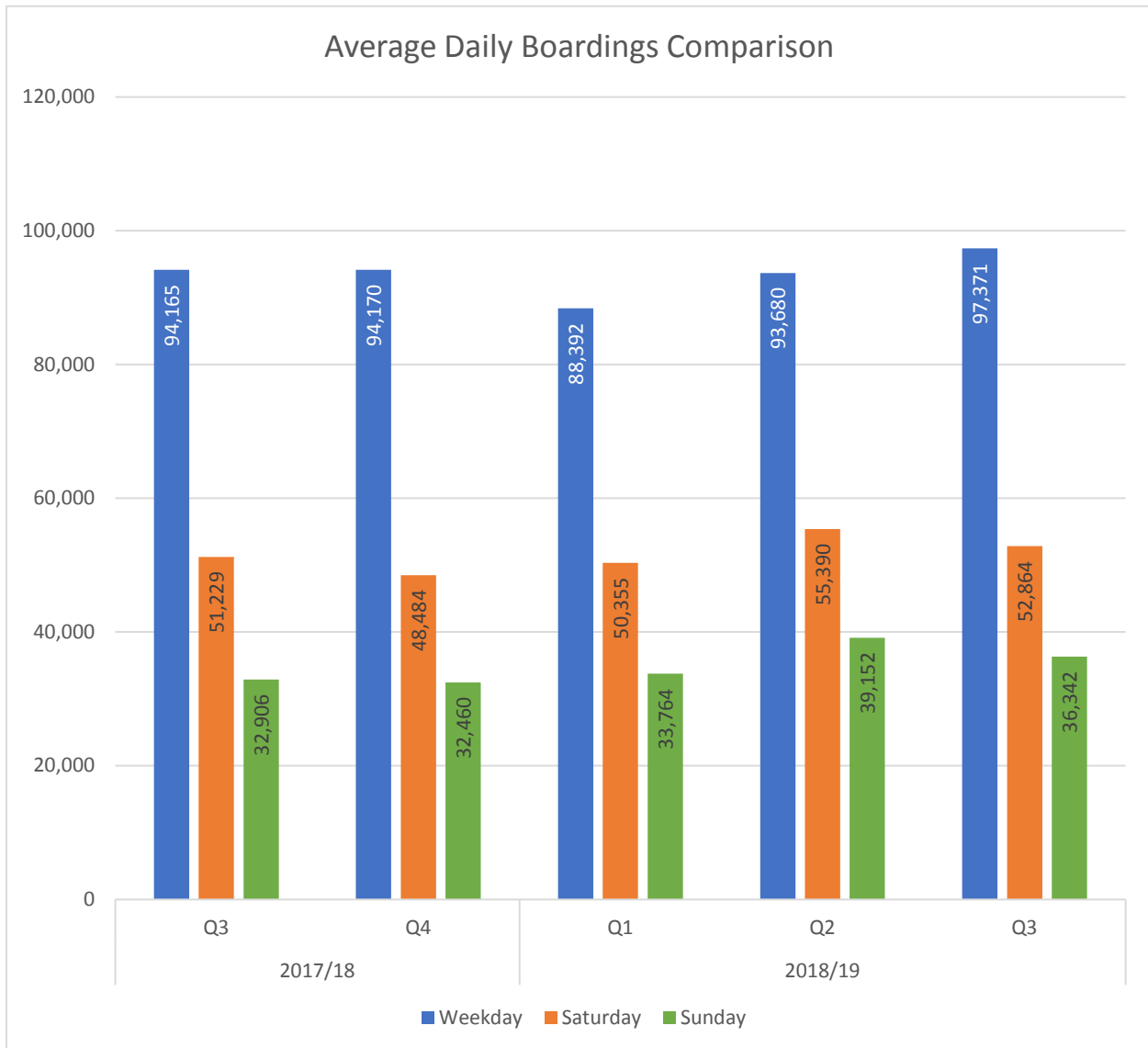
### Express Routes:

- 123 Timberlea Express
- 135 Flamingo Express
- 136 Farnham Gate Express
- 137 Clayton Park Express
- 138 Parkland Express

### Rural Route:

- 433 Tantallon

## Average Daily Boardings by Service Day



## Passengers per Hour

Passengers per hour measures the volume of passengers carried per service hour by route. Due to differences in service model/design, Express Routes are measured instead by passengers per trip. Ridership fluctuates significantly by season and therefore figures are compared to the same quarter in the previous year. Conventional route targets vary by time of day and are not illustrated at this time as data is being presented over the entire service day only. Express routes have a ridership target of 20 passengers per trip, while Regional Express Routes have a target of 15 passengers per trip.

## Boardings & Passengers per Hour

Q3 Comparison - Average Daily Boardings by Route												
Route	Weekday				Saturday				Sunday			
	17/18		18/19		17/18		18/19		17/18		18/19	
	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr
1	10,347	71	10,361	66	8,218	73	7,978	70	4,962	62	5,283	61
2 (new)			4,315	40			3,709	37			2,297	30
2 (removed)	2,693	44			2,081	39			983	32		
3 (new)			6,208	41			3,114	36			3,360	36
4 (new)			4,950	39			2,049	41			1,759	39
4 (removed)	2,474	40			1,815	31			1,149	37		
5	142	35	130	32								
7	5,315	46	5,216	45	3,495	37	3,216	35	2,090	40	1,787	34
9A/B	5,291	31	6,740	39	2,630	35	3,580	49	2,295	32	2,886	41
9A	3,538	32	4,567	41	1,160	33	1,704	49	961	28	1,254	37
9B	1,753	29	2,173	36	1,470	38	1,876	50	1,335	36	1,632	45
10	5,167	47	5,056	47	3,193	43	3,259	44	1,902	40	2,009	41
11	101	41	111	50								
14	2,898	45	2,919	45	1,313	39	1,299	39	1,230	42	1,147	40
15	214	14	196	13	115	12	100	10	108	12	137	11
16 (removed)	1,206	26			662	15						
17 (removed)	1,307	32										
18 (removed)	2,031	34			1,498	30			742	39		
21	1,265	29	972	32	684	18	766	22	309	13	566	32
22	436	12	651	21	410	12	432	13	307	9	397	12
23 (removed)	370	19										
28 (new)			1,373	34			1,296	32			682	37
29	2,430	26	3,053	34	1,368	22	1,789	29	1,087	18	1,348	23
30A/B (new)			825	23			497	14			330	16
30A (new)			446	24			257	15			150	13
30B (new)			378	21			240	14			181	21
39 (new)			1,199	27			815	16			389	18
41	1,399	49	1,505	46								
42 (removed)	1,422	38										
51	1,046	43	1,095	45	576	35	532	32	311	38	312	34

Q3 Comparison - Average Daily Boardings by Route												
Route	Weekday				Saturday				Sunday			
	17/18		18/19		17/18		18/19		17/18		18/19	
	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr	Boardings	Pass/Hr
<b>52 (removed)</b>	5,775	48			4,108	43			3,584	39		
<b>53</b>	1,381	52	1,235	47	791	52	699	46	418	53	337	41
<b>54</b>	830	38	816	38	501	32	508	32	272	27	279	28
<b>55</b>	411	18	393	18	249	16	245	16	170	11	156	10
<b>56</b>	882	25	985	30	1,011	29	1,099	31	635	20	697	22
<b>57</b>	605	15	546	13	270	9	244	8	147	8	142	8
<b>58</b>	701	25	744	26	432	23	468	25	370	21	377	22
<b>59</b>	2,019	26	1,936	25	792	34	730	31	530	23	531	23
<b>60</b>	2,857	37	2,710	35	1,730	43	1,717	43	1,261	44	1,157	41
<b>61</b>	2,247	29	2,228	29	1,033	27	1,007	26	875	24	880	24
<b>62</b>	826	26	818	26	523	23	544	24	230	16	268	17
<b>63</b>	810	47	810	47								
<b>64</b>	326	31	567	31								
<b>65</b>	253	15	248	15	92	7	78	6	50	8	44	7
<b>66</b>	1,446	23	1,424	23	480	30	531	33	370	23	365	23
<b>68</b>	1,343	27	1,326	27	813	28	759	26	511	18	530	19
<b>72</b>	1,423	31	1,409	31	1,094	23	1,003	21	478	19	509	19
<b>80</b>	4,215	33	4,218	33	3,503	33	3,351	32	2,588	27	2,605	29
<b>81</b>	1,357	26	1,433	27								
<b>82</b>	996	22	937	20	222	10	201	9	100	9	90	8
<b>83</b>	147	12	149	11	91	10	76	8	43	9	37	8
<b>87</b>	1,310	29	1,210	26	996	20	1,050	21	511	17	478	16
<b>88</b>	90	16	92	15	64	12	63	12	25	11	22	10
<b>89</b>	423	19	461	21								
<b>90</b>	1,254	26	1,351	28	763	17	743	16	466	19	375	15
<b>400</b>	234	18	200	16	64	9	68	10	53	8	57	7
<b>401</b>	131	10	137	11								
<b>433 (new)</b>			51	9								
<b>Alderney</b>	3,166	106	2,667	89	3,169	181	2,776	159	1,447	83	1,272	73
<b>Woodside</b>	2,562	122	2,232	106								



## Express Service Peak Boardings and Passengers per Trip

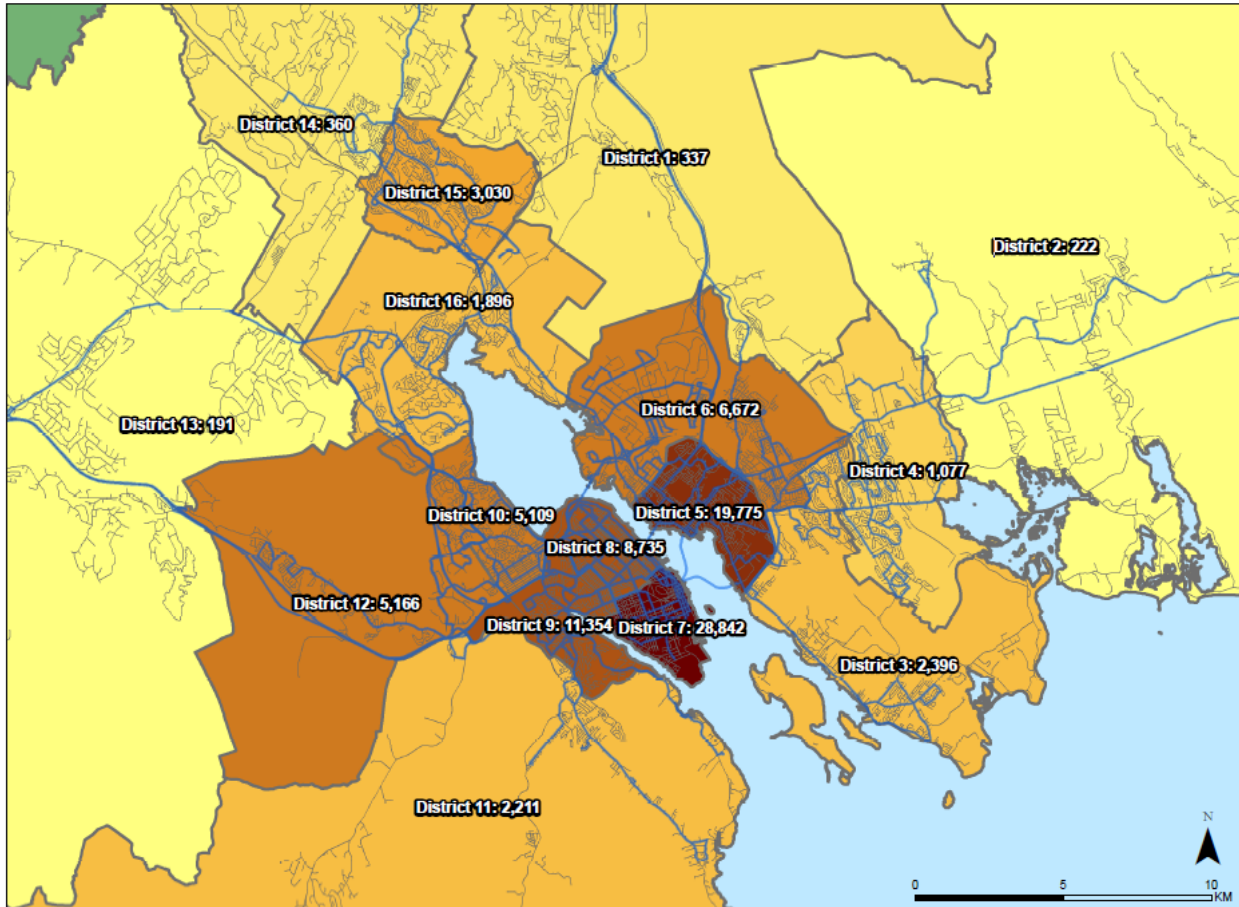
Q3 Comparison - Average Daily Peak Boardings by Route				
Route	Weekday (Peak Only)			
	17/18		18/19	
	Boardings	Pass/Trip	Boardings	Pass/Trip
<b>31 (removed)</b>	290	32		
<b>32</b>	519	29	489	28
<b>33 (removed)</b>	176	41		
<b>34 (removed)</b>	722	42		
<b>35 (removed)</b>	279	31		
<b>78</b>	110	8	94	8
<b>79</b>	124	10	91	8
<b>84</b>	951	35	901	31
<b>85</b>	132	33	111	29
<b>86</b>	131	33	116	30
<b>123 (new)</b>			253	20
<b>135 (new)</b>			480	35
<b>136 (new)</b>			531	34
<b>137 (new)</b>			340	29
<b>138 (new)</b>			487	35
<b>159</b>	797	19	719	18
<b>185</b>	1,150	25	1,103	24
<b>194</b>	109	14	142	18
<b>320</b>	529	15	656	18
<b>330</b>	427	18	416	17
<b>370</b>	143	10	136	10

## Boardings by District

To assist in visualizing where ridership demands exist, boardings have been mapped by district. The all-day boardings map illustrates typical boardings over an entire service day, whereas the AM Peak Period map represents boardings during the morning peak period only and therefore generally illustrates passenger origins.

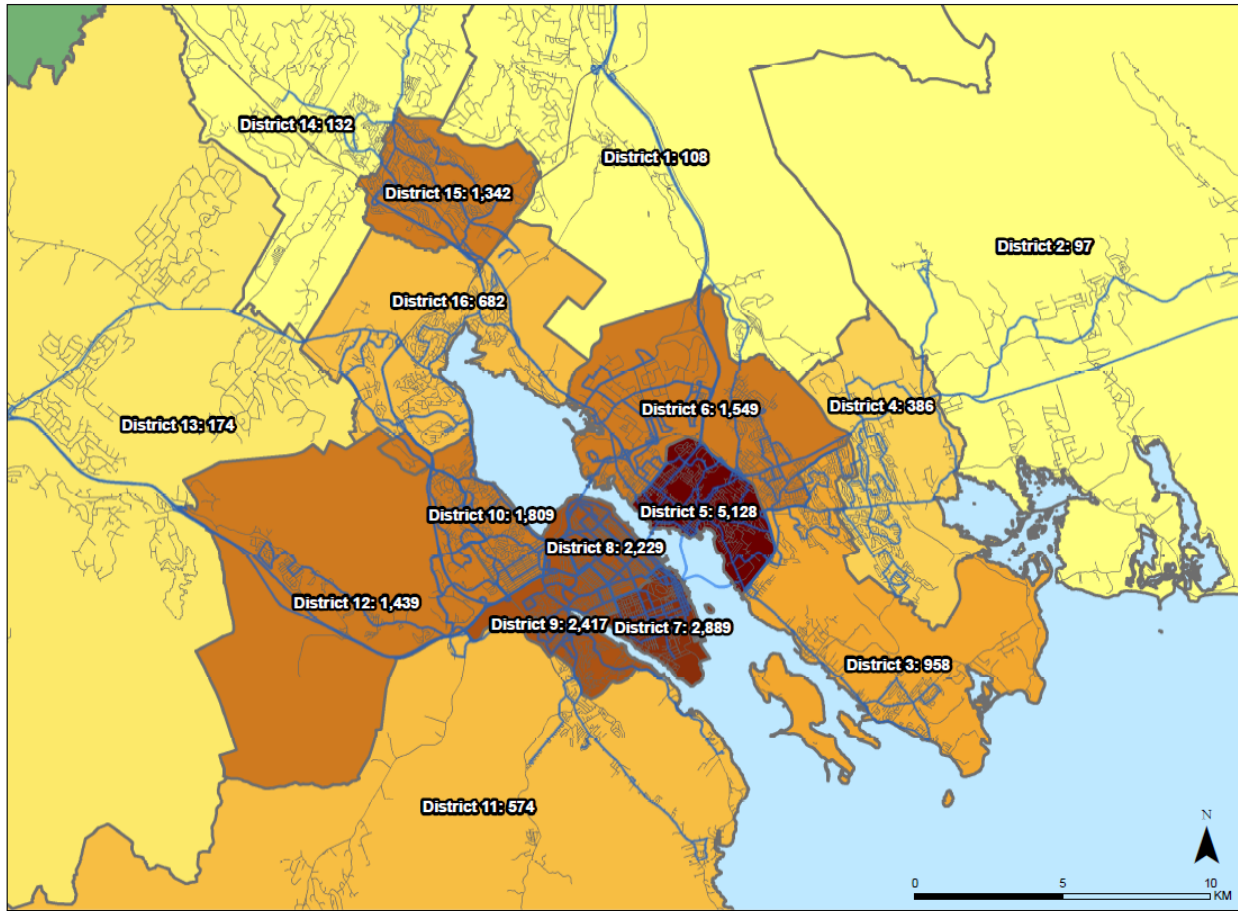
### Weekday Boardings by District - All Day

2018-19 Q3 Weekday Boardings by District

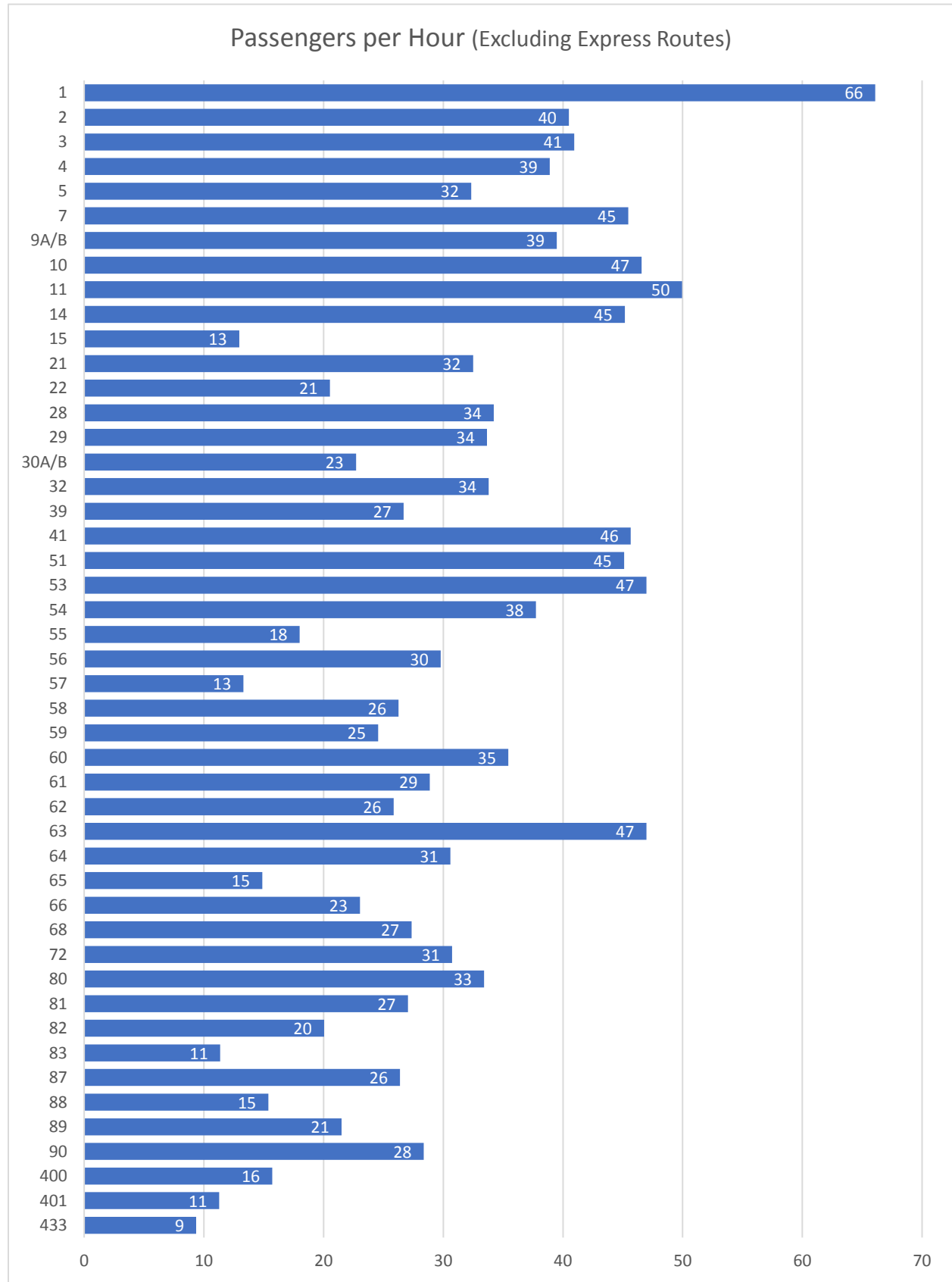


## Weekday Boardings by District – AM Peak Period

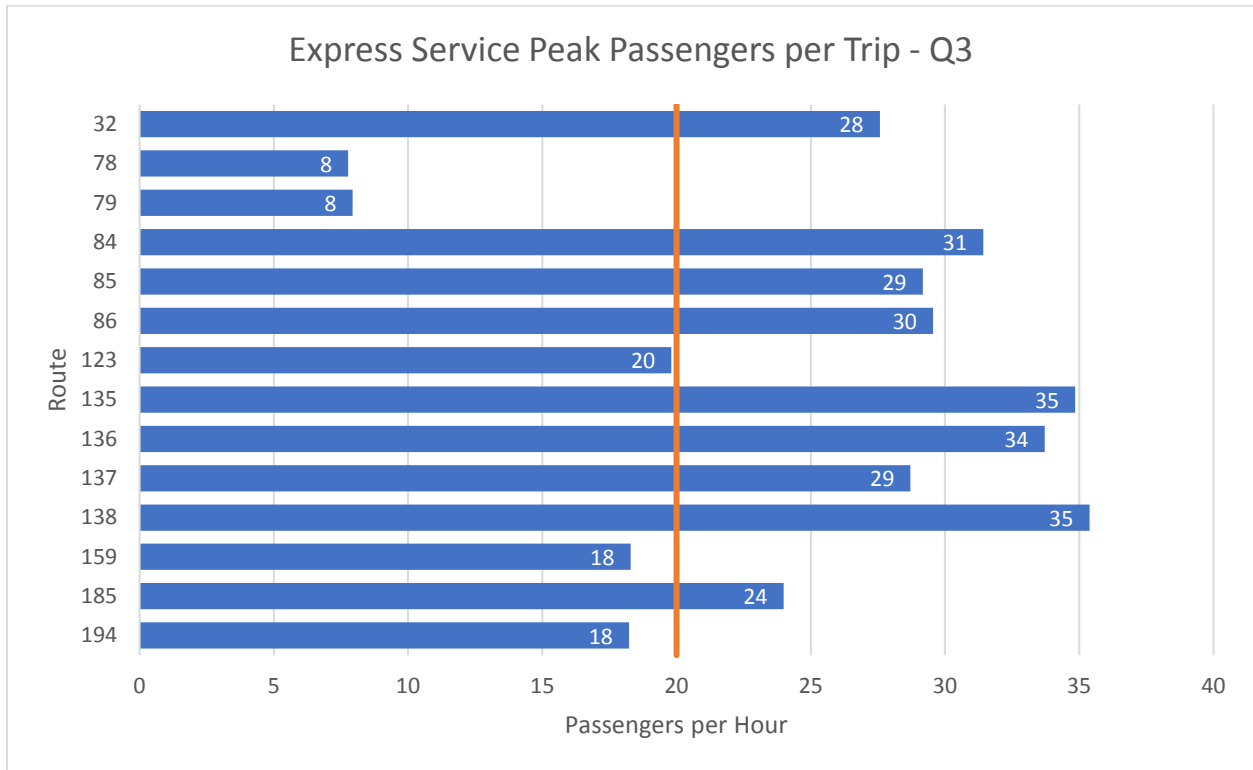
2018-19 Q3 Weekday AM Peak Boardings by District



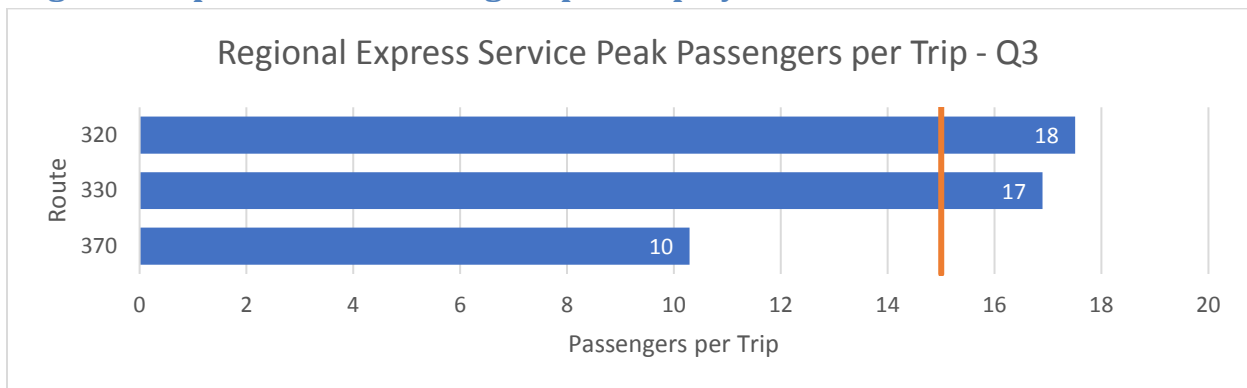
## Passengers per Hour by Route



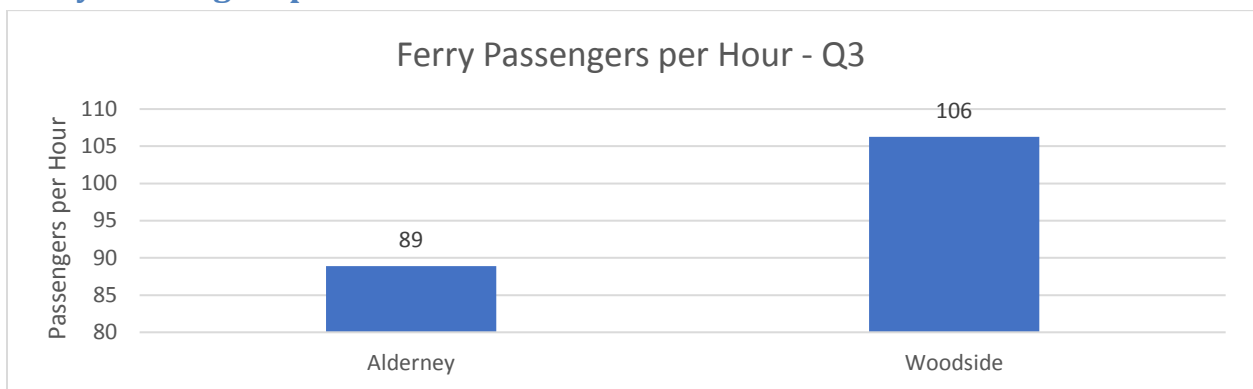
## Express Service Peak Passengers per Trip by Route



## Regional Express Peak Passengers per Trip by Route



## Ferry Passengers per Hour



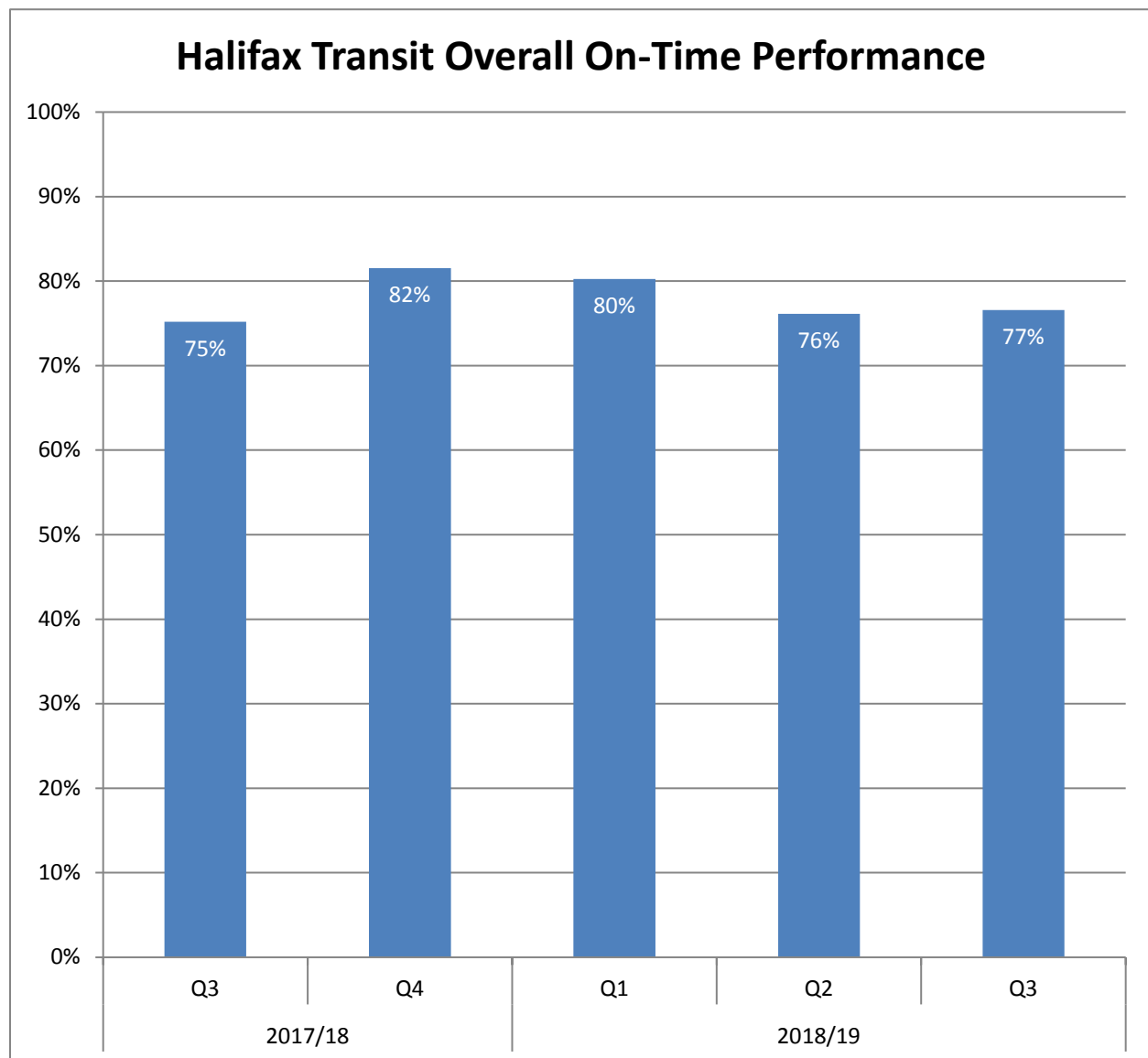
## On-Time Performance

On-time performance is a measure of route reliability and is tracked monthly to demonstrate schedule adherence across the network of routes. Terminals and select bus stops along each route are classified as time-points and have assigned and publicized scheduled arrival times. On-time performance demonstrates the percentage of observed time-point arrivals that are between one minute early and three minutes late.

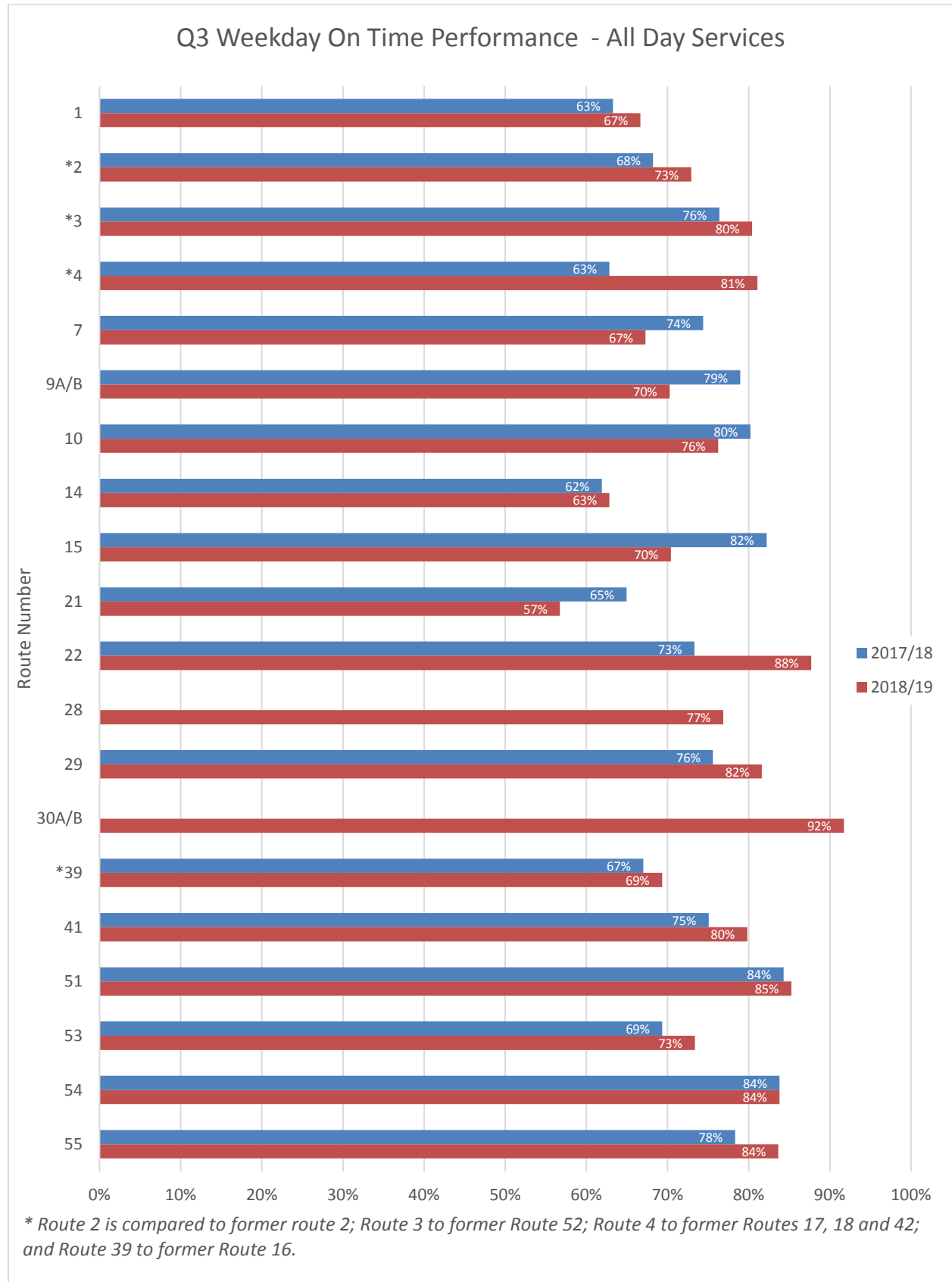
Transit industry standard targets for on-time performance tend to range between 85% and 90%, although service types are not always comparably grouped, nor are schedule adherence definitions consistent between agencies. Halifax Transit will analyze on-time performance across the network in order to establish a benchmark and target for the minimum percentage of trips to depart on time.

Compared to third quarter last year, on-time performance improved from 75% to 77%.

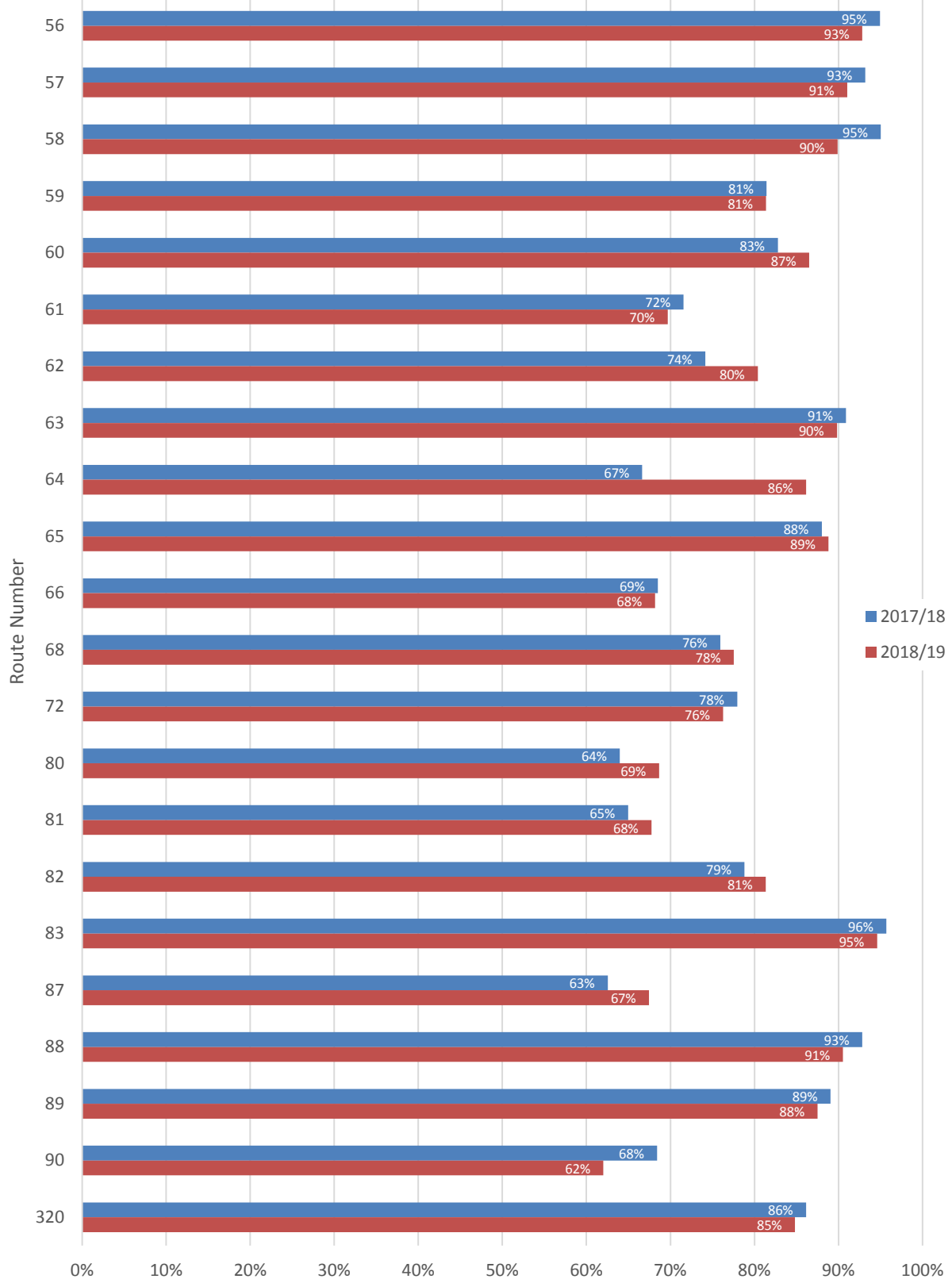
## Overall Network On-Time Performance



## Weekday On-Time Performance - All Day Services

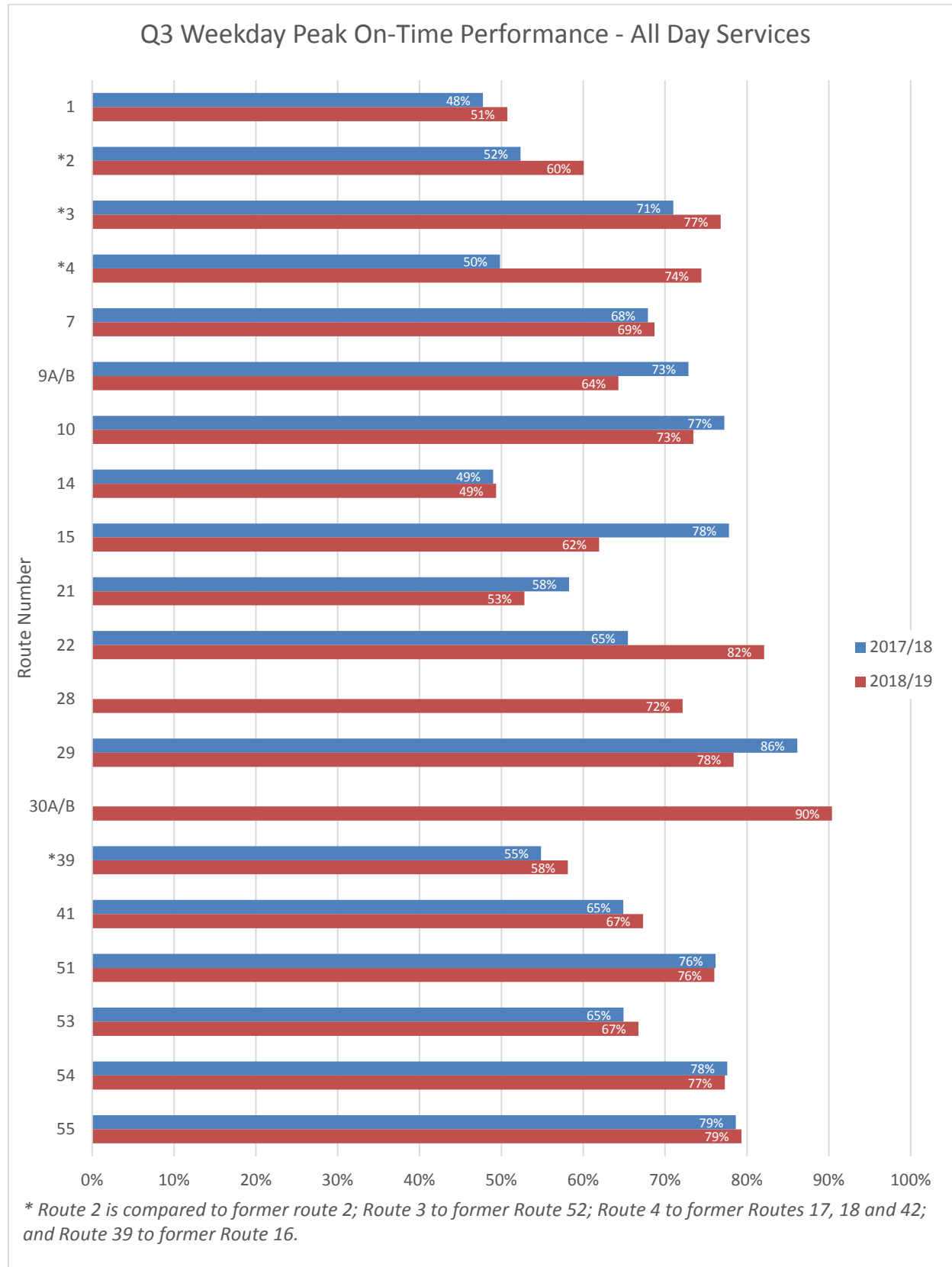


### Q3 Weekday On Time Performance - All Day Services

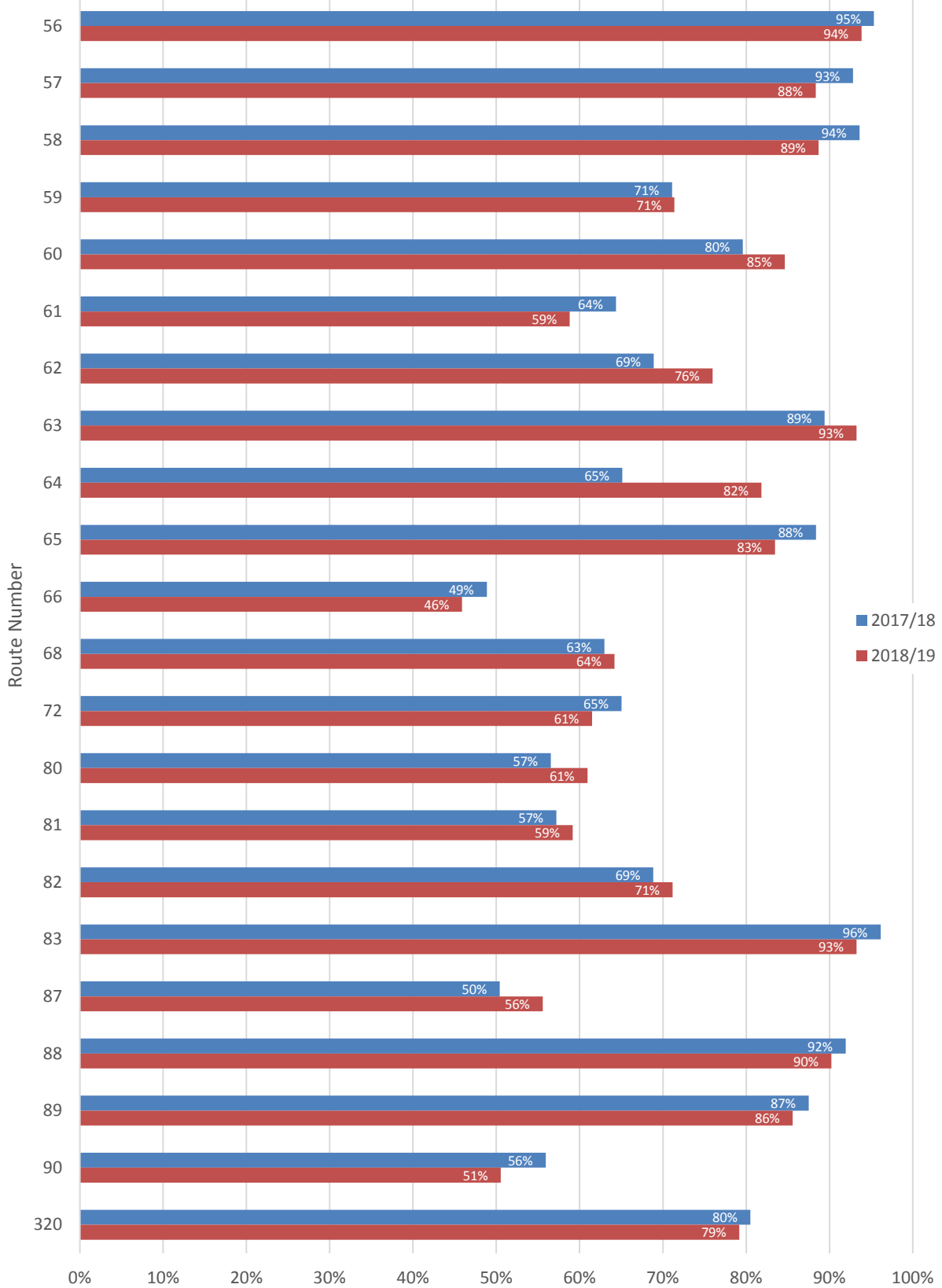




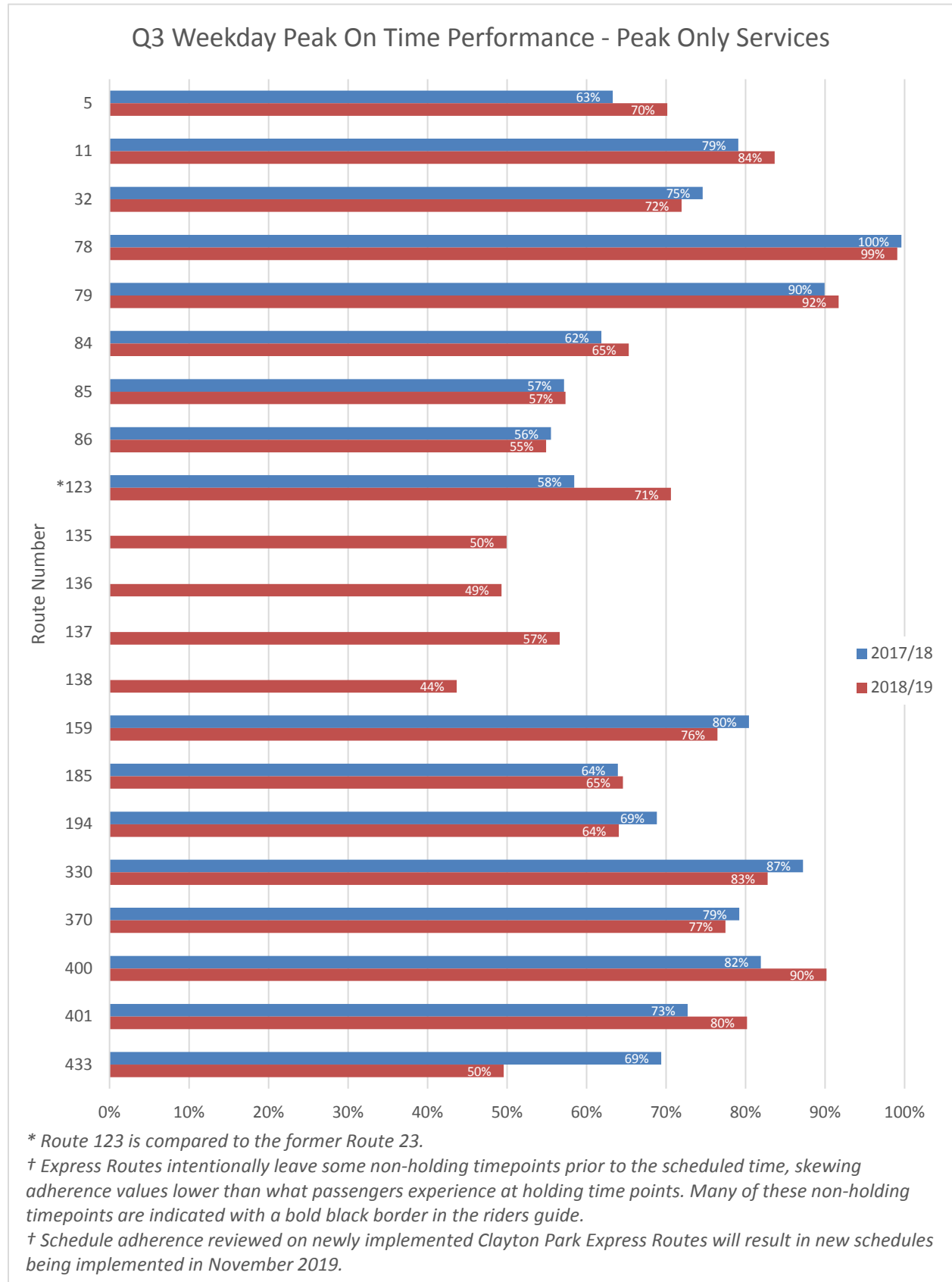
## Weekday Peak Period On-Time Performance – All Day Services



### Q3 Weekday Peak On-Time Performance - All Day Services



## Weekday Peak Period On-Time Performance – Peak Only Services



# Talk Transit Demographic Information & Results

## Safety Survey - December

The Halifax Transit Safety Survey yielded 251 responses total. Of these responses, nine were collected in person at Dartmouth North Community Centre, eight were collected in person at Halifax North Memorial Public Library, and 234 were collected through the online engagement portal, Talk Transit. Participation has been high in urban areas, variable in suburban areas, and lower in rural areas.

Survey results have been captured in the report and presentation. Below you'll see how respondents self-identified in terms of demographics. Note that demographic questions were optional and some respondents chose not to respond to these questions.

Self-Identification	Number of Respondents	Percentage of Respondents
Aboriginal	6	2%
Disabled	38	15%
Visible Minority	16	6%
Male	54	20%
Female	97	39%
Other Gender	3	1%

Table 1 Self-Identification of Respondents

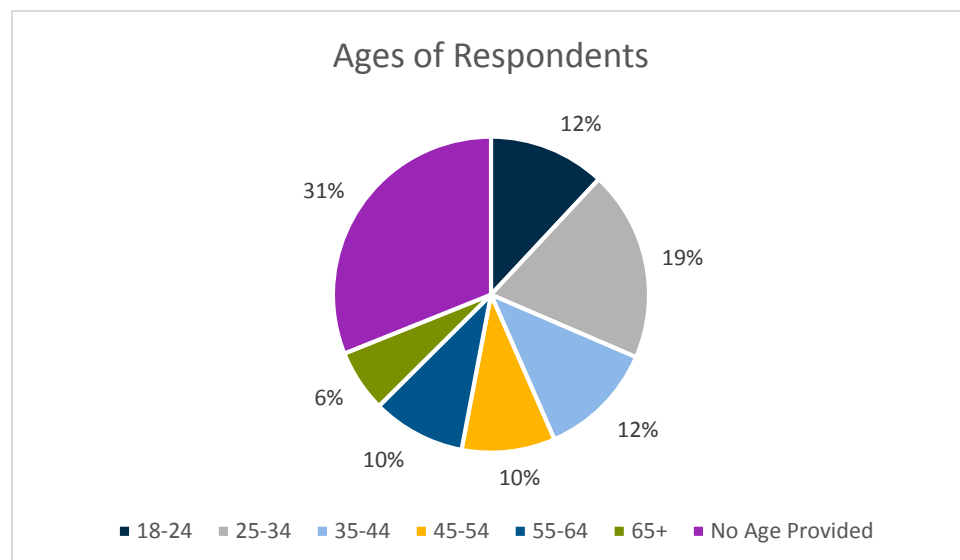


Figure 2 Ages of Respondents

- A total of 30 respondents (12%) are in the age range of 18-24
- A total of 49 respondents (20%) are in the age range of 25-34
- A total of 30 respondents (12%) are in the age range of 35-44
- A total of 24 respondents (10%) are in the age range of 45-54
- A total of 24 respondents (10%) are in the age range of 55-64
- A total of 16 respondents (6%) are in the age range of 65+
- A total of 78 respondents (31%) did not provide an age

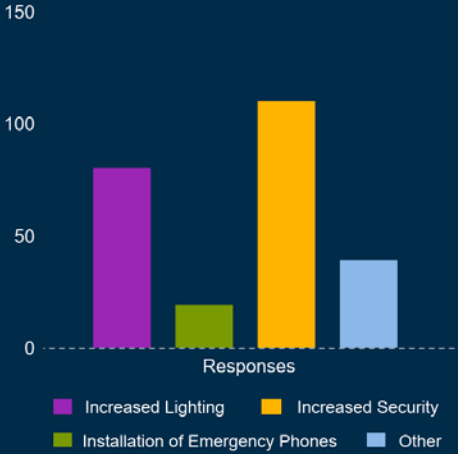
# Safety Survey Results

## Highlights

- The biggest concern passengers have when it comes to transit safety is other passengers on the bus.
- The terminal that the most people have concerns about is Mumford Terminal.
- Overall, passengers are happy with Halifax Transit's response to accidents and confrontations.



What's the best approach to improving safety at bus terminals?



## Cleanliness on the Bus

76%

FEEL THAT

Clean seats should be priority when it comes to cleanliness on the bus

9%

FEEL THAT

Litter should be priority when it comes to cleanliness on the bus

3%

FEEL THAT

Clean windows should be priority when it comes to cleanliness on the bus

3%

FEEL THAT

Clean floors should be priority when it comes to cleanliness on the bus

9% have other ideas

## How safe do you generally feel using Halifax Transit?

- 44.3% feel comfortable
- 35.0% feel safe
- 13.4% feel very safe
- 6.5% feel unsafe
- 0.8% feel very unsafe



## What's Next?



Thank you for responding to the Talk Transit safety survey! The answers you provided will help us form Halifax Transit's safety and etiquette campaign -- coming sometime this year.

Don't forget to check out this month's survey on Transit Technology.

## Transit Priority Measure (TPM) Survey – January

The Transit Priority Measure (TPM) Survey yielded 282 responses total. Of these responses, 15 were collected in person at Dartmouth North Community Centre, six were collected in person at St. Andrew’s Community Centre, and 261 were collected through the online engagement portal, Talk Transit. Participation has been high in urban areas, variable in suburban areas, and lower in rural areas.

Survey results have been captured in the report and presentation. Below you’ll see how respondents self-identified in terms of demographics. Note that demographic questions were optional and some respondents chose not to respond to these questions.

Self-Identification	Number of Respondents	Percentage of Respondents
Aboriginal	5	2%
Disabled	40	14%
Visible Minority	11	4%
Male	73	29%
Female	92	33%
Other Gender	2	1%

Table 1 Self-Identification of Respondents

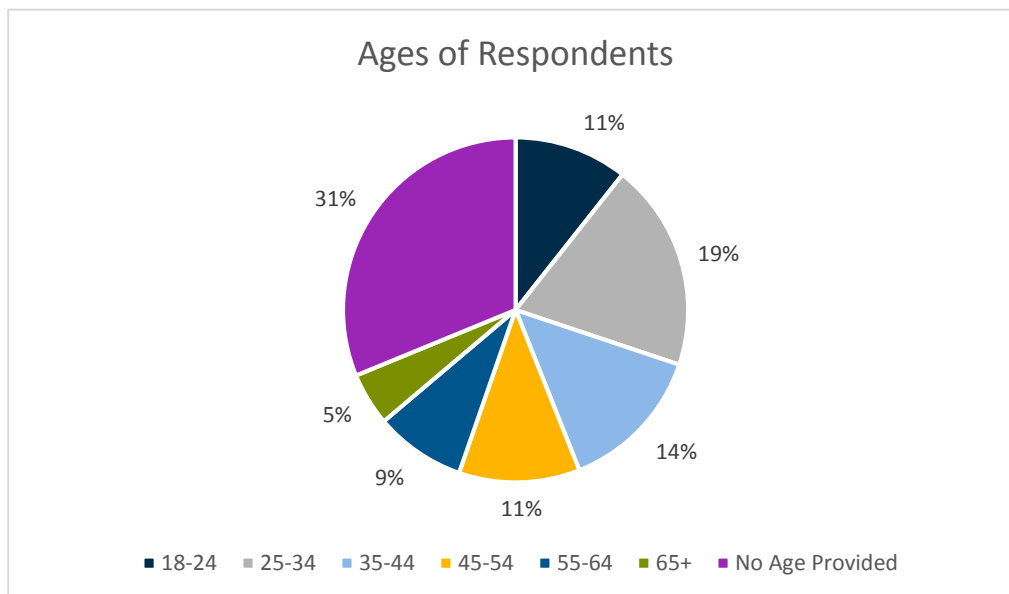


Figure 2 Ages of Respondents

- A total of 30 respondents (11%) are in the age range of 18-24
- A total of 55 respondents (20%) are in the age range of 25-34
- A total of 39 respondents (14%) are in the age range of 35-44
- A total of 32 respondents (11%) are in the age range of 45-54
- A total of 24 respondents (9%) are in the age range of 55-64
- A total of 14 respondents (5%) are in the age range of 65+
- A total of 88 respondents (31%) did not provide an age

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# Transit Priority Measures (TPMs) Survey Results

## Highlights

- Most respondents had at least some knowledge of Halifax TPMs before taking the survey.
- Many respondents feel that more public education surrounding TPMs is needed.
- 85% of respondents either agree or strongly agree that people would ride buses more often if they were less likely to get stuck in traffic.



As a transit passenger, do you feel TPMs help you get to your destinations more reliably?



■ Yes (85.50%) ■ No (14.50%)

When you use the road as a driver, a cyclist, or while walking, do you feel that TPMs are clearly marked and easy to understand?



■ Yes (75.30%) ■ No (24.70%)

## TPMs and Private Vehicles

44%

FEEL THAT

TPMs are a good thing even if they create *moderate* delays for private vehicles.

38%

FEEL THAT

TPMs are a good thing when they cause only *short* delays for private vehicles.

17%

FEEL THAT

TPMs are a good thing only if they *don't* increase delays for private vehicles.

1%

FEEL THAT

TPMs are not acceptable in any situation.

## How important is it that more TPMs are added to keep buses out of traffic?

- 48.5% say very important
- 39.2% say important
- 8% don't have an opinion on this
- 3.4% say unimportant
- 0.8% say very unimportant



## What's Next?



Thank you for responding to the Talk Transit TPM survey! The answers you provided have been shared with a Halifax Transit, Traffic, and Transportation Planning working group focused on TPM development.

This year, we are working on extending the Main St/Gordon Ave TPM and the Portland St/Baker Dr TPM (pending provincial approval). Stay tuned for more details.

Don't forget to check out this month's survey on transferring!

[www.shapeyourcityhalifax.ca/talktransit](http://www.shapeyourcityhalifax.ca/talktransit)

Attachment 2



# TSC Q3 2018/19 Report

April 23, 2019



# Transportation Priority Outcomes

## **A Safe and Accessible Transportation Network**

- Transit Accessibility
- Transit Technology

## **Interconnected and Strategic Growth**

- Transit Service Plan

## **A Well Maintained Transportation Network**

- Transit Asset and Infrastructure Renewal

# A Safe and Accessible Transportation Network

<b>Business Plan Deliverable</b>	<b>Status</b>
Access-A-Bus Review Implementation	In Progress
Accessible Transit Vehicle Procurement Plan	Complete
Bus Stop Accessibility & Improvement	Complete
Fare Management Solution	In Progress
Fixed Route Planning, Scheduling, and Operations Software	In Progress

# Q3 Highlights – Talk Transit

- Talk Transit, an online advisory hub, launched in October 2018 as an ongoing method of public engagement.
- To date, 994 unique participants have filled out at least one Talk Transit survey
- Quick poll asking residents for future survey topics yielded 618 responses
- Analysis done to identify response trends and demographic information
- Paper survey stations arranged in areas with low response rates to combat barriers to participation
- Latest survey on Transit Technology



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# Q3 Highlights – Talk Transit



## Safety Survey Notable Stats:

- 44% of respondents said they generally feel comfortable while riding the bus
  - 35% feel safe
  - 13% feel very safe
  - 7% feel unsafe
  - 1% feel very unsafe
- 44% of respondents feel that increased security is the approach to improving safety at bus terminals and stops
  - 32% think increased lighting is the best approach
- 37% of respondents said that their biggest concern when it comes to safety on the bus is other passengers on the bus
- 76% of respondents feel that clean seats should be a priority when it comes to cleanliness on the bus
- The terminal that the most respondents have safety concerns about is Mumford Terminal

# Q3 Highlights – Talk Transit



## Transit Priority Measure (TPM) Survey Notable Stats:

- 86% of respondents feel that as a transit passenger, TPMs help them get to their destinations more reliably
- 75% of respondents feel that as a motorist, cyclist, or pedestrian, TPMs in Halifax are clearly marked and easy to use
- 44% of respondents said that TPMs are a good thing even if they create moderate delays for motorists
  - 38% said they are a good thing when they cause only short delays for motorists
- 49% of respondents feel it's very important that more TPMs are added to keep buses out of traffic
  - 39% said it's important

# Q3 Highlights - Technology

- The Fixed Route Planning, Scheduling & Operations project team successfully closed off the vendor solution design phase with Trapeze in the March timeframe (Phase 1 - HASTUS replacement). With an approved design, the team has shifted focus to process development, test preparation, and training planning deliverables.
- The Fare Management project team continues to work on a fare strategy for Halifax Transit. The fare strategy will help Halifax Transit staff determine appropriate fare rates for each of Halifax Transit's fare products as well as future fare-related technology upgrades.
- Work continued on the second phase of the Paratransit project – the addition of mobile data computers (MDCs) to all Access-A-Bus vehicles, which will provide real-time updates to operator manifests and turn-by-turn directions to Operators, greatly improving the efficiency of the Access-A-Bus service.

# Interconnected and Strategic Growth

<b>Business Plan Deliverable</b>	<b>Status</b>
Moving Forward Together Plan Year 3 Implementation	Complete
Mumford Terminal Site Recommendation	Complete
Wrights Cove Terminal	In Progress
Transit Priority Measures Study/Implementation	In Progress

# Q3 Highlights

- The Mumford Terminal Opportunities Assessment was completed and direction was provided by Regional Council in January 2019. The Bus Rapid Transit Study is completed and will be brought forward to TSC in Q4.



# A Well-maintained Transportation Network

Business Plan Deliverable	Status
Ferry Replacement	Complete
Woodside Ferry Terminal Renovation	In Progress

# Q3 Highlights

- Tender for the detailed design of the Woodside Ferry Terminal Recapitalization has been awarded and work is currently underway.



# February 2019

## Service Adjustments

For the first time, Alderney Ferry Service will be offered on Easter Sunday, April 21, 2019.

The following is a list of subsequent service adjustments that were implemented on February 18, 2019, to routes introduced in previous phases of the *Moving Forward Together Plan*:

- Route 194 West Bedford Express was amended to service the first entrance of Broad Street encountered from Larry Uteck Boulevard, to better serve the greater density of potential ridership.
- Route 123 Timberlea Express had minor routing change on the express portion of the route and several bus stop changes.

# Performance Measures

## Q3 Highlights

- System wide On-Time Performance this quarter was 77%, improving 2% over last year.
- The average daily passenger counts this quarter were 97,371 on weekdays, 52,864 on Saturdays and 36,342 on Sundays.
- The Departures Line received over 6000 passenger calls on a typical weekday this quarter.
- Overall boardings increased 7.3% this quarter from last year, while revenue increased 3.7%.
- Access-A-Bus trips increased 7.2% this quarter.
- This quarter 92% of customer feedback was resolved within service standards.

# Performance Measures

## Q3 Highlights

- The average fuel cost this quarter was 81 cents/litre, 15 cents/litre higher than the budgeted cost.
- The mean distance between failures for conventional transit services this quarter was 6,869 km.
- The mean distance between service calls (MDBS) for conventional was 3,252 kms, declining 9% compared to the previous year, the MDBS for Access-A-Bus was 75,730 kms.
- The maximum daily number of buses that could not complete their scheduled service due to a mechanical defect was 16, while the daily average was 7.7.
- Maintenance cost per kilometer was \$1.11/km, nine cents lower than the budget cost of \$1.20/km.