

Taking the Bus Away Was NOT OKAY

Lyle Mailman

FB Beaver Bank Community Watch Admin

6 Years

The Urban Transit Boundary



The Urban Transit Boundary in Beaver Bank



The Urban Transit Boundary in Beaver Bank

The Main Criteria appears to be the Halifax Water and Sewer Service.

Sustainable criteria should consider:

- Location of Community Centres
- Largest Employer in the Community
- Loss of Access a Bus service to new applicants.
- Potential Park and Ride locations
- Safe bus Turnarounds



July 1996- Beaver Bank Transit Limited



The Community operated bus service for all of Beaver Bank for over 30 years funded through an area rate. In July 1996 Metro Transit had an agreement to take over the the service and has since changed the funding model and level of Service.

-We had one bus route servicing all of Beaver Bank.

-We now have 2 busses at peak hours Chasing each other through half of the Community

Moving Forward Without Us

Largest Employer in the community- 51 Residents, 100 Staff, Family, Volunteers and visitors. Former RCAF Base, and Community. Building remains and Maintenance Sheds. Ridership would increase with routes planned around shift change hours: 7am 3pm, 1pm and midday visiting hours 7 days a week



The Ivy Meadows | Continuing Care



Your Rosecrest Community in
Beaver Bank



Moving Forward Without Us

CBC News · Posted: Sep 24, 2009 7:20 AM AT | Last Updated: September 24, 2009

A Halifax-area community centre that housed the local fire department was badly damaged in a blaze that broke out just before midnight Wednesday.

The Beaver Bank Kinsac Community Centre, built in 2004, was gutted by the flames.

Besides being home to the Beaver Bank-Kinsac fire department, it also housed an RCMP community station and a daycare.

Marina Johnson, co-owner of the daycare, said she was devastated when she saw what had happened. "It was heartbreaking. And you just think of everything that everybody has worked to make the community centre what it is — and that hard work is gone," she said.

Moving Forward Without Us

Discouraging Ridership for Youth

A 10 year relationship with seniors of Ivy Meadows
and youth from The Children's Learning Centre



Moving Forward Without Us



Moving Forward Without Us

Loss of Access A Bus



No New Applications will be accepted for Access A Bus service 1 km North of Kinsac Road. Anyone has a stroke, mobility issues will not be able to get the service.

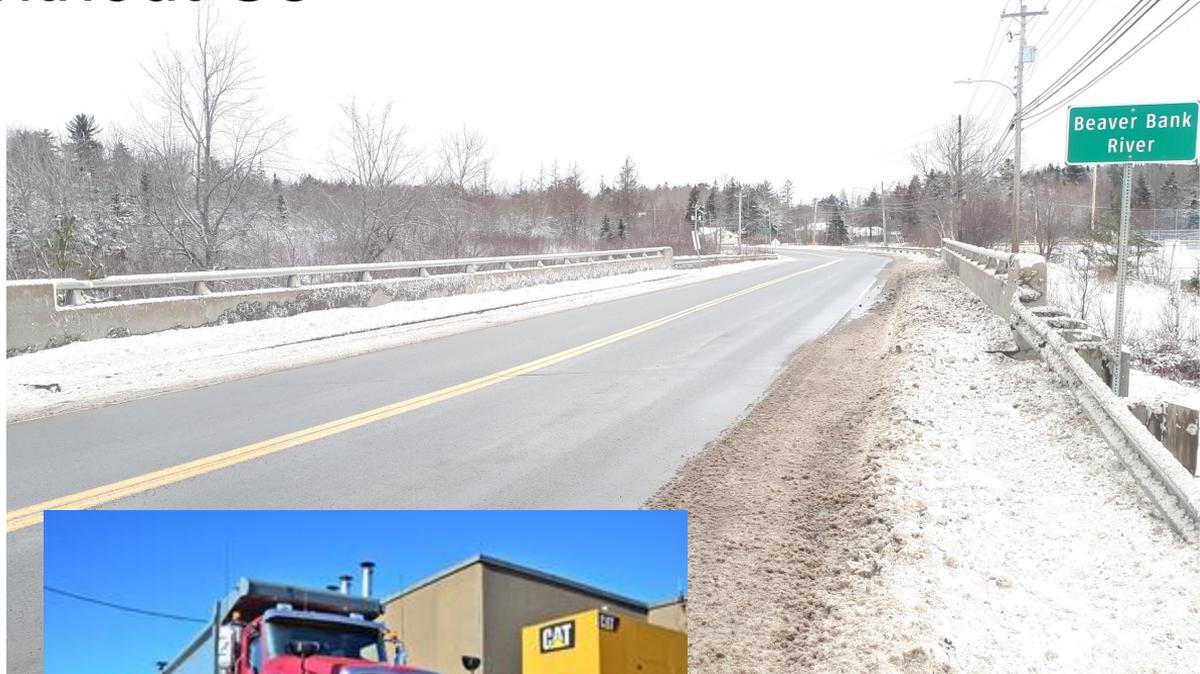
Current riders and Continuing care residents will have the service until no longer required.

Moving Forward Without Us

7 Kilometres

3 hours...

98 Trucks



Moving Forward Together

- Bus service was supposed to continue for another year. Software Update allowed Fast-Tracking.
- Route 86 no longer goes to Monarch Elementary school.
- Route 86 busses can sit idle at Sackville Terminal for up to 20 minutes, then sit idle at Kinsac for up to 5 minutes. Allows for 7 km shortfall coverage.
- Bus service can be interlined with downtown route to improve ridership.
- Concrete bus pads will increase rider safety and encourage ridership. Current stops are on narrow, unpaved shoulders with vehicles travelling 90-70km/h.

Moving Forward Together - January 2019

<https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/190115rc1432.pdf>

Peak Hour Transit Service in North Beaver Bank Council Report

Item No. 14.3.2 Halifax Regional Council January 15, 2019

There were 5 options for consideration. Staff Recommended stopping the route due to the Moving Forward Together Plan Criteria and low ridership.

.... But what needs to change, the community or the criteria of the plan?

What About those other 4 options?

Moving Forward Together - January 2020!

	Description	Staff Discussion and Recommendation	Cost/Annum	Cost/Weekday
Option 1	<p>Proceed with MFTP</p> <ul style="list-style-type: none"> Discontinue Route 400 Introduce Local Route 89 as planned Introduce Express Route 189 as planned 	<ul style="list-style-type: none"> Offers a higher quality of service for the majority of existing riders. Offers opportunity to increase ridership by offering more local trips and express trips to downtown Halifax, making transit a more viable mode choice for the wider population south of Beaver Bank Kinsac Community Centre. This option has great potential to benefit people who are not currently using Route 400. Negative impact due to permanent loss of service north of Beaver Bank Kinsac Community Centre. Staff recommend implementing this option. 	\$880,000	\$3,000 (\$135 per weekday trip)
Option 2	<p>Retain existing service</p> <ul style="list-style-type: none"> Retain Route 400 Retain planned Express Trips identified in the <i>Moving Forward Together Plan</i> but from Sackville Terminal Only <p><i>Retains the existing service as is, with 12 trips per day north of Sackville Terminal.</i></p>	<ul style="list-style-type: none"> Low ridership north of Kinsac Road is significantly below Halifax Transit ridership guidelines which indicates that this area does not support service. Lack of improvement in quality of service on the busiest parts of the route. Supports existing ridership but offers no potential for growth or potential to increase quality of service. Staff do not recommend implementing this option 	\$740,000	\$2,600 (\$220 per weekday trip)

**HAS RIDERSHIP INCREASED?
More Empty Buses?**

**Cheaper Option Serves All
Have to Transfer to get Downtown**

Moving Forward Together - January 2020!

	Description	Staff Discussion and Recommendation	Cost/Annum	Cost/Weekday
Option 3	<p>Extend all planned Route 189 Beaver Bank Express trips to Ivy Meadows</p> <ul style="list-style-type: none"> Discontinue Route 400 Introduce Local Route 89 as planned Introduce Express Route 189 but extend back to serve all stops on existing Route 400. Change in the concentration of trips to the peak but no change in the number of trips per day north of Beaver Bank Kinsac Community Centre (12 trips). 	<ul style="list-style-type: none"> Extending express routes back to Ivy Meadows would only benefit approximately 5 people per weekday (see Figure 4 and inbound boarding count between 6am and 8am). Based on observed ridership it is not likely that these trips will meet ridership standard. Retains opportunity to increase ridership south of Beaver Bank Kinsac Community Centre. Replacing a rural route with an express route is inconsistent with the MFTP which directs Halifax Transit to implement a transfer-based network with less duplication in the downtown core. Rural Routes are described as providing service to the nearest terminal. For this reason, in August 2018, the former Route 33 was replaced with the Route 433 and no longer offers direct trips downtown. Staff do not recommend implementing this option. 	\$1,010,000	\$3,500 (\$160 per weekday trip)
Option 4	<p>Extend some trips on the planned Route 189 to Ivy Meadows at peak</p> <ul style="list-style-type: none"> Retain 6 trips north of Beaver Bank Kinsac Community Centre as a branch of Route 189 (189B). 	<ul style="list-style-type: none"> Fewer trips would be offered north of the community centre compared to existing service or Option 3 Peak service would be provided north of the community centre at a similar frequency to existing service but no mid-day service would be offered. The same concerns raised with Option 3 in relation to providing Express Service to a rural area are valid. Staff do not recommend this option. 	\$950,000	\$3,250 (\$145 per weekday trip)

Most Expensive
Serves All
Express Routex12
Doesn't Fit Criteria
Of MFT Plan

Serves All
Express Routex6
Doesn't Fit Criteria
Of MFT Plan

Moving Forward Together - January 2020!

	Description	Staff Discussion and Recommendation	Cost/Annum	Cost/Weekday
Option 5	<p>Introduce a branch on the new Route 89, No Express Route.</p> <ul style="list-style-type: none"> Retain peak Route 400 trips to Ivy Meadows as a branch of the Route 89. Primary branch would terminate at Beaver Bank Kinsac Community Centre, providing a higher level of service at peak and mid-days. No weekend service provided beyond Kinsac Community Centre No Express Route 189 Beaver Bank Express (but same number of express trips offered from Sackville Terminal to Downtown Halifax) 	<ul style="list-style-type: none"> Fewer trips would be offered north of the community centre compared to today or Option 3 Peak service would be provided north of the community centre at a similar frequency to today but no mid-day or weekend service would be offered. This is the simplest solution offering a peak service north of Beaver Bank Kinsac Community centre and improved service south of the community centre. A transfer would be required to take an Express Route to downtown Halifax. Staff do not recommend this option. 	\$930,000	\$3,200 (\$145 per weekday trip)

No Weekend service North of Kinsac
No Express

Moving Forward Together - January 2020!

Seniors, youth, single parents, daycare operators, single car and no car families are now being forced to make hard decisions about moving from their affordable homes. They are unable to get to school< jobs, groceries or medical appointments and has created isolation.

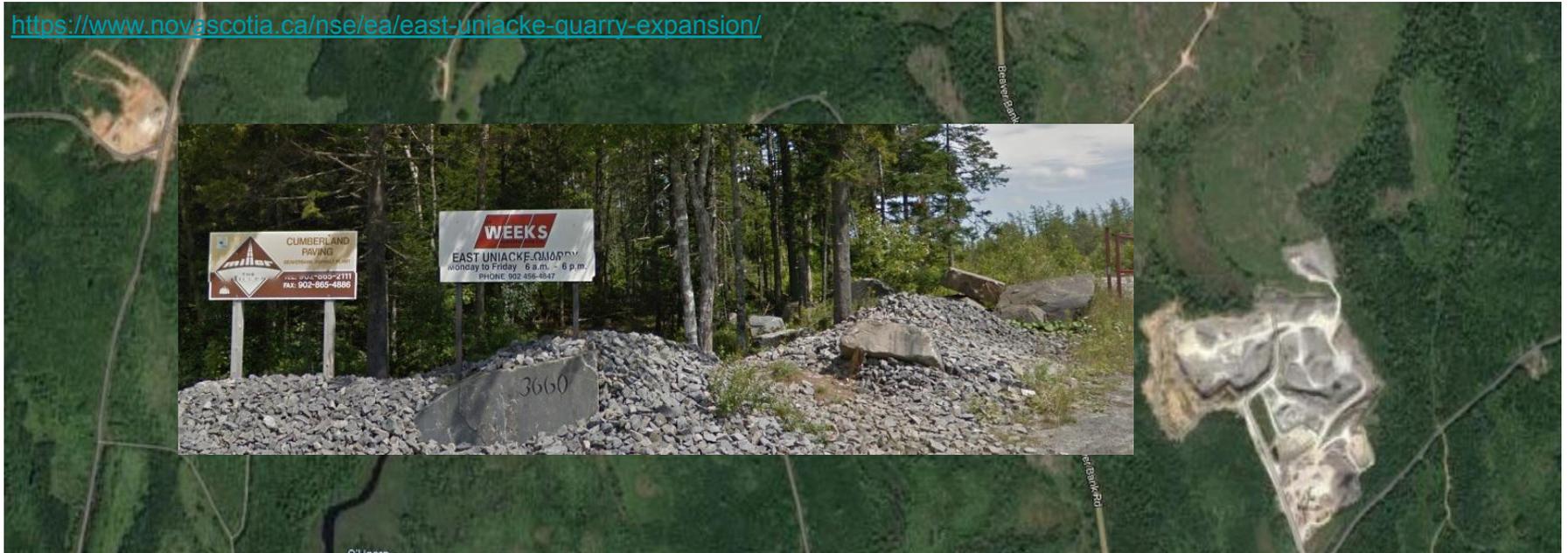
How do we increase Ridership? Rider Safety and The Beaver Bank Road



Rider Safety and The Beaver Bank Road

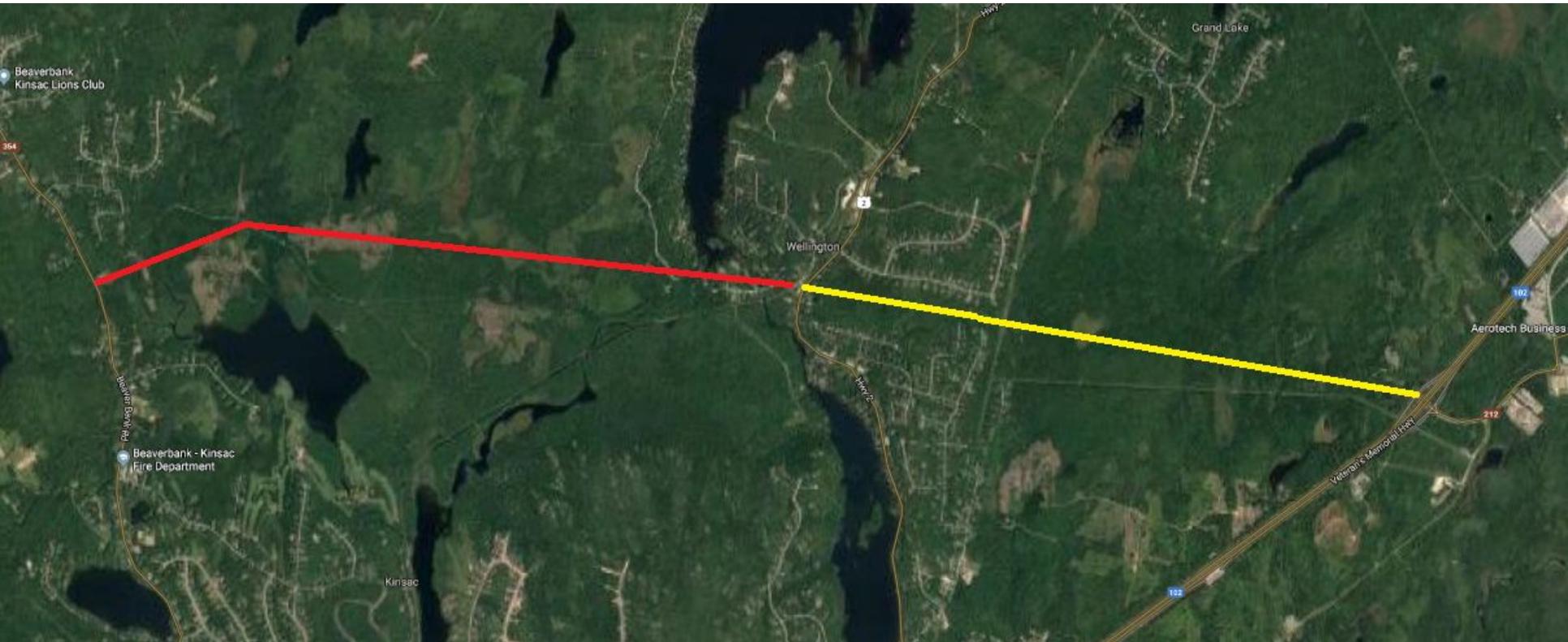
The Beaver Bank Road has a high volume of construction vehicles from quarry operations in East Uniacke. Miller Group Asphalt, Weeks Quarry, Birrette's East Uniacke Quarry. Speed limits of 90-70km/h

<https://www.novascotia.ca/nse/ea/east-uniacke-quarry-expansion/>



Rider Safety and The Beaver Bank Road

Margeson Drive and the AeroTech Connector



Rider Safety and The Beaver Bank Road

-A Municipal and Provincial Safety and Signage review of the Beaver Bank Road.

Road maintenance for Halifax ends at Lakecrest Drive/Ballfields and is continued by the Department of Transportation and Infrastructure Renewal.

Many signs are missing, covered and the speed limits do not allow crosswalks at intersections, such as Colville Court, Woodbine, Barrett Woods and Mayflower subdivisions.



Increase Ridership and Development

A Development Moratorium has limited growth and population.

Long awaited intersection upgrades at the Beaver Bank/Windgate Intersection when tracks have been paved over in Mount Uniacke and Windsor.



Increase Ridership and Development



**THIS BUS STOPS AT ALL
RAILWAY CROSSINGS**

Increase Ridership and Development

Halifax Water and Sewer Boundary Extension to The Community Centre (Fire 2009)

Park and Ride options for Beaver Bank and East Hants Commuters (Rawdon, Kennetcook, Noel)

Concrete Bus Pads at stops

Reduced speed limits to allow crosswalks and improve safety



The Stories - The Petition - Next Steps

Already received a petition of over 500. People have moved here knowing they had bus service. Isolation in our aging community has now multiplied for seniors. Staffing at our largest employer has been affected and will affect new hiring.

David Merrigan, Dave Barrett, Peter Wilde and others worked hard to get a bus for Beaver Bank. Volunteer hours are strained now and operating rural community transit is not high on the priority list for a 7 Kilometer stretch of road.

Halifax Transit is the qualified and equipped operator for Halifax for our area with Human Resources, Training, Operations, Maintenance, Occupational Health and Safety, insurance and liability.