

Core Service Plan 2025-27 and Strategic Roadmap

WGEAC Meeting October 2025



Stakeholder Meeting - WGEAC

Meeting Format and Topics for discussion:

- Strategic Roadmap and Core Service Plan
- Level of service on existing services
- Focus areas: West Bedford, Bayers Lake, Dartmouth and Port Wallace, Halifax
- Core Service Plan – Public Engagement
- Open discussion

Building a Strategic Roadmap

Halifax Transit has proposed shifting from a single multi-year plan to a Strategic Roadmap developed over a three-year period. The Strategic Roadmap will be an ongoing planning activity and will include the following deliverables:

Service Plans: Outline network, route and transit services.

Operational Review: An analysis of operating models, policies, and/or procedures with the aim to optimize or enhance service.

Implementation Plans: Work plans which share the goals, objectives, actions, resources and schedules associated with a project or program.

Standards Development: Recommended upgrades or proposals aimed to make transit more accessible, sustainable and/or improve the quality of service.





Core Service Plan 2025-27

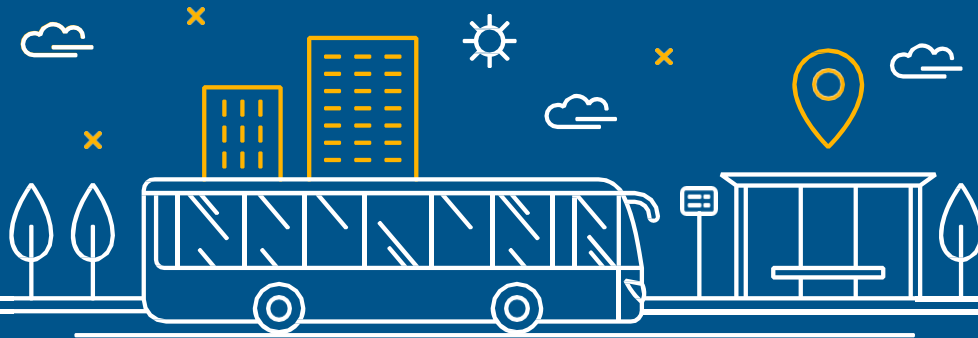
The **Core Service Plan** will be the first deliverable developed within the **Strategic Roadmap 2025-28**, will:

- establish short term transit route or service level changes that respond to current demand, while anticipating future needs.
- build upon the foundations of the Moving Forward Together Plan (MFTP).

Developing the Core Service Plan.

In developing proposals to improve transit services, Halifax Transit will:

- Evaluate network performance, transit ridership patterns and adherence to service standards in relation to guidelines.
- Review service requests and customer feedback.
- Analyze growth patterns, shifts in travel behaviour and plan for future demand.
- Share proposals for feedback through public engagement, that include options to expand the network and updates to service spans and frequency.



Population Growth in Halifax

Since 2016, the population within the region has grown 22 per cent. Those areas with the highest growth (noted in dark purple) include the Halifax peninsula, Clayton Park, West Bedford, Lower Sackville, Dartmouth North and downtown Dartmouth (See figure 3). Halifax Transit has experienced an increase in ridership in most communities.

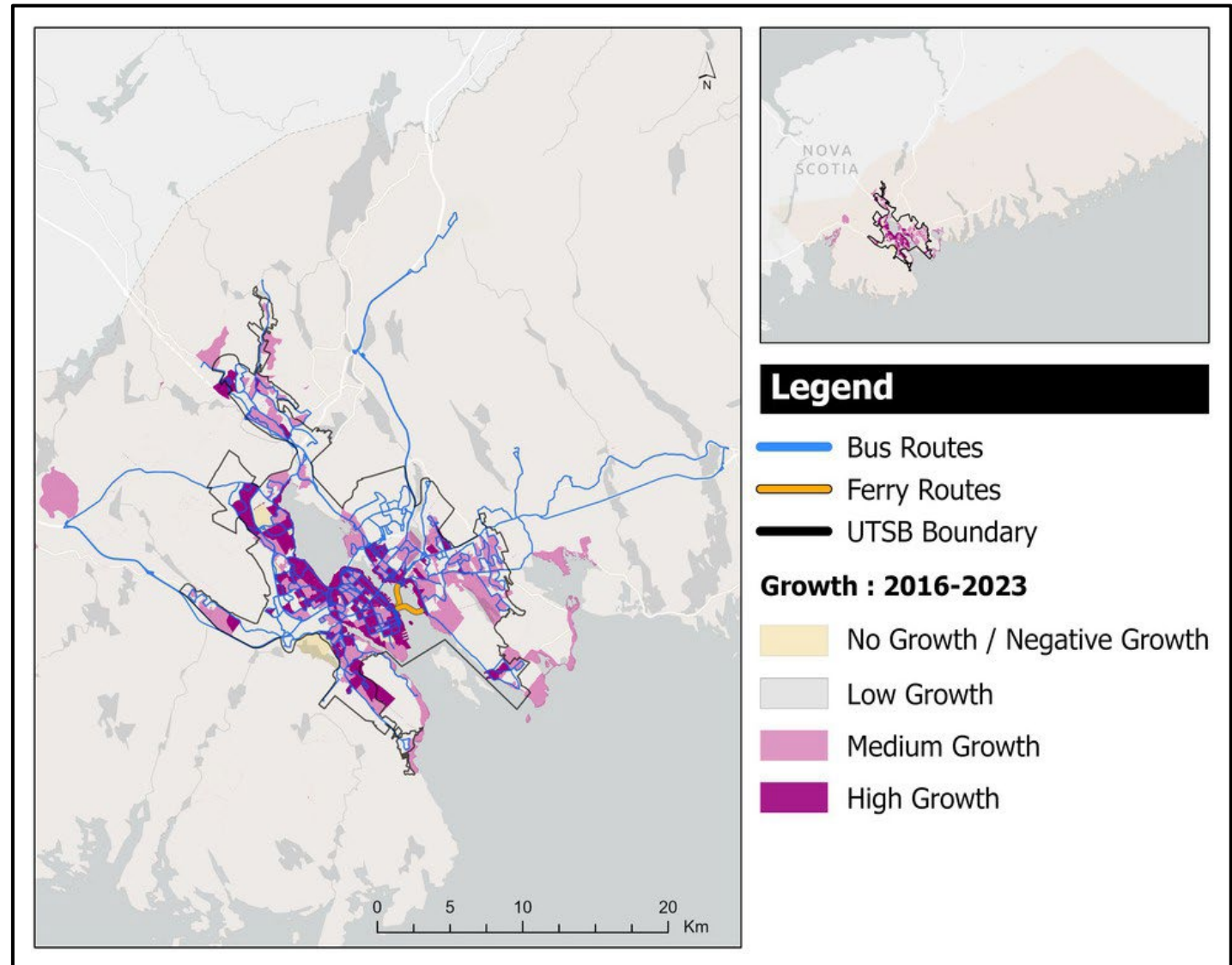


Figure: Map of highest growth in population density. Areas with high growth are concentrated within the Urban Transit Service Boundary (UTSB)

Ridership Patterns



2018 to 2024

Maintrends:

Corridor routes, and other routes which serve communities with medium to high population density continue to see high ridership and steady increases, across all time periods.

Some weekend trips are experiencing significant increases in ridership, especially on Sundays where some of the highest increases have occurred.

October Average Daily Boardings by Time Period

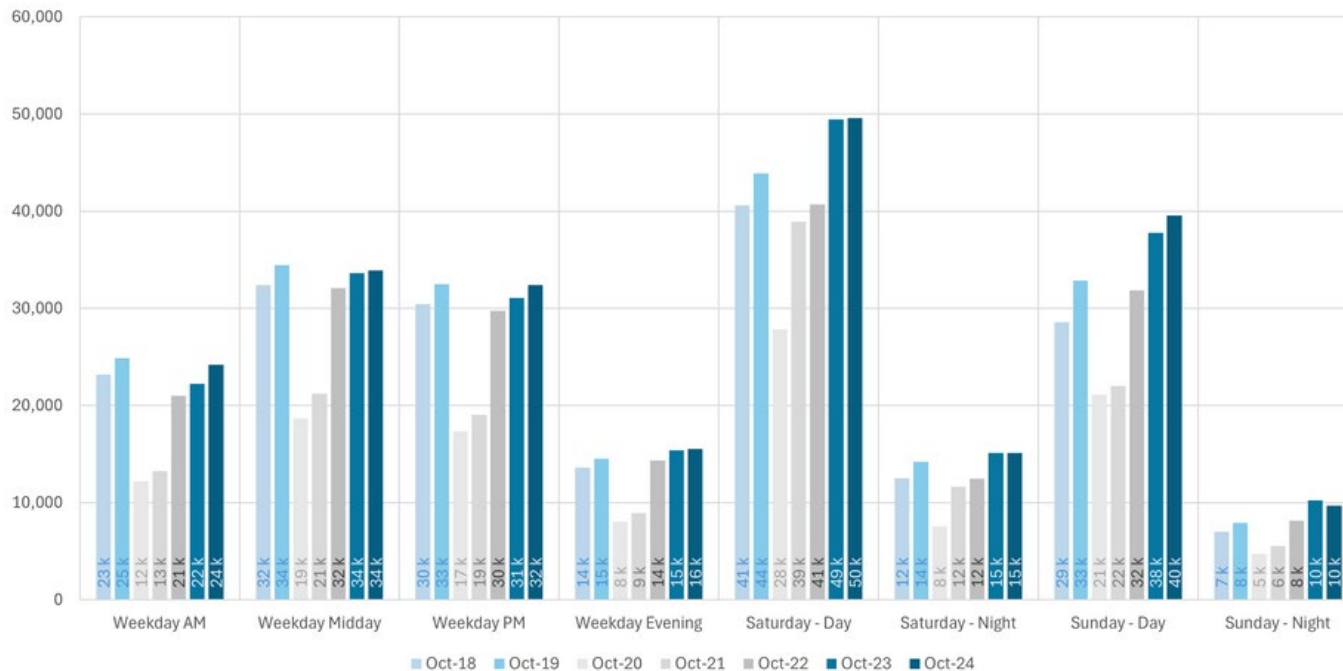


Figure: Average daily boardings for October, by year 2018 – 2024

Population Density

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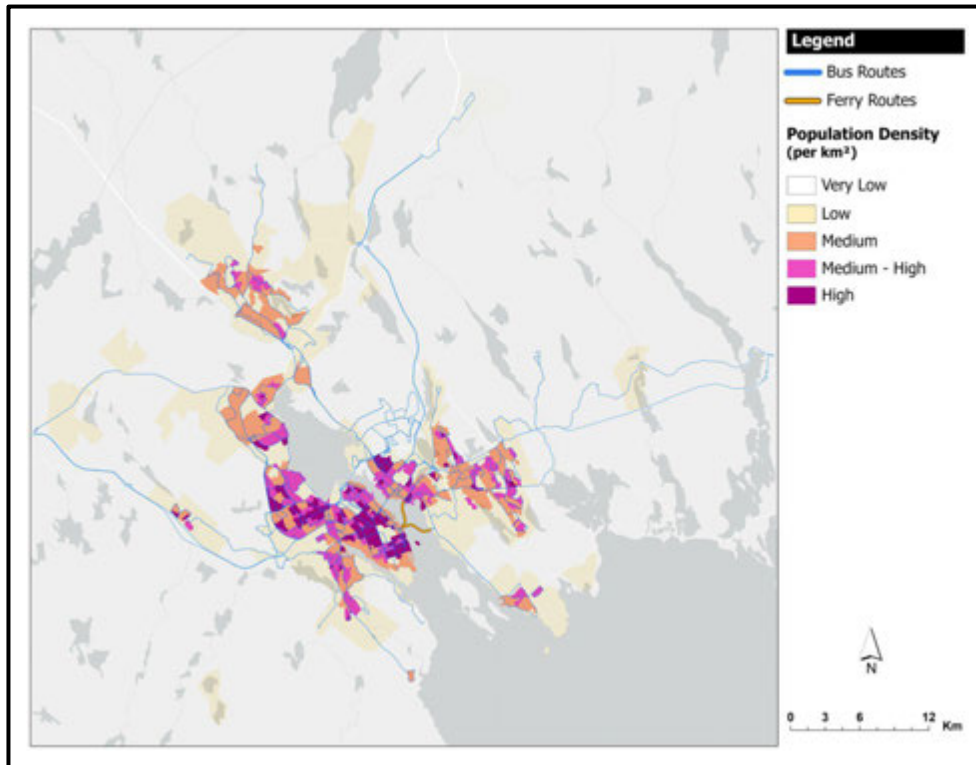


Figure: **Population Density** (Based on Census 2023 estimates). Residents who live in community areas with high population density are less likely to use a car and more likely to rely on transit for their daily trips.

Transit Propensity within Transit Service Area

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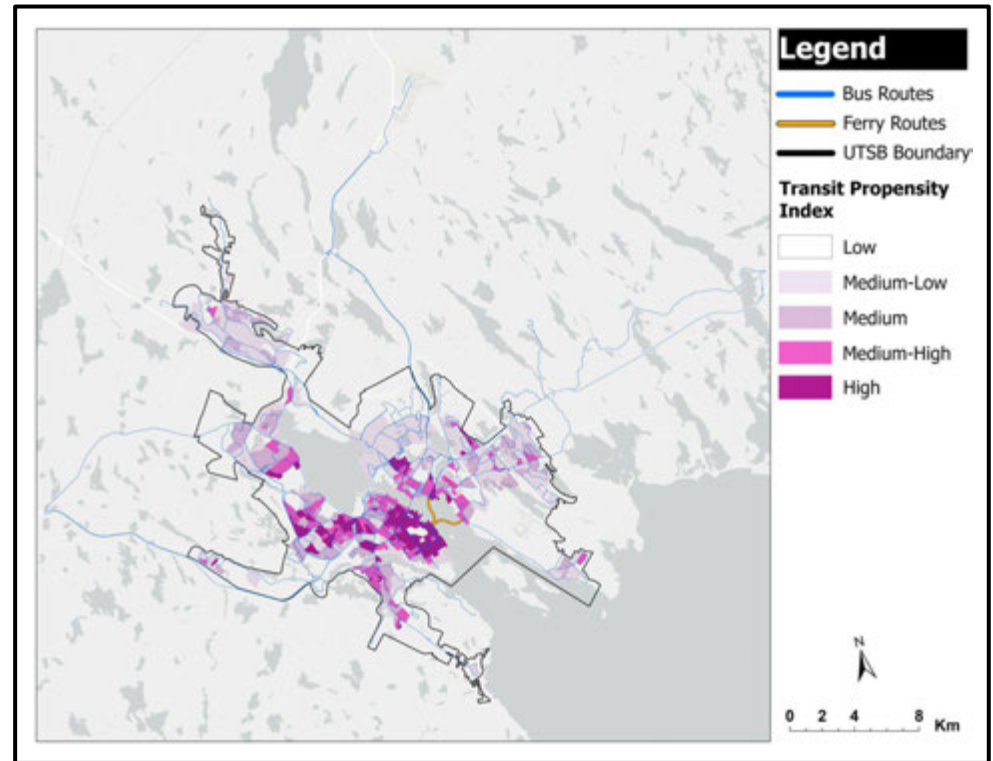


Figure: **Transit Propensity within the Urban Transit Boundary (UTSB)** - Based on 2023 Census Data and other sources.

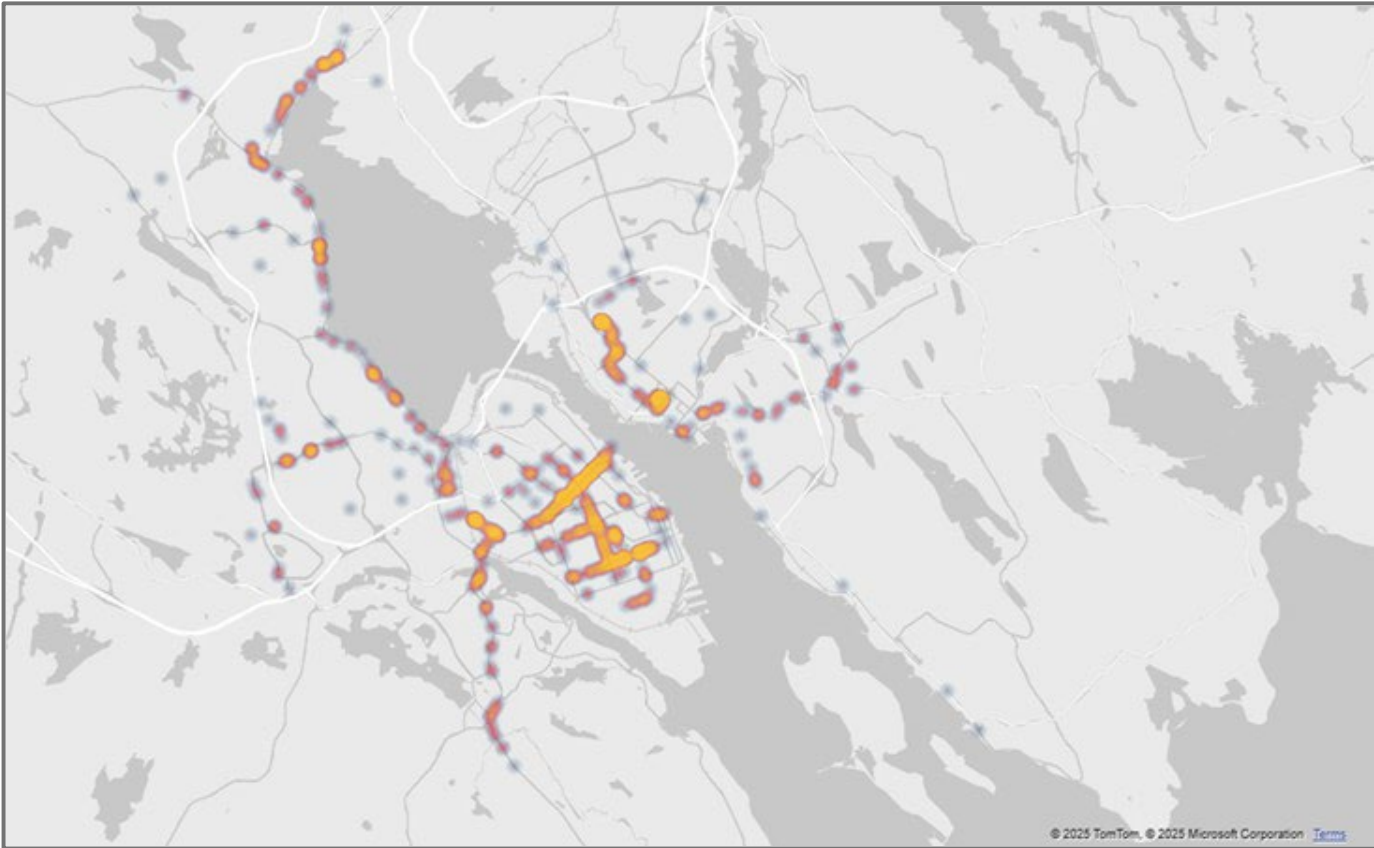


Figure: Location of Service Overload Incidents
August 2023 – August 2024

Service Overloads

Increased service on popular routes will reduce the likelihood that buses will be overloaded. More buses also means greater frequency during high ridership periods, reducing the wait time for the next bus.

Routes	3	8	90	4	1	9A	9B
Overload instances	405	303	193	192	187	176	111

Figure: Top Routes Experiencing Overloads. August
2023 – August 2024

Priority list of routes requiring more frequent service - Top 20

Halifax Transit's ability to increase service frequency is dependent on available resources. To guide decisions on which routes more urgently need extra service, a priority list has been developed from our level of service network analysis (see figure 1).

Proposed level of service increases

The following routes rank high on and under consideration for increased frequency of service:

- Route 3 Crosstown
- Route 8 Sackville
- Route 9A/B Greystone (A) / Herring Cove (B)
- Route 21 Timberlea

Route	Period/s where more service may be required	Priority
3 Crosstown	Multiple	High
8 Sackville	Weekday	High
9A/B Greystone (A), Herring Cove (B)	Weekend	High
21 Timberlea	Sunday	High
1 Spring Garden	Weekend	Medium
2 Fairview	Weekend	Medium
4 Universities	Weekend	Medium
28 Bayers Lake	Weekend	Medium
72 Portland Hills	Weekend	Medium
88 Bedford Commons	Weekend	Medium
90 West Bedford	Weekend	Medium
91 Hemlock Ravine	Weekday	Medium
194 West Bedford Express	Weekday	Medium
5 Portland	Weekend	Moderate
24 Leiblin Park	Weekend	Moderate
39 Flamingo	Weekday	Moderate
30A/B Parkland (A), Dunbrack (B)	Sunday	Moderate
53 Highfield	Sunday	Moderate
123 Timberlea Express	Weekday	Moderate
320 Airport - Fall River Regional Express	Weekday	Moderate

Figure: Frequency Increase Priority - Top 20

Route 93 Bedford Highway - Proposed cancellation



Route 93 Bedford Highway offers morning and evening service for those travelling between Cobequid Terminal/Bedford Highway and downtown Halifax. Route 93 follows similar routing to Route 8 Sackville, except in peninsular Halifax, where it travels along Lady Hammond Road and Barrington Street (see figure 3). Route 93 is one of the least used services within the network. Whereas Route 8 has high ridership and more frequent service would improve service quality and reliability. Halifax Transit proposes cancelling Route 93 to increase service frequency on Route 8 during high demand periods.

	Route 93	Route 8
Passengers per service hour (AM Peak)	26	44
Passengers per service hour (PM Peak)	25	55
Avg passengers/weekday (Q3 2024/25)	546	4,361
Overloads in 2024	0	213

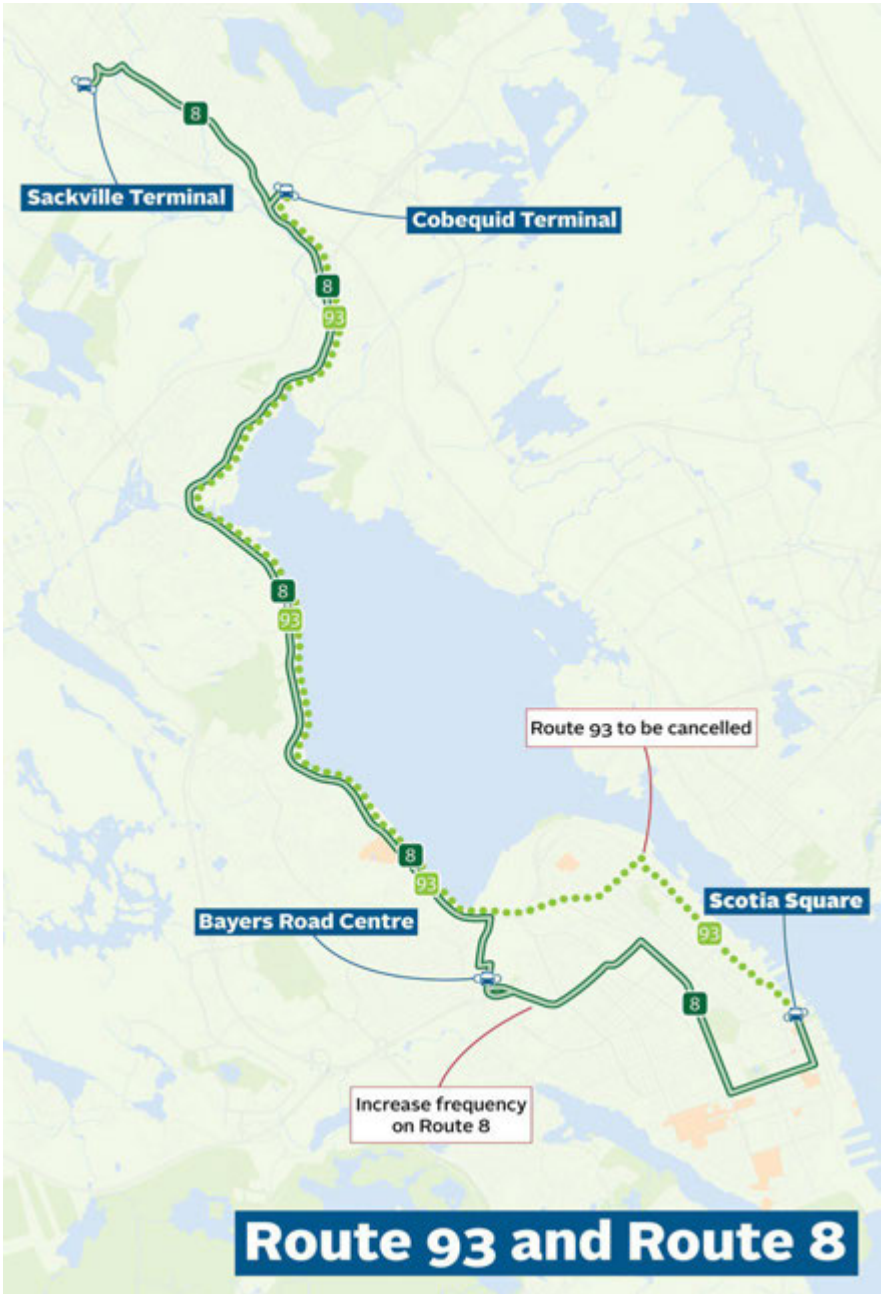


Figure: Route 8 Sackville and Route 93 Bedford Hwy, routing and key stops

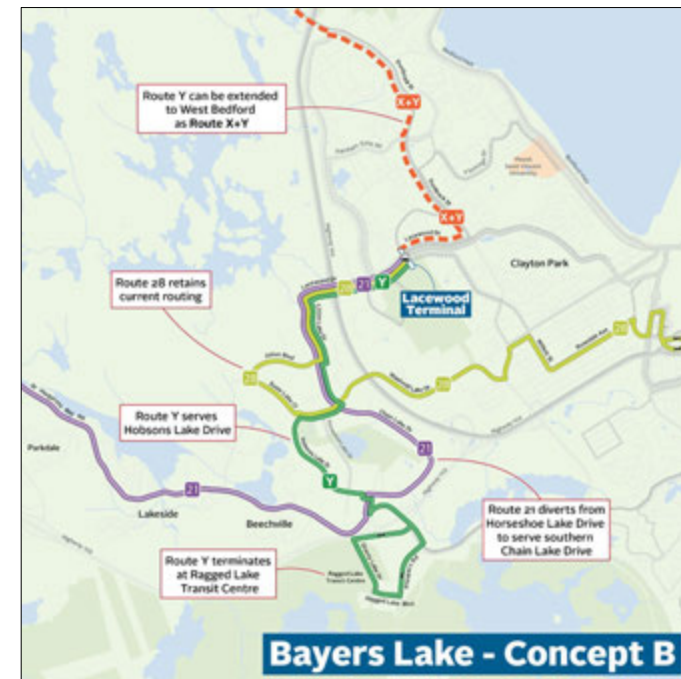
Focus Area: **Bayers Lake**

Proposed Changes: Add transit service to new developments along Hobsons Lake Drive and the southern section of Chain Lake Drive.

New Route Y Lacewood Terminal to Ragged Lake Transit Centre.

More direct service on **Route 28** Bayers Lake.

Divert **Route 21** Timberlea from Horseshoe Lake Drive.



Focus Area: West Bedford

Proposed Changes: Add transit service to this rapidly growing community.

New Route X West Bedford Lacewood.

Extend Route 192 Hemlock Ravine Express.

Modify Route 196 Basinview Express.



Focus Area: Halifax Peninsula

Proposed Changes:

Extend Route 24 Leiblin Park

Alternate routing options for services currently using Morris Street.

Route 90 Larry Uteck.

Express Routes 135, 136, 137, 138, 158, 159, 161, 165, 168A/B.

Cancel service on the **Route 93 Bedford Highway** to provide additional service on the **Route 8 Sackville**



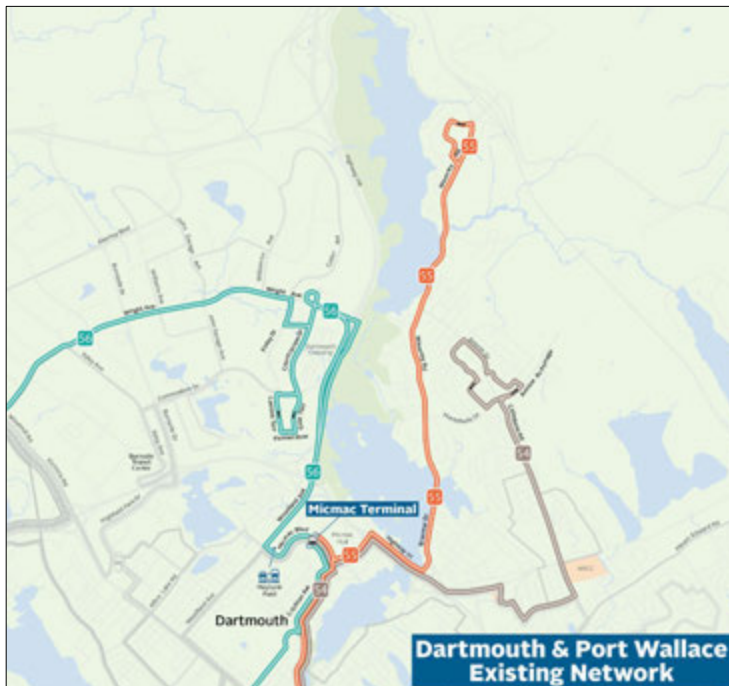
Focus Area: Dartmouth and Port Wallace

Proposed Changes: Extend transit service to new developments in this growing community:

Extend Route 54 Montebello.

Extend Route 55 Port Wallace.

Modify Route 56 Dartmouth Crossing to simplify the routing for passengers.



Engagement Summary

1. Public survey (online and paper):
 - Launch: 18th August
 - Close: 5th October
 - ~9,000 respondents to date
2. In person events: 31; 5588 (riders and residents)
 - 31 Pop-up events across the network; engaged with 5588 riders and residents
 - Stakeholder events: 94 total attendees
3. Transit Staff and Operators
 - Lobby events
 - Survey for Operators and transit staff