

# HALIFAX

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**Item No. 5**  
**Budget Committee**  
**March 10, 2021**

**TO:** Chair and Members of Budget Committee (Standing Committee of the Whole on Budget)

**SUBMITTED BY:** Original Signed by   
Jacques Dubé, Chief Administrative Officer

**DATE:** March 2, 2021

**SUBJECT:** Proposed 2021/22 Halifax Transit Budget and Business Plan

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## **ORIGIN**

As per Administrative Order 1 and the Budget and Business Plan consultation schedule presented to Regional Council on December 1, 2020, staff is required to present the draft 2021/22 Business Unit Budget and Business Plans to the Budget Committee for review and discussion prior to consideration by Regional Council.

At the May 22, 2012 meeting of Regional Council, the following motion was put and passed:

Request that Metro Transit come to Regional Council one month prior to budget presentations to present any proposed changes to Metro Transit service so that Council has ample time to debate the proposed changes before the budget comes to Council.

## **LEGISLATIVE AUTHORITY**

Halifax Charter, section 35 (1) The Chief Administrative Officer shall (b) ensure that an annual budget is prepared and submitted to the Council.

## **RECOMMENDATION**

It is recommended that the Budget Committee direct the CAO to incorporate the Halifax Transit proposed 2021/22 Budget and Business Plan, as set out and discussed in the March 2, 2021 staff report and supporting presentation by staff, and with transit service modifications as proposed in the accompanying Annual Service Plan, into the Draft 2021/22 Operating Budget.

## **BACKGROUND**

At the Dec 1, 2020 Budget Committee meeting, Regional Council confirmed the 2021 - 2025 Strategic Priorities Plan and directed the CAO to proceed to prepare the 2021/22 Budget and Business Plan in support of Council's Priority Outcomes.

As part of the design of the 2021/22 Budget and Business Plan development process, the Budget Committee is reviewing each business unit's budget and proposed plans, in advance of completing detailed HRM Budget and Business Plan preparation.

## **DISCUSSION**

Staff has prepared the proposed 2021/22 Halifax Transit Budget and Business Plan consistent with the 2021- 2025 Strategic Priorities Plan approved on December 1, 2020 as well as fiscal direction provided on January 13, 2021.

Following direction from the Budget Committee, staff will proceed to prepare the detailed Budget and Business Plan for inclusion in the proposed 2021/22 HRM Budget and Business Plan documents to be presented to Regional Council's Committee of the Whole, as per the process and schedule approved on December 1, 2020.

As part of the budget process, Regional Council will be provided with a list of possible service increases and decreases that will allow them to more fully direct changes to the budget.

### **2021/22 Annual Service Plan**

Regional Council has previously directed Halifax Transit to bring Annual Service Plans to Regional Council a minimum of one month ahead of final budget deliberation. Therefore, the Halifax Transit 2021/22 Annual Service Plan is included as an attachment to this report. In the upcoming year, modifications are proposed to a large number of routes, including 16 routes that access the Portland Hills Terminal, as well as seven others that provide service throughout the municipality. In addition, minor routing changes to four routes will be required with the launch of the West Bedford Park & Ride to service this new facility. The proposed changes range from those that have a minor impact on existing passengers, to those that have significant impacts.

There is a long lead time required to implement routing and schedule changes and these are typically finalized six to twelve months prior to the launch date. Any changes that occur after that time period cannot be easily incorporated into public facing data and can lead to public confusion. Furthermore, depending on the extent of the changes, they may, have budget and resource impacts, limiting the ability to implement them, and/or resulting in unnecessary bus stop infrastructure costs. As such, it is critical that the Annual Service Plan, including the routing changes contained within, be approved by Regional Council as part of the budget approval process, and not be further modified mid-year.

## **FINANCIAL IMPLICATIONS**

The recommendations in this report will lead to the development of a proposed 2021/22 Budget. There are no immediate financial implications from this recommendation. The broader financial implications will be discussed and debated as the budget is developed in more detail.

## **RISK CONSIDERATION**

Although there is no immediate risk related to financial decisions, there may be risks associated with individual decisions during the budget debate that could favour short-term results over longer term strategic outcomes. Individual decisions made during budget debate will however, be considered for both short and long term impacts to levels of service, asset condition, and cost.

In addition, the administration seeks to reduce these risks in three ways: by providing Regional Council with several fiscal options to assist in the achievement of longer-term strategic outcomes, by assessing both corporate and capital project risk, and by providing the opportunity to draw Regional Council's attention to project or program related risks when reports are presented for consideration.

HRM implemented Enterprise Risk Management in 2015. Corporate and operational risks are evaluated annually during the business planning process and mitigating strategies are implemented to reduce the overall risk to the organization. Project related risk is evaluated during the capital planning process. Project managers use the same risk assessment tools as those used to assess corporate risk to rate each discrete project.

## **COMMUNITY ENGAGEMENT**

The 2021/22 Municipal Budget Engagement Survey was conducted from November 5, 2020 – Dec 14, 2020. This on-line survey was available to all HRM residents and received 4,312 responses to a variety of budget, planning, and priorities questions. The results of the 2020 Municipal Budget Survey were provided in an information report presented to Regional Council on January 26, 2021.

The 2021/22 budget consultation process also seeks to solicit public comment by inviting members of the public to provide feedback following each business unit budget and business plan presentation

## **ENVIRONMENTAL IMPLICATIONS**

None.

## **ALTERNATIVES**

The Budget Committee can choose to amend the Budget and Business Plan as proposed in the accompanying presentation through specific motion, and direct staff to proceed to prepare the Budget and Business Plan for inclusion in the proposed 2021/22 HRM Budget and Business Plan documents.

## **ATTACHMENTS**

Attachment 1 – Halifax Transit 2021/22 Draft Budget and Business Plan  
Attachment 2 – Halifax Transit 2021/22 Annual Service Plan

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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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**HALIFAX**

# **HALIFAX TRANSIT**

2021/22 BUDGET AND BUSINESS PLAN

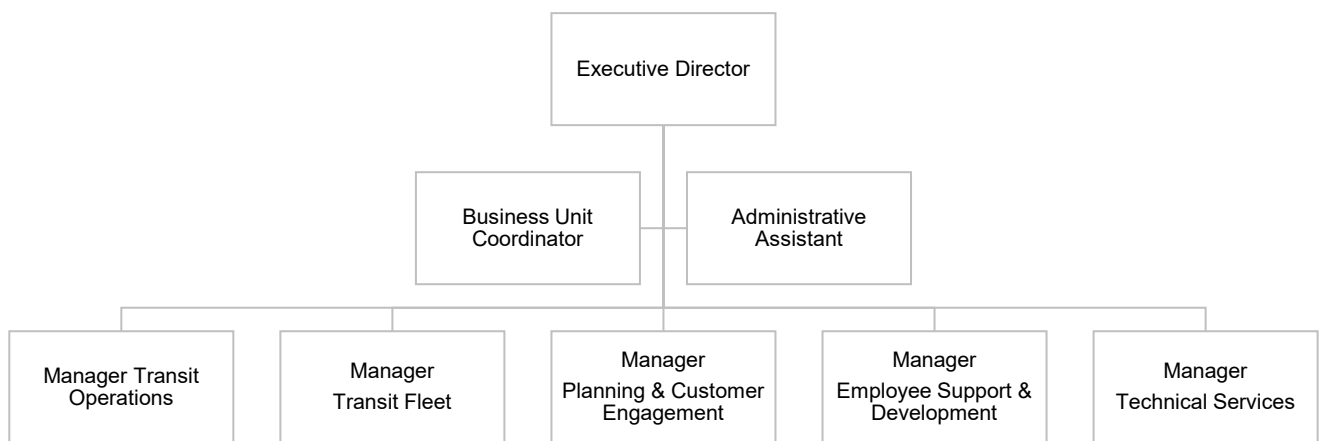
## **MISSION**

WORKING TOGETHER TO PROVIDE A SAFE, RELIABLE AND SUSTAINABLE TRANSIT SYSTEM

## HALIFAX TRANSIT OVERVIEW

Halifax Transit is committed to advancing Regional Council's priority outcomes through the operation of 353 conventional buses, 5 ferries and 47 Access-A-Bus vehicles. Halifax Transit employs a workforce of more than 1000 employees and operates two transit maintenance and storage centres, three ferry terminals, 11 bus terminals, and 13 Park & Ride lots.

## HALIFAX TRANSIT ORG CHART



FUNDED FULL TIME EQUIVALENTS (FTES)

Full Time Equivalent	2020/21 Approved	2021/22 Planned Change (+/-)	2021/22 Planned
Full Time	1,043.6	3.0*	1,046.6
Seasonal, Casual & Term	2.9	17.1**	20.0
<b>Total</b>	<b>1,046.5</b>	<b>20.1</b>	<b>1,066.6</b>

*Includes full & part-time and permanent positions. Calculated value based on the normal working hours of each position.*

\* The Full-Time change includes 2 positions moved to Human Resources and 2 proposed operating cost of capital (OCC) positions that have been removed as they are no longer required. There are seven new positions included. Four of these positions are related to capital project operating requirements, which include: Employee Services Supervisor, Transit Trainer, Network Supervisor, and a Mobile Supervisor. The other three positions are: Sustainable Fleet Analyst, Supervisor, Transit Facilities and Program Coordinator.

\*\* The Seasonal, Casual and Term change includes 17.9 FTE Hostler Term positions that were created due to increased cleaning requirements in response to COVID-19 and a 0.8 FTE Coordinator Project Planning term position that ended in January 2020.

## STRATEGIC INITIATIVES (2021/22)

### INITIATIVES SUPPORTING REGIONAL COUNCIL PRIORITIES

#### Transit Asset & Infrastructure Renewal

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 and Access-A-Bus vehicles.

#### 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, 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.

#### Transit Technology

Through the implementation of improved transit technology including Electronic Fare Management Systems, 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.

### Transit Service Plan

Halifax Transit is continuously evolving 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.

### Decarbonizing Public Transit

Halifax Transit will initiate the conversion from a fully diesel-powered fleet to zero emission buses. This initially includes the procurement of electric buses and charging infrastructure, transit facility renovations to accommodate electric buses, planning and routing considerations for electric buses, and staff training.

## INITIATIVES SUPPORTING ADMINISTRATIVE PRIORITIES

### D&I Framework

Halifax Transit is undertaking initiatives to advance diversity and inclusion to foster innovation and support of our workplace and communities. Over the next year, Halifax Transit will focus on awareness campaigns and diversity training, along with improved equitable employment and accessible information.

## HALIFAX TRANSIT BUDGET

### OPERATING - BUDGET BY SERVICE AREA

Service Area	2019/20	2020/21	2020/21	2020/21	2021/22	2021/22	June	March
	Actual	March Budget	June Budget	Projections	Budget	Δ 2020/21 June Budget	Budget Δ %	Budget Δ %
Access-A-Bus Service	\$ 6,453,347	\$ 7,544,400	\$ 6,590,100	\$ 6,158,300	\$ 7,003,300	\$ 413,200	6.3	(7.2)
Conventional Service	58,752,780	63,504,200	74,618,300	75,878,100	72,533,600	(2,084,700)	(2.7)	14.2
Ferry Service	3,512,171	3,873,700	4,580,700	5,233,200	5,070,100	489,400	10.7	30.9
Transit Facilities	4,502,259	4,360,900	3,446,300	4,007,000	4,548,500	1,102,200	32.0	4.3
Fiscal Transit	(77,863,106)	(48,736,300)	(48,886,300)	(49,634,000)	(50,671,000)	(1,784,700)	3.7	4.0
<b>Net Total</b>	<b>\$ (4,642,549)</b>	<b>\$ 30,546,900</b>	<b>\$40,349,100</b>	<b>\$41,642,600</b>	<b>\$38,484,500</b>	<b>\$ (1,864,600)</b>	<b>(4.6)</b>	<b>26.0</b>

Note: "March budget" is the pre COVID budget presented to Regional Council and was not adopted. "June budget" is the recast budget for COVID that Regional Council approved as the 2020/21 budget.



## OPERATING - SUMMARY OF CHANGES - PROPOSED BUDGET

<b>Change Description / Service Impact</b>	<b>Amount</b>
<b>Approved 2020/21 June Budget</b>	<b>\$ 40,349,100</b>
<b>Compensation Changes:</b>	
New positions and salary increases	3,944,900
New positions - Moving Forward Together Plan	938,000
<b>Revenue Adjustments:</b>	
Increase to fare revenue	(10,294,800)
Area rate revenue	(1,540,600)
Other revenue adjustments	91,000
<b>Other Budget Adjustments:</b>	
Moving Forward Together Plan - non-compensation expenses	204,800
Fuel price and usage increase	644,900
Ferry Refit	350,000
Equipment and building expenses	752,300
Vehicle expenses	1,343,000
Janitorial services, cleaning supplies & PPE	296,900
Uniforms	290,000
Accessible Taxi Program	220,000
Training and Education	172,000
Advertising & recruiting	259,000
Snow removal	131,200
Other expenses - Services/Supplies	332,800
<b>Total Proposed Changes</b>	<b>\$ (1,864,600)</b>
<b>Proposed 2021/22 Budget</b>	<b>\$ 38,484,500</b>

## OPERATING- SUMMARY OF EXPENDITURE &amp; REVENUE

Expenditures	2019/20	2020/21	2020/21	2020/21	2021/22	2021/22	June	March
	Actual	March Budget	June Budget	Projections	Budget	Δ 2020/21 June Budget	Budget Δ %	Budget Δ %
Compensation and Benefits	\$ 79,462,614	\$ 84,817,800	\$81,742,700	\$81,978,500	\$86,925,600	\$ 5,182,900	6.3	2.5
Office	1,120,807	1,438,200	1,125,900	999,300	1,125,100	(800)	(0.1)	(21.8)
External Services	2,048,540	2,272,000	2,164,100	2,293,900	2,823,400	659,300	30.5	24.3
Supplies	1,167,997	1,078,100	905,000	1,222,000	1,451,700	546,700	60.4	34.7
Materials	150,476	150,000	110,600	126,100	147,000	36,400	32.9	(2.0)
Building Costs	2,715,807	2,635,400	1,801,700	2,016,000	2,409,000	607,300	33.7	(8.6)
Equipment & Communications	1,195,044	1,250,500	943,700	1,114,800	1,111,500	167,800	17.8	(11.1)
Vehicle Expense	22,222,139	22,035,100	17,327,000	18,078,400	19,799,900	2,472,900	14.3	(10.1)
Other Goods & Services	1,261,081	1,630,600	1,139,200	960,600	1,342,000	202,800	17.8	(17.7)
Interdepartmental	(118,803)	(100,000)	(100,000)	(4,900)	(95,500)	4,500	(4.5)	(4.5)
Debt Service	3,840,295	-	-	-	-	-	-	-
Other Fiscal	2,872,700	620,000	470,000	249,700	470,000	-	-	(24.2)
<b>Total Expenditures</b>	<b>117,938,697</b>	<b>117,827,700</b>	<b>107,629,900</b>	<b>109,034,400</b>	<b>117,509,700</b>	<b>9,879,800</b>	<b>9.2</b>	<b>(0.3)</b>

Revenues	2019/20	2020/21	2020/21	2020/21	2021/22	2021/22	June	March
	Actual	March Budget	June Budget	Projections	Budget	Δ 2020/21 June Budget	Budget Δ %	Budget Δ %
Tax Revenue	\$(37,118,400)	\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Area Rate Revenue	(47,678,484)	(49,600,400)	(49,600,400)	(49,883,700)	(51,141,000)	(1,540,600)	3.1	3.1
Fee Revenues	(36,583,465)	(36,507,400)	(16,507,400)	(16,489,100)	(26,812,200)	(10,304,800)	62.4	(26.6)
Other Revenue	(1,200,897)	(1,173,000)	(1,173,000)	(1,019,000)	(1,072,000)	101,000	(8.6)	(8.6)
<b>Total Revenues</b>	<b>(122,581,246)</b>	<b>(87,280,800)</b>	<b>(67,280,800)</b>	<b>(67,391,800)</b>	<b>(79,025,200)</b>	<b>(11,744,400)</b>	<b>17.5</b>	<b>(9.5)</b>
<b>Net Total</b>	<b>\$ (4,642,549)</b>	<b>\$ 30,546,900</b>	<b>\$40,349,100</b>	<b>\$41,642,600</b>	<b>\$38,484,500</b>	<b>\$ (1,864,600)</b>	<b>(4.6)</b>	<b>26.0</b>

## HALIFAX TRANSIT SERVICE AREA PLANS (2021/2022)

## ACCESS-A-BUS SERVICE

The Access-A-Bus Service supports Regional Council priorities through the provision of a specialized shared ride, demand-based, door-to-door transit service for persons who are unable to use the conventional transit system due to physical or cognitive disabilities and declared eligible through a registration process. The Access-A-Bus service supplements the Halifax Transit fixed route system. The service area coverage includes locations that are within 1000 metres of an existing conventional route. Access-A-Bus utilizes 47 vehicles, traveling more than 2,000,000 kilometers annually.

## SERVICES DELIVERED

## Paratransit Service

Paratransit service for persons who are unable to use the conventional transit system.

SERVICE DELIVERY MEASURES

<b>Performance Measures Access-A-Bus</b>	<b>2018/19 Actual</b>	<b>2019/20 Actual</b>	<b>2020/21 Projected</b>	<b>2021/22 Planned</b>
Ridership	173,901	189,293	82,577	122,907
Total Cost (Expenses) per Revenue Vehicle Hour	\$69.36	\$76.83	\$98.18	\$82.28
Operating Expense per Passenger	\$35.92	\$36.83	\$78.60	\$60.74
Average Fare per Passenger	\$1.55	\$1.55	\$1.13	\$1.55
Revenue/Cost Ratio	4.3%	4.2%	1.4%	2.6%
Customer Service (requests addressed within standard)	80%	88%	91%	90%

ACCESS-A-BUS TRANSIT SERVICE PERFORMANCE

Access-A-Bus ridership decreased in 2020/21 as a result of the COVID-19 pandemic. Growth is anticipated in 2021/22, but it is expected that it will take some time to reach previous levels. Prior to the pandemic, ridership had been increasing, largely due to the approval of the Access-A-Bus Continuous Improvement Service Plan and scheduling system software upgrades.

ACCESS-A-BUS TRANSIT SERVICE KEY DELIVERABLES (2021/22)

<b>Integrated Mobility – Safe &amp; Accessible Integrated Mobility Network</b>
<p><b>Review of Access-A-Bus Eligibility Criteria (Target: Q3, 2021/22)</b></p> <p>To ensure service offerings are focused on client’s abilities, the Access-A-Bus (AAB) client eligibility criteria will be reviewed and better matched to functional abilities, aligning the availability of AAB services to those who require it. This alignment is anticipated to create capacity for those who cannot use the services of the now fully accessible conventional fleet.</p>
<p><b>Installation of Mobile Data Terminals on Access-A-Bus Vehicles (Target: Q4, 2021/22)</b></p> <p>To improve service delivery through the introduction of new technology, Mobile Data Computers will be installed on all Access-A-Bus Vehicles. The implementation of the new technology will include physical hardware installation, compatibility software integration, current-state process documentation, process updating, testing, user-training and adoption.</p>

## CONVENTIONAL TRANSIT SERVICE

The Conventional Transit Service supports Regional Council priorities through the provision of a network of routes that operate throughout the defined service area. This service serves over 20 million passenger trips annually and travels more than 19,000,000 kilometres.

### SERVICES DELIVERED

#### **Operating Conventional Transit Routes**

Consisting of 63 fixed route services and 3 Regional Express routes to rural areas.

#### **Employee Support**

Providing employee training and development, along with support related to administration and technology.

#### **Transit Planning and Scheduling**

Planning short, medium, and long term service changes and strategies and creating all Bus Operator schedules.

#### **Sustainable Transportation Programs**

Developing, delivering, and managing a variety of programs to encourage use of sustainable forms of transportation.

#### **Bus Fleet Planning, Acquisition, and Disposal**

Strategic and tactical bus fleet planning, related analysis and reporting, supporting bus procurement, readying buses for service once they arrive, and preparing buses for disposal when they are no longer suitable for use by HRM.

#### **Customer Support**

Providing communication, customer service and engagement

#### **Bus Cleaning, Servicing, Repair and Maintenance**

Servicing and cleaning of transit buses and providing maintenance and repair to keep buses in good running order, compliant with legislation, and fit for use.

#### **Bus Stop Improvements**

Maintaining the condition of existing bus stops, identifying the need for new bus stops, and making improvements for accessibility, including installing hard surfaces and bus stop amenities such as benches and shelters.

#### **Capital Projects**

Strategic and capital planning for Halifax Transit as well as for acquiring and/or construction of new assets including vehicles, buildings, and land. This service is also responsible for implementation of new transit service.

## SERVICE DELIVERY MEASURES

<b>Performance Measures CONVENTIONAL</b>	<b>2018/19 Actual</b>	<b>2019/20 Actual</b>	<b>2020/21 Projected</b>	<b>2021/22 Planned</b>
Ridership	18,206,404	19,817,901	7,958,871	15,218,657
Number of Regular Service Passenger Trips per Capita in Service Area	55.0	57.8	23.0	43.6
Passengers per Service Hour	20.1	21.2	8.9	15.5
Revenue Vehicle Hour per Capita in Service Area	2.7	2.7	2.6	2.8
Total Cost (Expenses) per Revenue Vehicle Hour	\$101.85	\$104.15	\$106.97	\$104.04
Operating Expense per Passenger	\$5.08	\$4.92	\$12.08	\$6.72
Average Fare per Passenger	\$1.68	\$1.68	\$2.10	\$1.68
Revenue/Cost Ratio	33%	34%	17%	25%
Requests Addressed within Standard	96%	93%	93%	90%

## CONVENTIONAL BUS TRANSIT SERVICE PERFORMANCE

Ridership growth in recent years has exceeded expectations, however, in 2020/21, the conventional transit system was greatly impacted by the COVID-19 pandemic. Ridership is expected to slowly start to recover in 2021/22. Past ridership growth can be attributed in part to network and service changes implemented as part of the Moving Forward Together Plan. The last significant service change was in November 2019, with planned changes in 2020/21 being deferred. The next phase of the implementation of the Moving Forward Together Plan is scheduled for November 2021. These service changes are anticipated to stimulate new ridership; however, this growth may be slower than in past years as a result of the effects of the global pandemic.

CONVENTIONAL TRANSIT SERVICE KEY DELIVERABLES (2021/22)

<b>2021/22 Deliverables with Estimated Completion</b>
<b>Integrated Mobility – Connected &amp; Healthy Long-Range Mobility Planning</b>
<p><b>Implementation of Moving Forward Together Plan Transit Network Changes</b> (Target: Q3, 2021/22)</p> <p>The next large route network change is targeted to take place in November 2021, resulting in changes to more than a third of transit routes</p>
<p><b>Transit Priority Measures - Bayers Road</b> (Target: Q3, 2021/22)</p> <p>Halifax Transit will continue to pursue the implementation of transit priority measures on major strategic multi-modal corridors. Specifically, construction will continue on Bayers Road, with inbound and outbound lanes from Connaught Avenue to Coleman Court being completed in 2021/22.</p>
<p><b>West Bedford Park &amp; Ride</b> (Target: Q3, 2021/22)</p> <p>This new Park &amp; Ride facility, including a four-bay bus platform with heated shelters, will be constructed in 2021, targeting a November 2021 opening date.</p>
<p><b>Rapid Transit Strategy - Pursue Funding &amp; Prepare Functional Designs for Bus Rapid Transit</b> (Target: Q4, 2021/22)</p> <p>The Rapid Transit Strategy, approved in 2020, describes a network of four bus rapid transit (BRT) lines that cover approximately 50km, connecting peninsular Halifax and Downtown Dartmouth with developing suburbs on both sides of the harbour. In 2021/22, Halifax Transit will continue to pursue potential funding opportunities to advance the BRT project and will work with other business units on functional designs in key corridors to further refine transit priority information and costs.</p>
<b>Integrated Mobility – Safe &amp; Accessible Integrated Mobility Network</b>
<p><b>Accessible Bus Stop Inventory &amp; Assessment</b> (Target: Q3, 2021/22)</p> <p>Halifax Transit will engage a consultant to assist with preparing a full inventory of all remaining non-accessible bus stops, along with proposed improvements and costs with upgrading all stops.</p>
<p><b>Anti-racism and Passenger Conduct Campaign</b> (Target: Q2, 2021/22)</p> <p>Halifax Transit will launch an external (public) campaign to address public conduct, with a focus on anti-racism, to promote diversity and inclusion, and support respectful passenger conduct on transit.</p>
<p><b>On-demand Private Accessible Transportation</b> (Target: Q3, 2021/22)</p> <p>To complement existing taxi service in Halifax, Halifax Transit will procure a vendor to provide private, accessible, on-demand transportation services.</p>

<b>2021/22 Deliverables with Estimated Completion</b>
<b>Environment – Net-Zero Emissions</b>
<p><b>Develop and Issue a Request for Proposals for the Procurement of Battery Electric Buses</b> (Target: Q4, 2021/22)</p> <p>To begin decarbonizing public transit, Halifax Transit will issue a Request for Proposals (RFP) for the procurement of battery electric buses (BEBs).</p>
<p><b>Begin Assessment for the Elimination of Internal Combustion Engine Vehicles</b> (Target: Q4, 2021/22)</p> <p>To determine sustainable alternatives for the future, Halifax Transit will begin to assess the elimination of internal combustion engine vehicles.</p>
<b>Service Delivery – Innovation</b>
<p><b>Fare Management Project – Phase 1</b> (Target: Q2, 2021/22)</p> <p>To improve the fare payment options available to riders and reduce the reliance on currency and tickets, Halifax Transit will begin implementation of alternative payment methods for a fare management solution. In 2021/22, a mobile application with visual validation by operators will be introduced</p>
<p><b>Fare Management Project – Phase 2</b> (Target: Q1, 2022/23)</p> <p>To increase boarding efficiency and to improve fare payment options, Halifax Transit will begin work to install fare payment application validators, removing the need for validation by the operators. Consideration of additional payment options (such as smart cards and open payments) will also be included in Phase 2.</p>
<p><b>Fixed Route Planning, Scheduling and Operations - Complete Implementation</b> (Target: Q3, 2022/23)</p> <p>To improve operational efficiency, Halifax Transit will begin to enhance functionality in the newly implemented planning, scheduling and operations software solution.</p>
<b>Our People – Diverse, Inclusive &amp; Equitable Environment</b>
<p><b>Creation of a New Diversity Training Program</b> (Target: Q1, 2021/22)</p> <p>Halifax Transit will create and begin delivering a new training program titled “Becoming an Ally”. This diversity training will be co-facilitated by Halifax Transit Trainers and employees. This training will be offered to all Halifax Transit employees through continuous training.</p>

## FERRY SERVICE

Halifax Transit's Ferry Services supports Regional Council priorities through the operation of two ferry routes providing public transit services within Halifax Harbour. The Ferry Service has passenger terminals located in Dartmouth (Alderney and Woodside) and Downtown Halifax. Halifax Transit supports ferry service operations through the provision of repair and preventative maintenance services.

### SERVICES DELIVERED

#### Ferry Service

Responsible for a network of fixed routes providing public transit services within Halifax Harbour. There are currently 2 fixed routes.

#### Ferry Service Maintenance

Responsible for maintaining and repairing ferry boats and dock pontoons to keep them in good order, fit for use, and compliant with Federal legislation and regulations.

### SERVICE DELIVERY MEASURES

Performance Measures	2018/19 Actual	2019/20 Actual	2020/21 Projected	2021/22 Planned
Ridership	1,597,113	1,738,478	418,431	1,197,980
Passengers per Capita within Service Area	4.8	5.1	1.2	3.4
Passengers per Service Hour	107.9	119.0	39.5	83.3
Cost to Operate a Ferry for Each In-service Hour	\$354.49	\$448.95	\$579.54	\$512.70
Operating Expense per Passenger	\$3.28	\$3.77	\$14.66	\$6.16
Average Fare per Passenger	\$1.71	\$1.71	\$1.61	\$1.71
Revenue/Cost Ratio	52%	45%	11%	28%
Requests Addressed within Standard	90%	80%	66%	90%



FERRY SERVICES PERFORMANCE

Ferry ridership decreased significantly as a result of the COVID-19 pandemic. In addition, costs to operate the service have increased over the past few years at a greater rate than other service types due to the initiation of Federally regulated maintenance activities on the five Ferry vessels. The newly constructed vessels require dry-docking and maintenance activities every five years, aligned with the date of when they were individually introduced to service. The first dry-docking occurred in 2019/20, and will continue, as required, for each of the five vessels in perpetuity. Ridership is expected to slowly increase in 2021/22 as Covid recovery takes place.

FERRY SERVICE KEY DELIVERABLES (2021/22)

2021/22 Deliverables with Estimated Completion
<b>Integrated Mobility – Connect &amp; Healthy Long-Range Mobility Planning</b>
<p><b>Rapid Transit Strategy - Complete Technical Studies &amp; Design for Ferry Service</b> (Target: Q4, 2021/22)</p> <p>The Rapid Transit Strategy, approved in 2020, proposes three new ferry routes from three new terminals: Mill Cove, Larry Uteck, and Shannon Park. In 2021/22, Halifax Transit will complete a number of technical studies and design work to inform future implementation of the Mill Cove ferry service.</p>
<p><b>Woodside Ferry Terminal Renovation – Phase 2 Construction</b> (Target: Q4, 2022/23)</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. Construction will continue throughout 2021/22.</p>

**2021/22**  
**Annual Service Plan**

**HALIFAX**  
TRANSIT

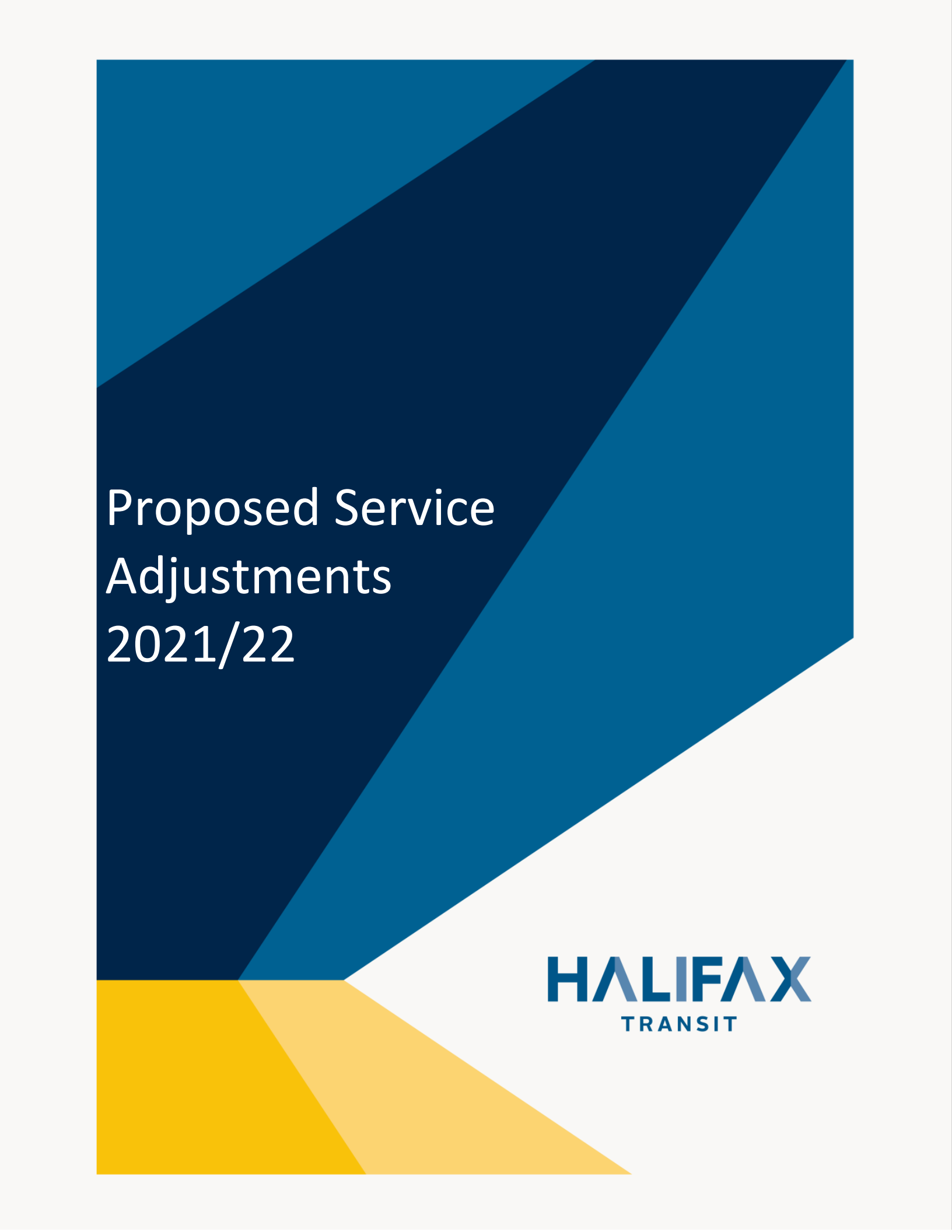




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The background features a large, abstract geometric design. It consists of several overlapping shapes in shades of blue and yellow. A dark blue shape is on the left, a medium blue shape is on the right, and a yellow shape is at the bottom. The shapes are arranged in a way that creates a sense of depth and movement.

# Proposed Service Adjustments 2021/22

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## Proposed Service Adjustments 2021/22

This *Annual Service Plan* outlines upcoming adjustments for Halifax Transit's *Moving Forward Together Plan* in the fiscal year 2021/22. This redesigned transit network represents a significant improvement to existing transit service in Halifax, prioritizing service to areas with high ridership and areas with higher ridership potential. The plan proposes new service in growth areas and reduces inefficient, low ridership services. It describes a network which is easier to understand and easier to navigate for existing and potential transit users and identifies a clear need for the introduction of Transit Priority Measures to make transit service faster and more competitive with private vehicles. It also provides a more consistent and cohesive approach to service provision, designed to better meet the needs of residents today and into the future.



Service changes described in the *Moving Forward Together Plan* are being implemented over several years. The implementation of the redesigned network, on an annual basis, is contingent on resource availability and is subject to change. The 2020/21 *Annual Service Plan* proposed service changes to seven routes however due to the Covid-19 pandemic, the planned *Moving Forward Together Plan* service changes were not completed. Those route changes planned for the 2020/21 year are included in the proposed changes for the 2021/22 fiscal year as outlined.

The focus of the changes in this upcoming year will be the 16 routes that surround the Portland Hills Terminal, resulting in significant changes in Cole Harbour, Dartmouth, and surrounding communities. Although these routes originate at Portland Hills Terminal, they travel throughout the municipality, and the service changes will result in impacts to passengers in Halifax and Spryfield as well. In addition, the seven route adjustments being carried forward from 2020/21 include restructuring of service in Eastern Passage/Woodside, changes to two routes impacting Halifax, two in Dartmouth/Port Wallace/Waverley area, and changes to a Spryfield/Cowie Hills express route. Halifax Transit also anticipates the opening of the West Bedford Park & Ride will align with the service changes and therefore is making minor modifications to four routes in West Bedford to have them service the Park & Ride. Combined, this is more *Moving Forward Together Plan* changes being implemented than in any other year. Several other factors, including a major project to implement new scheduling software, and the ongoing Covid-19 pandemic have the potential to significantly reduce available staff resources for 2021/22.

### Variability of this Plan

As the number of routes impacted by service changes increases, the more difficult it becomes to accurately anticipate the resources required to make the changes. As multiple routes undergo changes in service, not only is the service provided to customers impacted, but the changes also impact the underlying operational structure of the schedules, including interlining opportunities for routes, layovers, and deadheading. These operational elements can be more accurately estimated for smaller scale service



changes, but the level of efficiencies that can be achieved when modifying multiple routes is less predictable. As a result, when service adjustments are operationalized, they may require more, or less resources than anticipated.

Groupings of potential service adjustments have been proposed for 2021/22, which could largely be implemented independently of one another. The groupings represent those changes that must be made together. Halifax Transit aims to implement both service adjustment groupings on November 22, 2021; however, this is subject to resource availability, detailed schedule adherence data and the status of the ongoing pandemic. Should it not be possible to implement all the adjustments outlined below, any deviations from this plan will be outlined in the 2020/21 Q4 Report scheduled for presentation to the Transportation Standing Committee on July 22, 2021.

### **Modifications to this Plan**

There is a long lead time required to implement routing and schedule changes and these are typically finalized six to twelve months prior to the launch date. Any changes that occur after this time period cannot be easily incorporated into public facing data and information and can lead to passenger confusion. Furthermore, depending on the extent of the changes, they may not be achievable within the allotted running time, having budget and resource impacts, or may result in unnecessary bus stop infrastructure costs. As such, it is critical that the *Annual Service Plan*, including the routing changes contained within, be approved by Regional Council as part of the budget approval process.

### **Detailed Service Adjustments**

The following service adjustments are planned for implementation in 2021/22. Maps for all new routes can be found in Appendix A.

Grouping	Route	Details	Hours	Cost
A	60 & 63 / 6+	Routes 60 Eastern Passage and 63 Woodside will be replaced by a new corridor route; Route 6 A/B/C Eastern Passage	0	\$88,000
	7/7+	Route 7 Robie will be replaced by a new corridor route; Route 7 A/B Peninsula	6,500	\$432,000
	5/26	Route 5 Chebucto will be replaced by Route 26 Springvale and undergo routing and scheduling adjustments	-300	(\$20,000)
	54	Route 54 Montebello will be replaced by the new Route 54 Montebello	2,400	\$185,000
	55	Route 55 Port Wallace will be replaced by Route 55 Waverley	400	\$3,000
	32/127	Route 32 Cowie Hill Express will be replaced by Route 127 Cowie Hill Express	0	\$0
	<b>Grouping A Total</b>			<b>9,000</b>
B	5	New Corridor route; Route 5 Portland	35,900	\$2,445,000
	14/24	Route 14 Leiblin Park will be replaced by Route 24 Leiblin Park	12,700	\$705,000
	53	Route 53 Notting Park will be replaced by Route 53 Highfield	1,900	\$129,000
	57	Route 57 Russell Lake will be replaced by Route 57 Portland Estates	-13,400	(\$956,000)
	62	Route 62 Wildwood will be replaced by Route 62 Grahams Grove	-2,700	(\$185,000)
	63	New Route 63 Mount Edward	8,800	\$654,000
	66/67	Route 66 Penhorn will be replaced by Route 67 Baker	-1,900	(\$24,000)
	58/158	Route 58 Woodlawn will be replaced by the new Route 58 Woodlawn and Route 158 Woodlawn Express	-1,600	(\$78,000)
	59/159	Route 59 Colby will be replaced by the new Route 59 Colby and Route 159 Colby Express	-16,400	(\$1,051,000)
	61/161	Route 61 North Preston will be replaced by the new Route 61 North Preston and Route 161 North Preston Express	-12,200	(\$919,000)
	65/165	Route 65 Caldwell will be replaced by the new Route 65 Caldwell and Route 165 Caldwell Express	1,200	\$100,000
	68/168+	Route 68 Cherry Brook will be replaced by the new Route 68 Cherry Brook and Routes 168A Auburn/168B Cherry Brook Express	0	\$103,000
	78/178	Route 78 Mount Edward Express will be replaced by Route 178 Mount Edward Express	-700	(\$53,000)
	79/179	Route 79 Cole Harbour Express will be replaced by Route 179 Cole Harbour Express	-700	(\$53,000)
	159	Route 159 Portland Hills Link will be removed, the service will be replaced by a combination of other routes listed here.	-11,500	(\$865,000)
401	Rural Route 401 Porters Lake will be adjusted to undergo schedule adjustments	0	\$0	
<b>Grouping B Total</b>			<b>-800</b>	<b>(\$47,000)</b>
C	90	Routes 90, 91, 194 and 433 will undergo minor routing adjustments to service the West Bedford Park & Ride.	0	\$0
	91			
	194			
	433			
<b>Grouping B Total</b>			<b>0</b>	<b>\$0</b>
<b>Grand Total</b>			<b>8,200</b>	<b>\$641,000</b>

## Grouping A

### Corridor

#### Routes 60 Eastern Passage and 7 Robie

- These existing routes will be discontinued and replaced with new corridor routes.

#### Route 6A Woodside/6B Eastern Passage/6C Heritage Hills

- This new corridor route will be introduced.
- This route will be a branched route, with three branches, A, B and C, serving Woodside, Eastern Passage and Heritage Hills respectively. This will reduce the amount of service on the Cow Bay Road, Caldwell Road, Shore Road loop and will increase service to Heritage Hills, which currently only receives weekday peak hour service, providing more equitable service to these two areas.
- Routes 60 Eastern Passage/Heritage Hills and 63 Woodside will be removed with this service change. No service will be provided on Irving Street, Franklyn Street or Everette Street.

#### Route 7 Peninsula

- The Route 7 Peninsula will provide corridor level service between the north and south of the peninsula.
- This route will travel a similar routing and provide similar level of service as the existing Route 7. It will operate as a two-way loop to simplify the routing; Route 7A will travel clockwise and Route 7B with travel counter clockwise, enabling frequent transfer connections with other routes.
- Routing and bus stops will be adjusted in the north end of the Peninsula to accommodate this change.

### Local

#### Routes 5 Chebucto and 63 Woodside

- These existing routes will be discontinued and replaced with new routes.

#### Route 26 Springvale

- This new route will provide service between Springvale and Mumford Terminal.
- This route will follow the same routing as the existing Route 5 Chebucto, but will not continue beyond Mumford Terminal to downtown Halifax, to reduce redundancy with the abundance of other available routes serving Mumford Terminal to downtown.

#### Route 54 Montebello

- The new Route 54 Montebello will provide service between Montebello, Alderney Ferry Terminal and the Bridge Terminal.

- This route will follow the same routing between Montebello and Alderney Ferry Terminal as the existing Route 54 Montebello but will be extended to provide a connection to the Bridge Terminal.
- In order to provide additional service to the Keystone Village/Montebello area, the route will travel Breeze Drive, Columbo Drive and Appian Way, and therefore will not be travelling along small portions of Breeze Drive and Appian Way on which the existing route currently operates.

#### **Route 55 Waverley**

- The new route 55 will follow the same routing between Craighburn Drive and Ochterloney Street but will be adjusted to service both the Alderney Ferry Terminal and Bridge Terminal by travelling Wyse Road, Alderney Drive, King Street, Queen Street and Ochterloney Street.
- Service to the Portobello turning loop will be discontinued, due to low ridership. The new route will travel Waverley Road only as far as Charles Keating Drive/Montague Road and will travel Charles Keating Drive and a portion of Craighburn Drive along its new route.

#### *Express*

##### **Route 32 Cowie Hill Express**

- This existing route will be discontinued and replaced by new Route 127.

##### **Route 127 Cowie Hill Express**

- This new route will provide peak hour express service from Cowie Hill and surrounding areas to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will have the same level of service and follow similar routing as Route 32 Cowie Hill Express, but travelling on Chebucto Road instead of Quinpool Road to be consistent with other express service routing, this route was shown on Quinpool Road in the *Moving Forward Together Plan*.
- Routing will be adjusted slightly to provide service to Long Lake Village, removing service from Old Sambro Road east of Dunbrack Street.

#### *Grouping B*

#### *Corridor*

##### **Route 5 Portland**

- This new route will provide corridor level service between Portland Hills Terminal and downtown Halifax 7 days/week.
- The route will not have a peak extension to Summer Street as outlined in the *Moving Forward Together Plan* and will instead terminate at Scotia Square, as recommended in the *Moving Forward Together Plan - Corridor Review Report*, prepared by Stantec.

*Local***Routes 14 Leiblin Park, 53 Notting Park, 57 Russell Lake, 62 Wildwood, 66 Penhorn, 58 Woodlawn, 59 Colby, 61 North Preston, 65 Caldwell and 68 Cherry Brook**

- These existing routes will be discontinued or modified, and for simplification will be considered replaced with new routes.

**Route 24 Leiblin Park**

- This new route will provide local service 7 days/week between Leiblin Park and the universities in the south end of Halifax Peninsula.
- The new route will terminate near Saint Mary's University and will not provide service between Saint Mary's University and Scotia Square.
- Route 24 Leiblin Park will follow the same routing between Leiblin Park and South Street as the existing Route 14 Leiblin Park. Routing on the loop that is proposed in the *Moving Forward Together Plan* will be reversed to improve the layover location and to mitigate turning conflicts with new bike lane infrastructure.

**Route 53 Highfield**

- This new route will provide local service 7 days/week between Highfield Terminal and Alderney Gate, via the Bridge Terminal.
- This route will follow a similar routing as the existing Route 53 Notting Park. To provide two-way service along the entire route, this new route will not service Victoria Road.

**Route 57 Portland Estates**

- This new route will provide weekday local service between Portland Hills Terminal and Penhorn Terminal via Portland Estates during the peak period only, discontinuing existing service in the off peak period.
- This route will follow a similar routing as the existing 57 Russell Lake but will not service the portion between the Woodside Ferry Terminal and Penhorn Terminal.

**Route 58 Woodlawn**

- The new Route 58 Woodlawn will provide local service 7 days/week between Portland Hills Terminal and Penhorn Terminal via Woodlawn.
- This route will follow a similar routing in the local area to the existing Route 58 Woodlawn. To provide two way service along the entire route and provide a connection to Portland Hills Terminal, the route has been removed from the northern portion of Spring Avenue and will instead travel the southern portion of Spring Avenue, as well as Collins Grove and Regal Road to connect to Portland Street.
- This route will terminate at Penhorn Terminal however it will be replaced during peak hours in the peak travel direction by the route 158 Woodlawn Express to provide direct trips from the local area to downtown Halifax.

**Route 59 Colby**

- The new Route 59 Colby will provide local service 7 days/week between Colby Village and Portland Hills Terminal.
- This route will follow the same routing east of Portland Hills Terminal as the existing route 59 Colby.
- This route will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 159 Colby Express to provide direct trips from the local area to downtown Halifax.

**Route 61 North Preston**

- The new Route 61 North Preston will provide local service 7 days/week between North Preston and Portland Hills Terminal.
- This route will follow the same routing as the existing Route 61 North Preston between Highway 7 and North Preston; between Highway 7 and Portland Hills Terminal it will travel Forest Hills Parkway and Cole Harbour Road.
- Route 61 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 161 North Preston Express to provide direct trips from the local area to downtown Halifax.
- This route was referred to as Route 68 in the *Moving Forward Together Plan*.

**Route 62 Grahams Grove**

- This new local route will provide local service 7 days/week from Bridge Terminal to Gaston Road via Manor Park and Penhorn Terminal.
- Route 62 will travel the same routing as the existing Route 62 Wildwood between the Bridge Terminal and Penhorn Terminal but will also replace the portion of the existing Route 66 between Penhorn Terminal and the Gaston Road Turning Loop.

**Route 63 Mount Edward**

- This new local route will provide service 7 days/week between Penhorn Terminal and Portland Hills Terminal via Mount Edward Road.
- Route 63 will travel the same routing as the existing Route 62 Wildwood between Penhorn Terminal and Forest Hills Parkway however in order to provide two-way service along the entire route, and provide a connection to Portland Hills Terminal, the route will not service the southern portion of Flying Cloud Drive and will instead travel the southern portion of Forest Hills Parkway and Cole Harbour Road.

**Route 65 Caldwell**

- The new Route 65 Caldwell will provide local service 7 days/week between Portland Hills Terminal and Caldwell Road/Astral Drive area.
- Route 65 will provide service along Caldwell Road, Astral Drive, Sherwood Street and Brookfield Avenue.

- Route 65 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the Route 165 Caldwell Express to provide direct trips from the local area to downtown Halifax.

#### **Route 67 Baker**

- This new route will provide local service 7 days/week between Woodside Ferry Terminal and Micmac Terminal via Baker Drive and Tacoma Centre.
- Route 67 will replace the portion of existing Route 57 Russell Lake between Penhorn Terminal and Woodside Ferry Terminal and will also connect Micmac Terminal and Penhorn Terminal via Portland Street, Woodlawn Road, Spikenard Street, Valleyfield Road, Tacoma Drive, Hartlen Street, Main Street, the Circumferential Highway 111, and Mic Mac Boulevard.

#### **Route 68 Cherry Brook**

- The new Route 68 will provide local service between Portland Hills Terminal and Cherry Brook.
- This route will travel the same routing as the existing Route 68 Cherry Brook north of Hillsboro Drive; south of Hillsboro Drive it will follow the same routing as the existing Route 61 Auburn/North Preston.
- Route 68 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 168B Cherry Brook Express to provide direct trips from the local area to downtown Halifax.
- Route 168A Auburn Express will operate at peak between Auburn and downtown maintaining the frequency of peak service to this area.
- This route was referred to as Route 61 in the *Moving Forward Together Plan*.

### *Express*

#### **Routes 78 Mount Edward Express and 79 Cole Harbour Express**

- These existing routes will be renumbered 178 and 179 respectively.

#### **Route 178 Mount Edward Express**

- Two trips in both the AM peak and PM peak will be discontinued due to the low ridership on these trips. This is two fewer round trips than is offered today on Route 78 and is a reduction of two trips from what was proposed in the *Moving Forward Together Plan*.
- Route 178 will provide service along the same routing as the existing Route 78 Mount Edward Express.

#### **Route 179 Cole Harbour Express**

- Two trips in both the AM peak and PM peak will be discontinued due to the low ridership on these trips. This would be two fewer round trips than is offered today on

Route 79 and is a reduction of two trips from what was proposed in the *Moving Forward Together Plan*.

- Route 179 will provide service along the same routing as the existing Route 79 Cole Harbour Express

The following routes will provide service in their own local area and will provide peak trips to downtown.

#### **Route 158 Woodlawn Express**

- This new route will provide peak hour express service from Portland Hills Terminal to downtown Halifax via Woodlawn in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 58 Woodlawn, before continuing its routing from the Penhorn Terminal to downtown.

#### **Route 159 Colby Express**

- This new route will provide peak hour express service from Colby Village to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 59 Colby, before continuing its routing from the Portland Hills Terminal to downtown.

#### **Route 161 North Preston Express**

- This new route will provide peak hour express service from North Preston to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 61 North Preston, before continuing its routing from the Portland Hills Terminal to downtown.
- This route was referred to as Route 168 in the *Moving Forward Together Plan*.

#### **Route 165 Caldwell Express**

- This new route will provide peak hour express service from the Caldwell Road/Astral Drive Area to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 65 Caldwell, before continuing its routing from the Portland Hills Terminal to downtown.

#### **Route 168A/B Auburn/Cherry Brook Express**

- This new route will provide peak hour express service from Cherry Brook to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- Route 168A Auburn Express will provide trips at peak in the peak travel direction between Auburn and downtown Halifax by travelling the same routing as trips on the existing Route 61 which only travel as far as Auburn.



- Route 168B Cherry Brook will follow the same routing, in the local area, as the new Route 68 Cherry Brook, before continuing its routing from the Portland Hills Terminal to downtown.
- These routes were referred to as Route 161A and 161B in the *Moving Forward Together Plan*.

### *MetroLink*

#### **159 Portland Hills Link**

- As described in the *Moving Forward Together Plan*, new express routes are a hybrid of the successful MetroLink and the former Urban Express services. As new express routes are implemented, they will replace existing express routes and MetroLink service in communities, and these former route categories will be phased out. This is the last MetroLink to be phased out. New express routes are being numbered between 100 and 199 and will cost the regular fare.
- Express Routes 159, 161A, 161B, 165 and 168 will replace the existing Route 159 MetroLink operating along the same routing providing service between Portland Hills Terminal and Downtown Halifax. These five new express routes will have a combined frequency approximating that of the MetroLink service at peak. The new Route 5 will operate all day corridor level service between the Portland Hills Terminal and Downtown Halifax providing a consistent, easy to understand service along the corridor.

### *Rural Routes*

#### **Route 401 Porters Lake**

- Route 401 Porters Lake will be adjusted to extend service to the Porters Lake Park & Ride and will discontinue service to Seaforth.
- Public consultation will inform options to change the routing to include Mineville or utilize service hours to provide either weekend service or additional weekday trips. All options will remain cost neutral aligning with Policy T-7 of the Regional Plan which states that services outside of the Urban Transit Service Boundary shall not be increased.

### *Grouping C*

#### *Local*

#### **Route 90 Larry Uteck**

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Route 90 will be removed from Gary Martin Drive north of Innovation Drive, Hammonds Plains Road and Innovation Drive east of the Park & Ride instead the route will travel along Gary Martin Drive as far as Innovation Drive, using the wester portion of Innovation Drive to enter the terminal and returning via Innovation Drive to Gary Martin Drive for the return trip.

**Route 91 Hemlock Ravine**

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Route 91 will be removed from Hammonds Plains Road west of Innovation Drive, Gary Martin Drive and Innovation Drive west of the Park & Ride, instead the route will travel between Hammonds Plains Road and the Park & Ride via Innovation Drive.

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

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Although additional trips are not being scheduled at this time, resources will be deployed to provide additional capacity to align with the launch of the Park & Ride. This will provide flexibility to adjust service levels/schedules in the future, once travel patterns are established.
- Route 194 will be removed from Gary Martin Drive north of Innovation Drive, Hammonds Plains Road and Innovation Drive east of the Park & Ride instead the route will travel along Gary Martin Drive as far as Innovation Drive, using the western portion of Innovation Drive to enter the terminal and returning via Innovation Drive to Gary Martin Drive for the return trip.

*Rural Express***Route 433 Tantallon**

- This route will be diverted to the West Bedford area, an amendment to the *Moving Forward Together Plan*, and will serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Route 433 will continue to serve all stops along its existing routing and will be diverted to also serve stops along Hammonds Plains Road, Gary Martin Drive and Innovation Drive including the Park & Ride.
- Passengers travelling between Tantallon and Lacewood Terminal will experience an increase in travel time due to this deviation, however will have increased opportunities to transfer to other routes at the West Bedford Park & Ride.

**Service Quality & Reliability**

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



# Appendices

- A. 2021/22 New Route Maps
- B. Route Implementation Progress

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**Appendix A: 2021/22 New Route Maps**

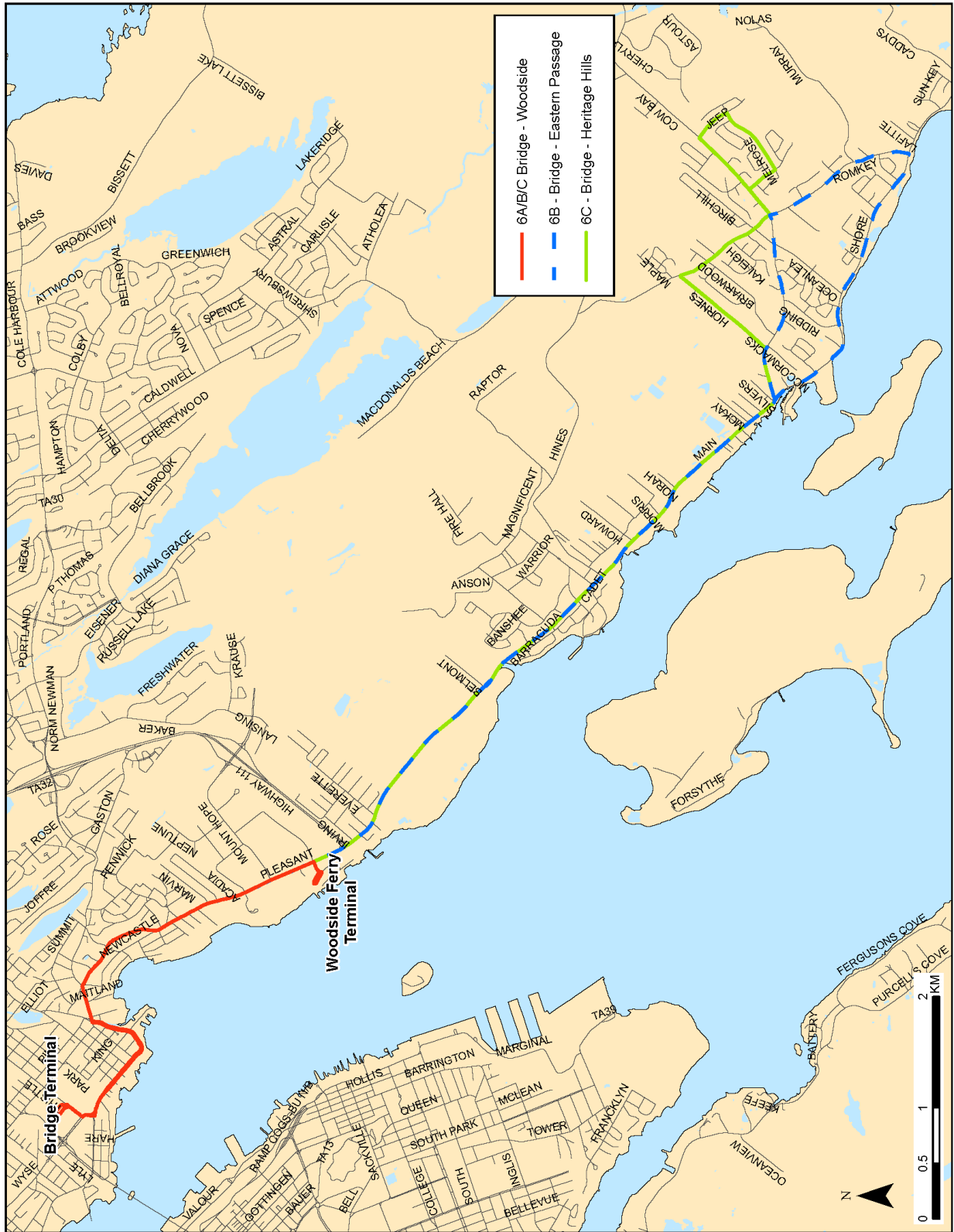


Route 5 Portland





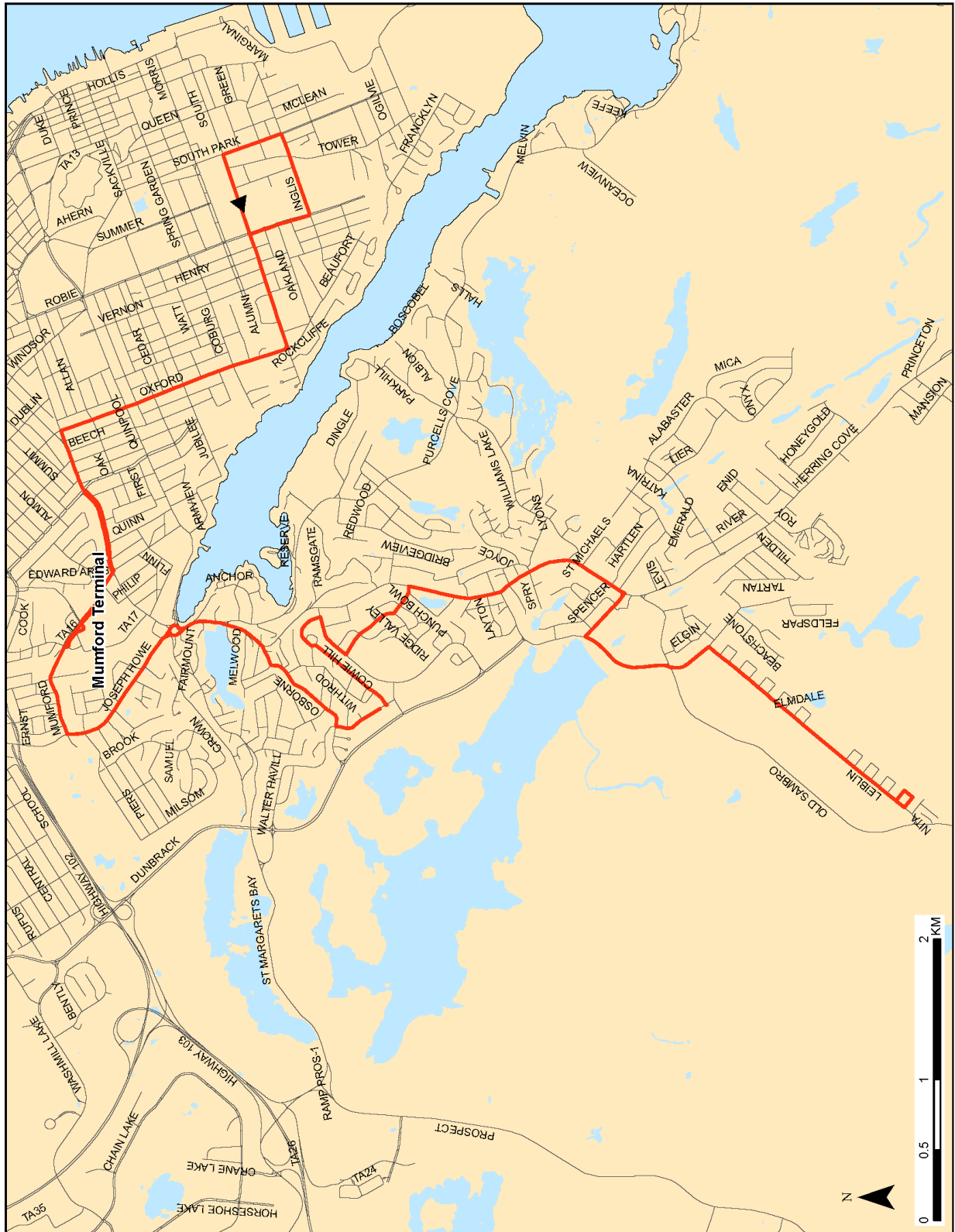
Route 6 Eastern Passage



*Route 7 Peninsula*



Route 24 Leiblin Park







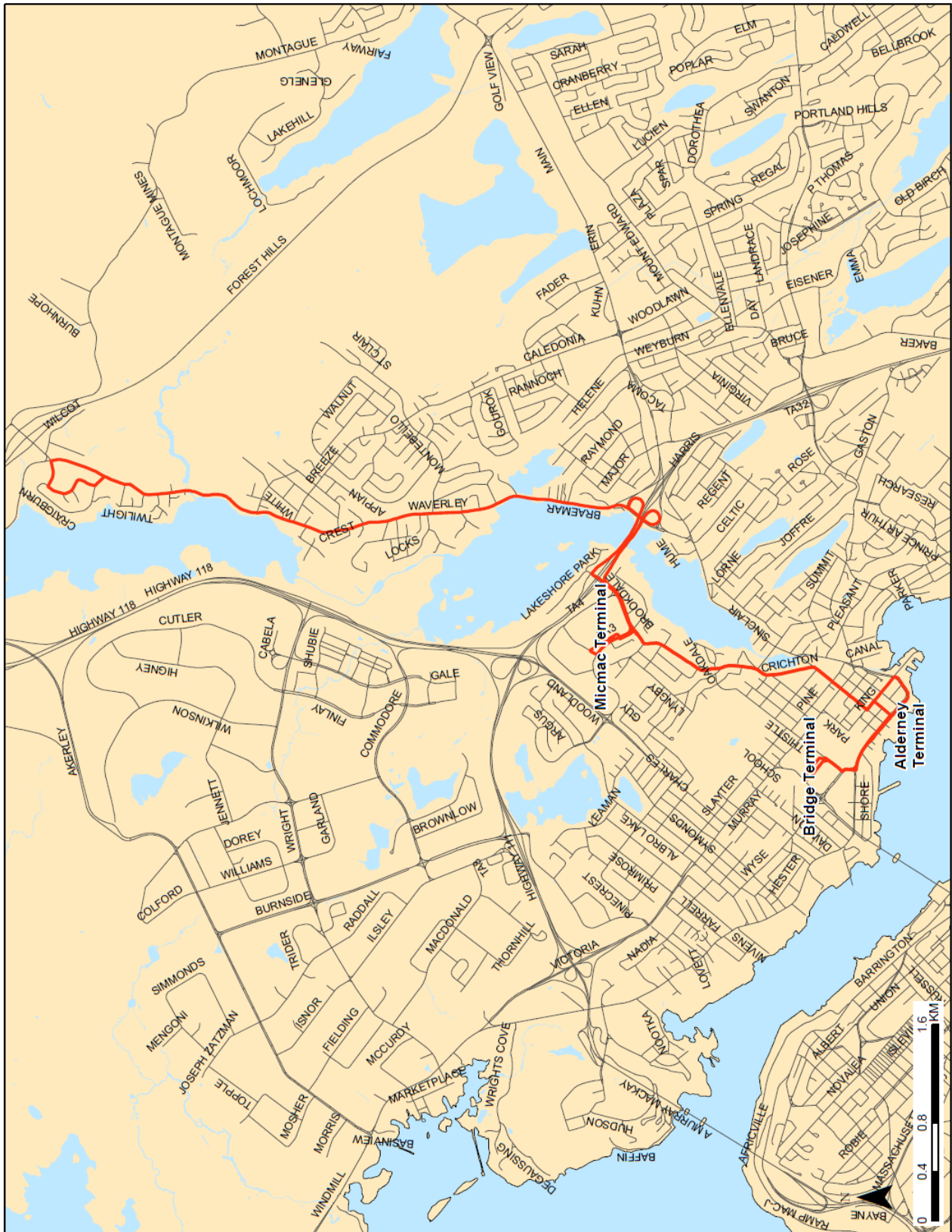
Route 53 Highfield



Route 54 Montebello



Route 55 Waverley





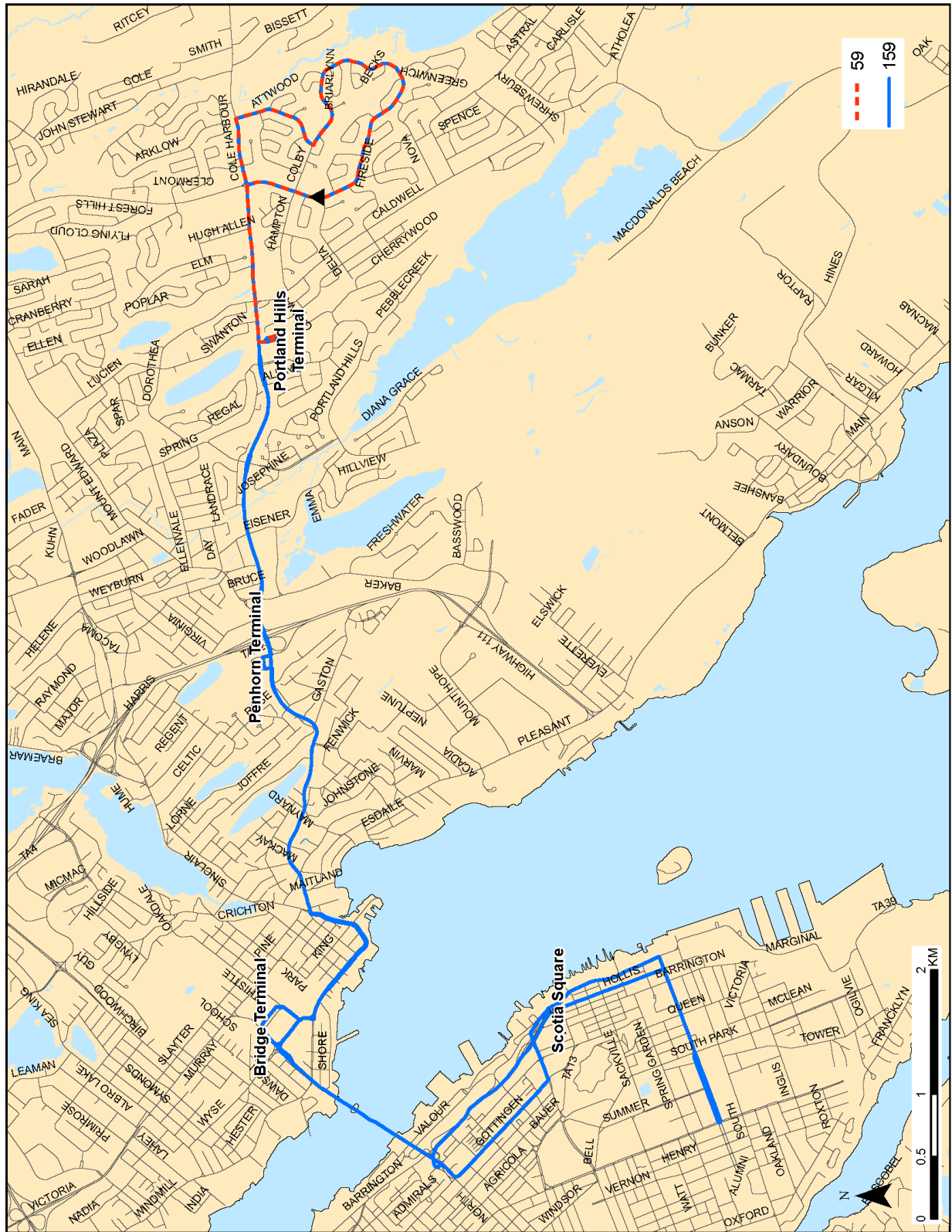




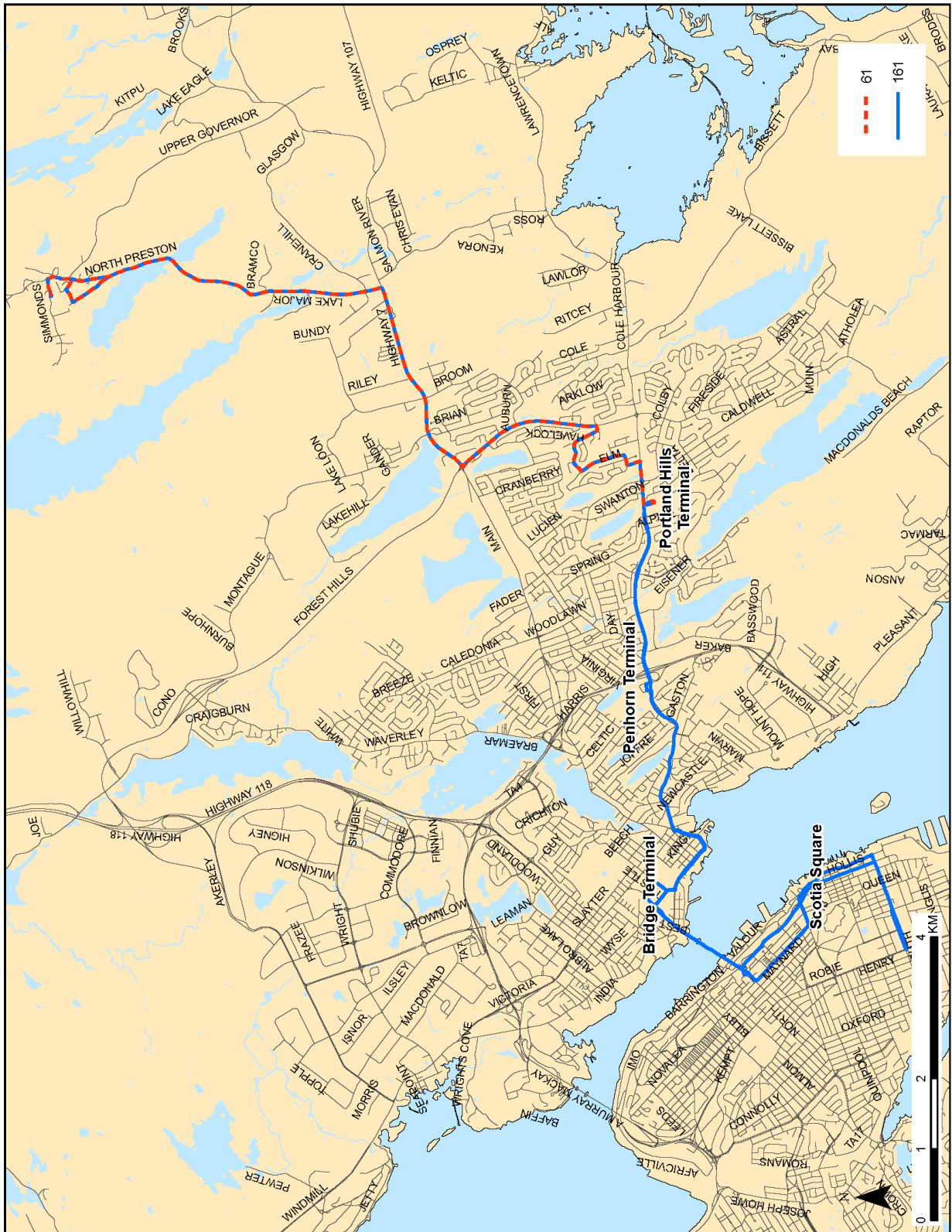
**Route 58 Woodlawn / 158 Woodlawn Express**



Route 59 Colby / 159 Colby Express



Route 61 North Preston / 161 North Preston Express

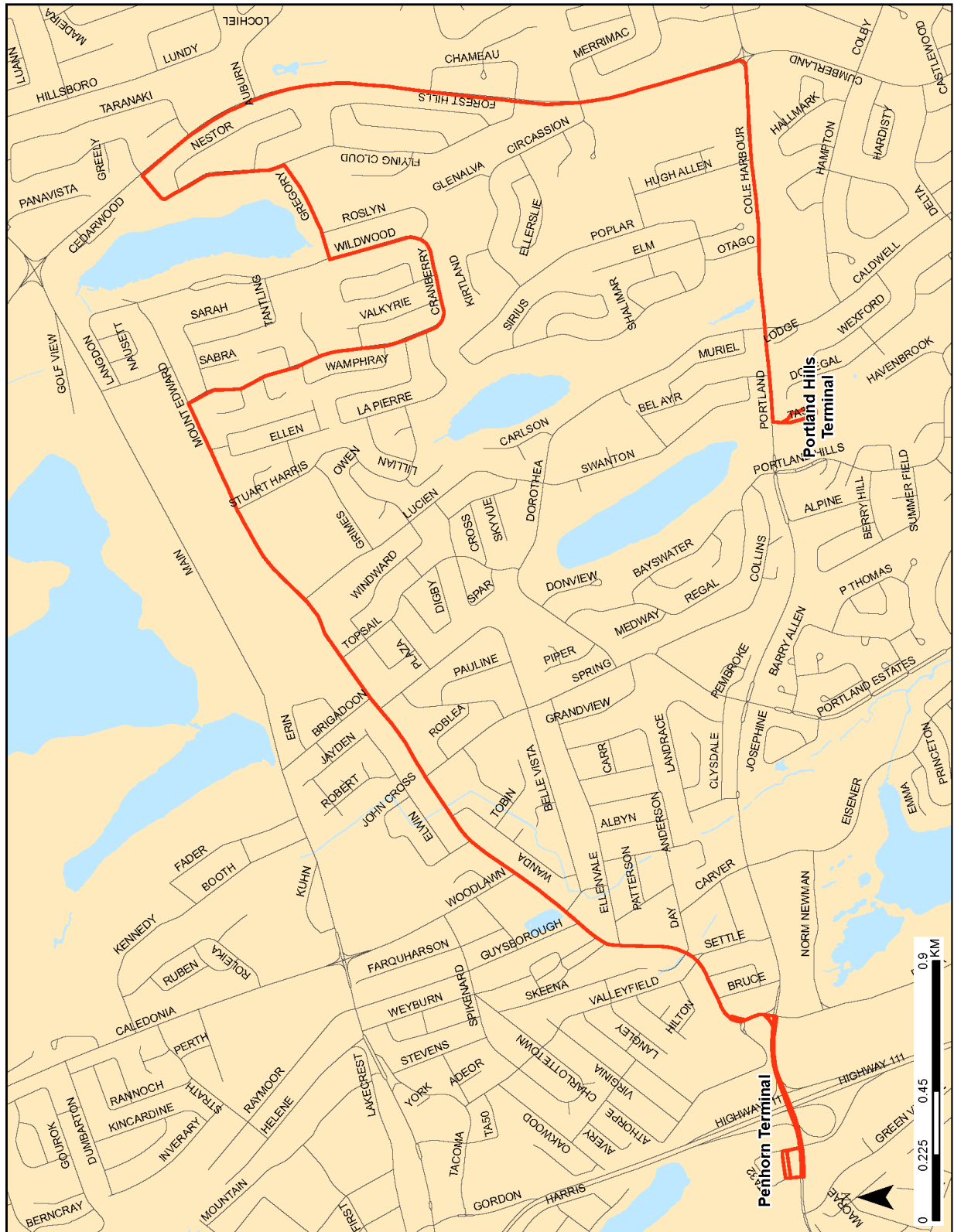




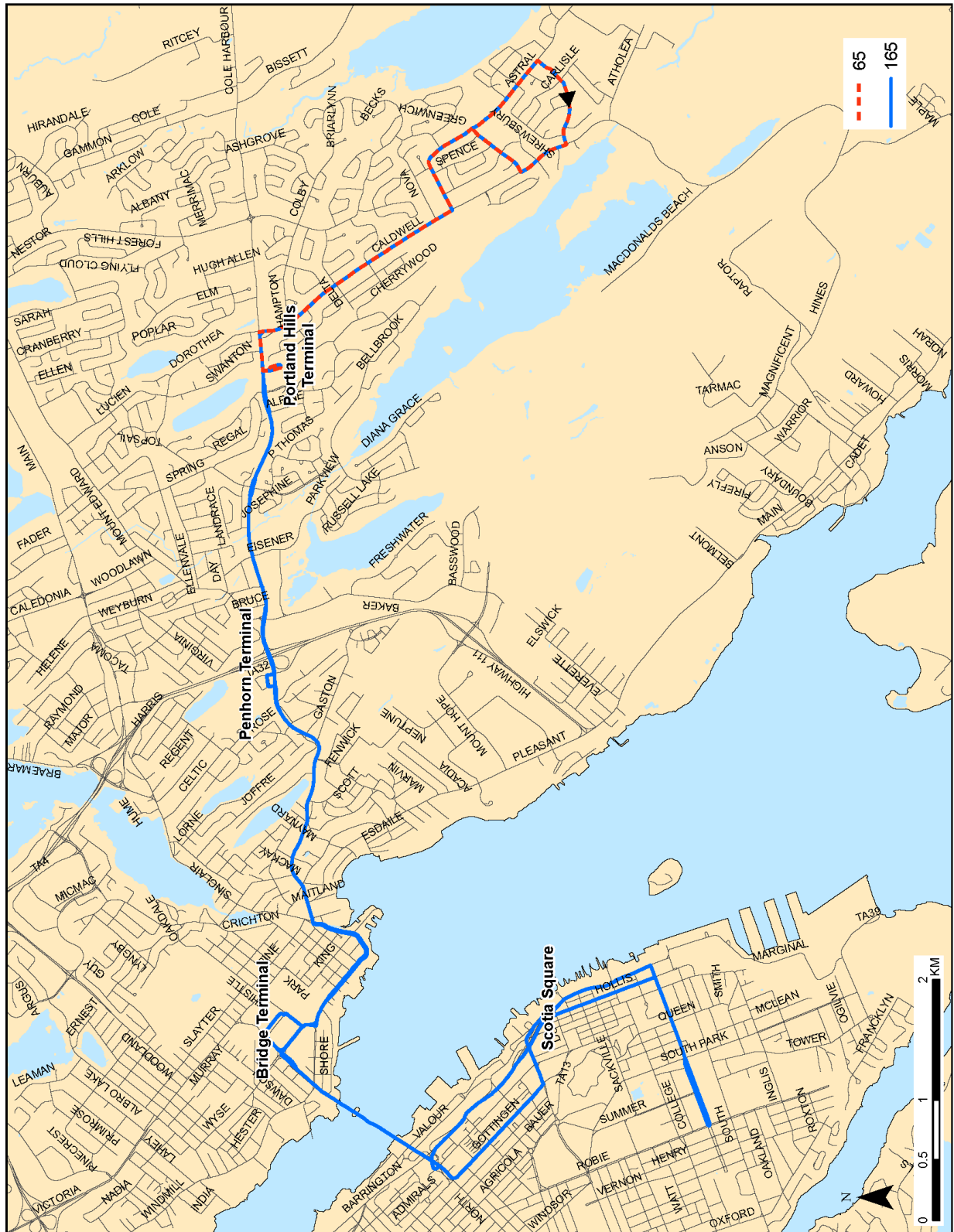
Route 62 Grahams Grove



Route 63 Mount Edward



Route 65 Caldwell / 165 Caldwell Express



**Route 67 Baker**



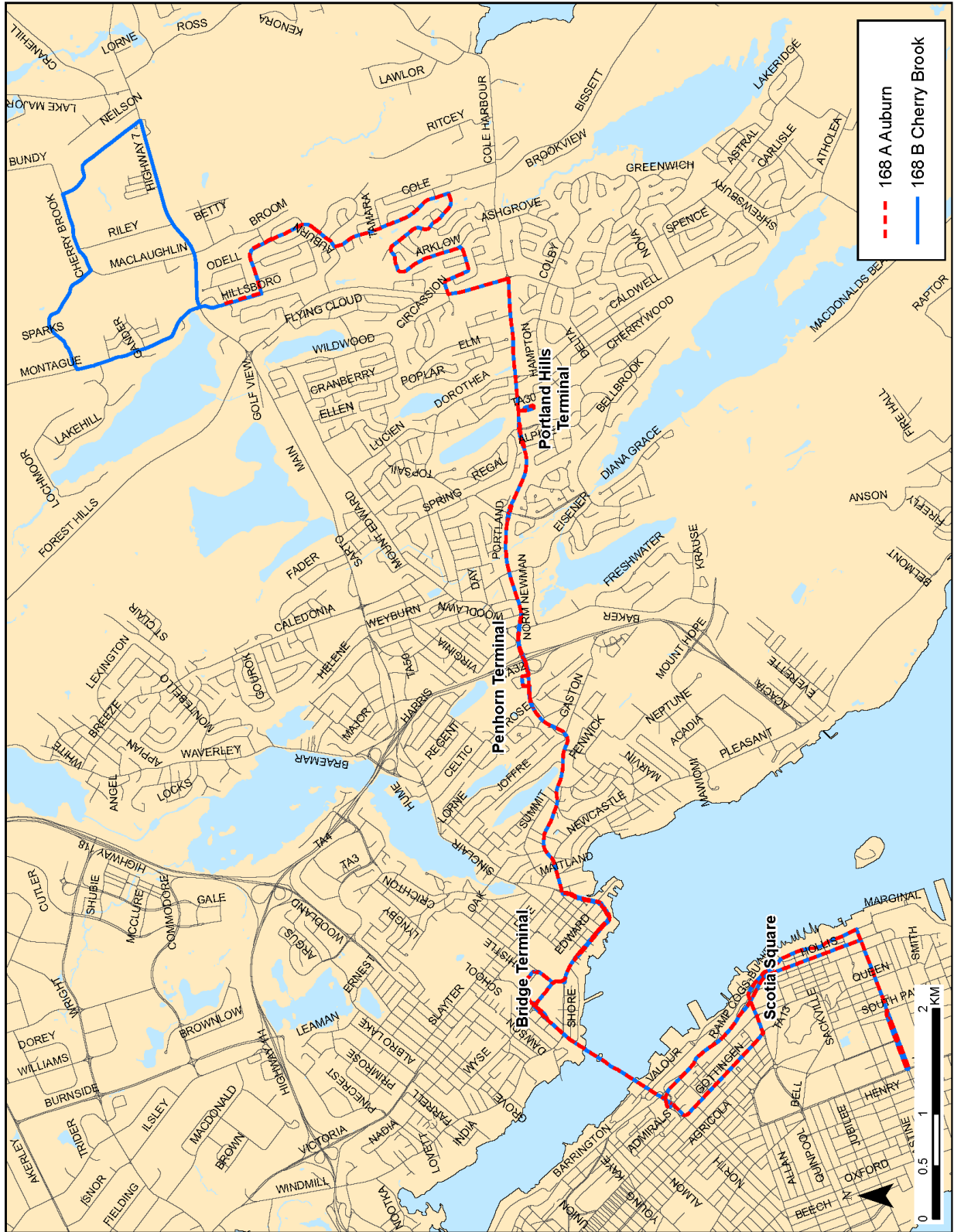


Route 68 Cherry Brook





168A Auburn Express/ 168B Cherry Brook Express



Route 90 Larry Uteck





*Route 127 Cowie Hill Express*

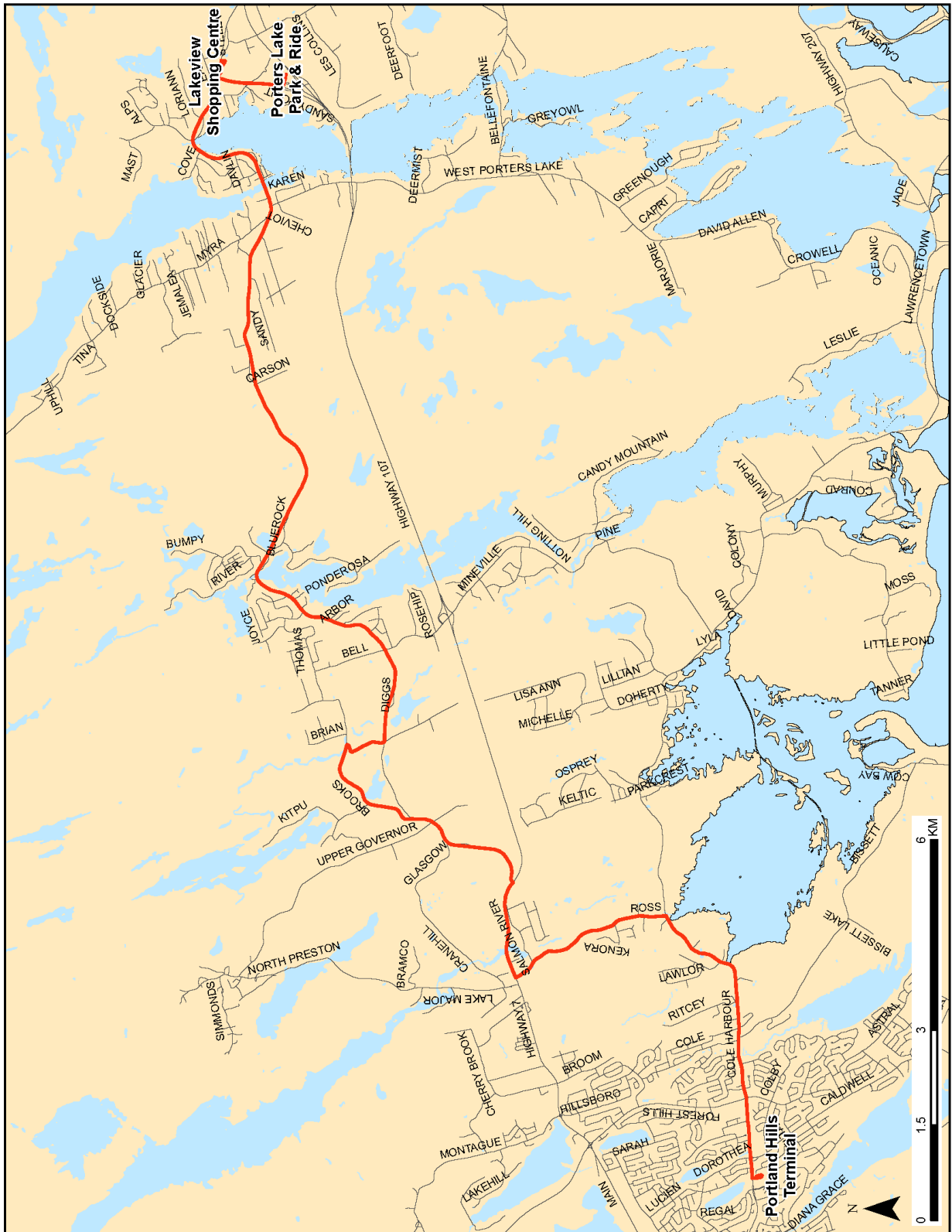




**Route 194 West Bedford Express**



Rural Route 401 Porters Lake





**Appendix B: Route Implementation Progress**





Route Implementation Chart

Service Type	Route #	Route Name	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Corridor	1	Spring Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2	Fairview	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	3	Crosstown	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	4	Universities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	5	Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6	Eastern Passage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7	Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	8	Sackville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	9	Herring Cove	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	10	Micmac	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Local	21	Timberlea	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	22	Armdale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	24	Leiblin Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	25	Governors Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	26	Springvale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	28	Bayers Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	29	Barrington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	30	Clayton Park West	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	39	Flamingo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	50	Dockyard/Shipyard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	51	Windmill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	53	Highfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	54	Montebello	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	55	Waverley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	56	Dartmouth Crossing *	<input checked="" type="checkbox"/>	Feb. 20, 2017 (phase 1)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Phase 2
	57	Portland Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	58	Woodlawn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	59	Colby	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	61	North Preston	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	62	Grahams Grove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	63	Mount Edward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	64	Burnside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	65	Caldwell	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	67	Baker Drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	68	Cherry Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	72	Portland Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	82	First Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	83	Springfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	84	Glendale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	85	Millwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	86	Beaver Bank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	87	Sackville - Dartmouth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	88	Bedford Commons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
90	Larry Uteck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
91	Hemlock Ravine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
93	Bedford Highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Express	123	Timberlea Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	127	Cowie Hill Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	135	Flamingo Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	136	Farnham Gate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	137	Clayton Park Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	138	Parkland Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	158	Woodlawn Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	159	Colby Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	161	North Preston Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	165	Caldwell Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	168	Cherry Brook Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	178	Mount Edward to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	179	Cole Harbour to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	182	First Lake Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	183	Springfield Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	185	Millwood Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	186	Beaver Bank Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
192	Southgate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
194	West Bedford Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
195	Starboard Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
196	Basinview Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Regional Express	310	Middle Sackville Regional Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	320	Airport MetroX	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jan. 12, 2021	
	330	Tantallon Regional Express	<input checked="" type="checkbox"/>	Aug. 22, 2016	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
370	Porters Lake Regional Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Rural	401	Porters Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	415	Purcells Cove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	433	Tantallon	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
School	701	Halifax West	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	726	Citadel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	735	Clayton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



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