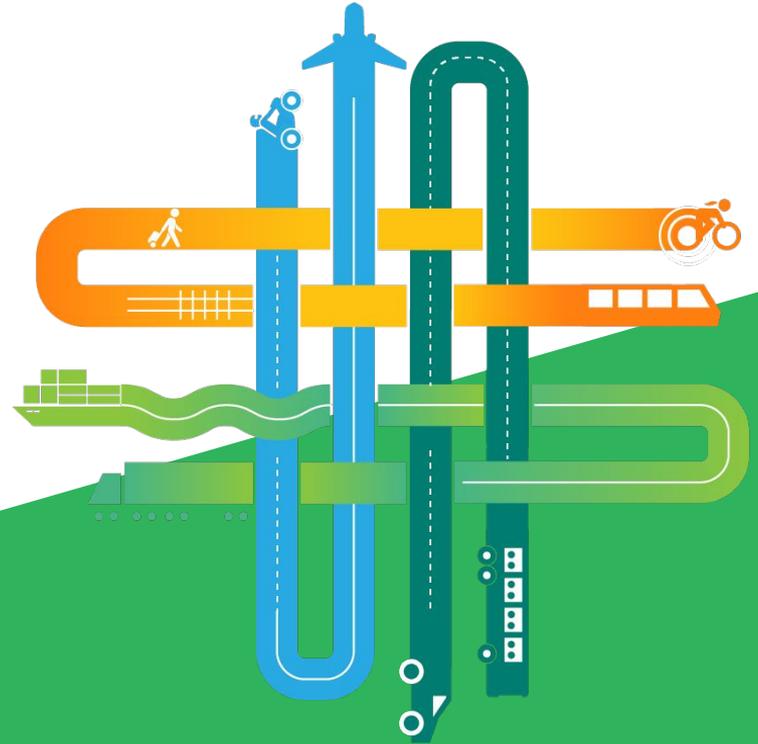


Transit in VOM

Moving Towards a More Connected Community





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Village on Main advocated for a Main Street public transit route from eastern shore communities



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Metro Transit routes direct residents to Transit Terminals rather than hubs, health centres, or regional centres.

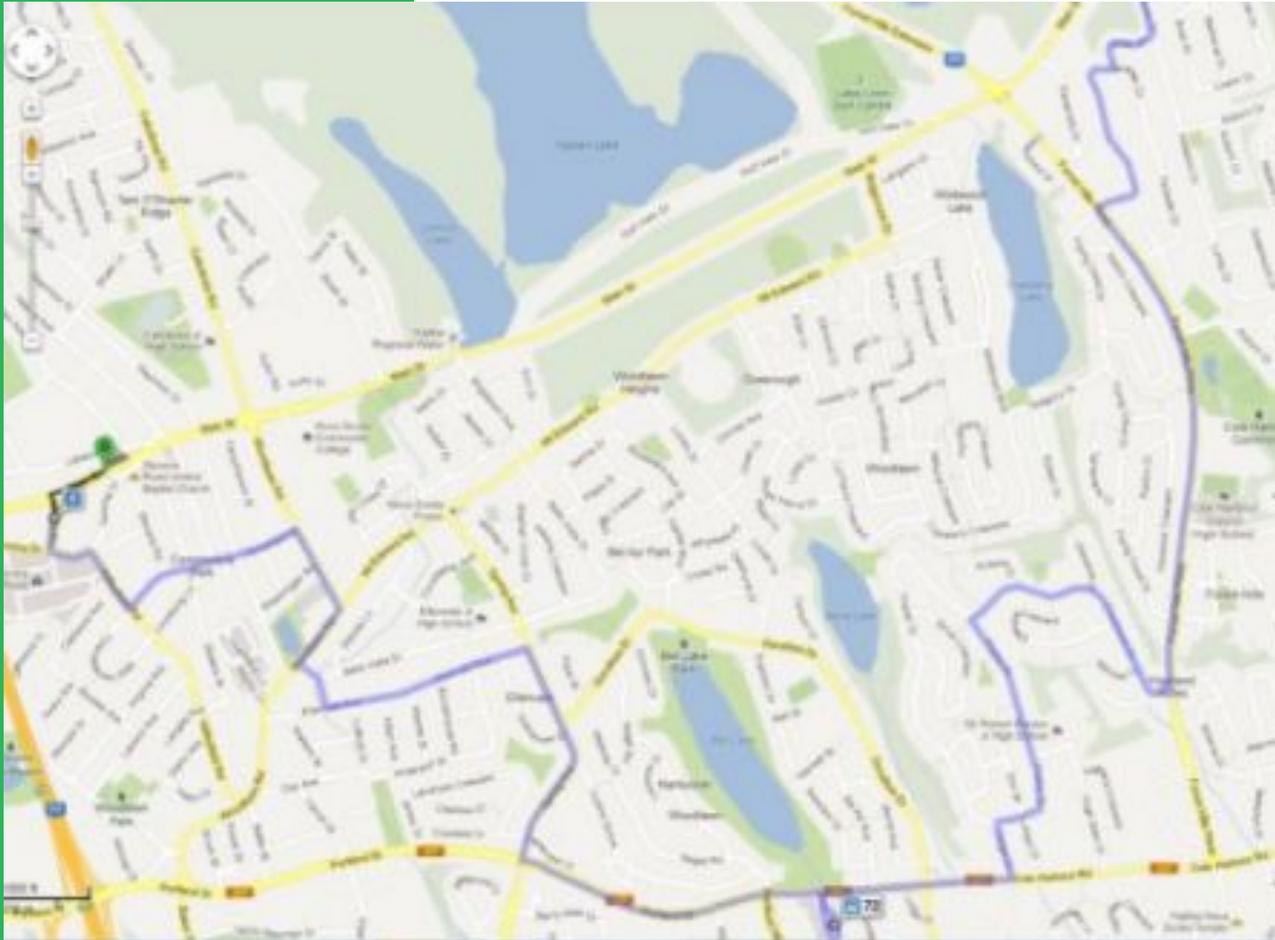
Residents are transported to terminals that often create a disjointed trip adding up to an hour to their travel time.

The public asked Halifax Transit for a transfer-based network. Residents want quicker trips to major destinations across the region on much simpler routes.

Moving Forward Together: Metro Transit Five Year Service Plan: the restructuring of the transit network and guide the implementation of service improvements. It proposes new service types, service guidelines, and performance measures, along with a network redesign.

This Plan is to guide transit for the next 20 years

Link to Plan: [Moving Forward Together with Halifax Transit | Halifax](#)



This map shows that the gap in transit service breaks the natural flow of a corridor at the point of Forest Hills Drive.

As a result driving is more efficient than transit, however, this demonstrates that Main Street is the most commonly traveled and efficient route connecting the regional centre to the Cole Harbour area.

Moving Forward Together

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Changes outlined in **Moving Forward Together** plan will recognize the strengths in the existing network by increasing frequency of service, extending the service day, and enhancing reliability of service in key high transit ridership corridors.

VOM presented suggestions based on data on how to adjust proposed transit plans to better connect VOM to the rest of the city and its citizens which provide:

1. Corridors:
 - North Preston - Downtown Dartmouth
 - Burnside - Cole Harbour
 - The Village - Dartmouth East - Downtown Dartmouth- Westphal, - Preston
2. Access to health, education, recreation, and shopping facilities
3. Alignment with The Regional Municipal Planning Strategy of 2014 and the Integrated Mobility Plan

By:

1. Adopting the recommendations for Route 63, 68, Route 55, and Route 401.
2. Include the development of an implementation plan for a level 4 Transit Centre at or near the Tacoma Centre.

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It's More Than Buses (IMTB)

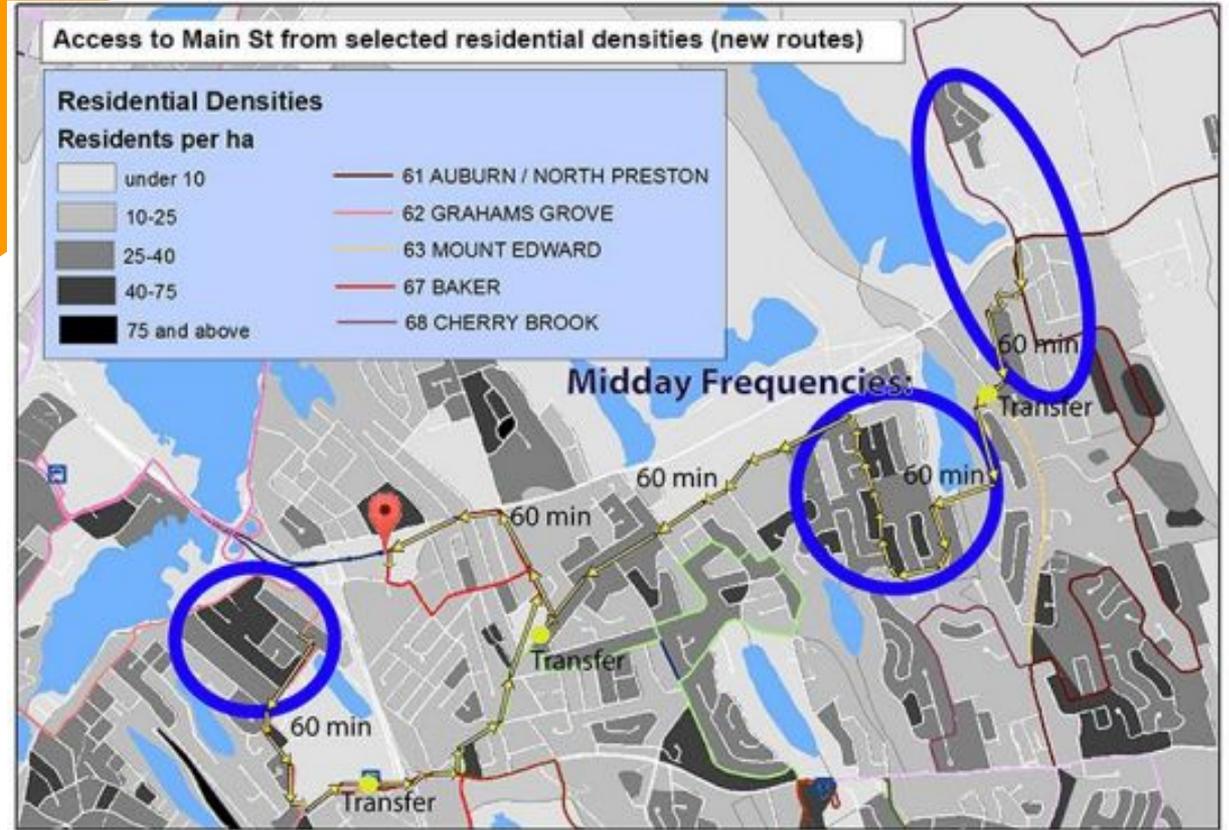
About **It's More Than Buses**, or IMTB, is Halifax Regional Municipality's public transit research, education, and outreach group.

Throughout the consultation process of the **Moving Forward Together Plan**, they worked with various partners and voiced their concerns regarding the proposed plan:

"First, the new plan has too many routes focused on Downtown Halifax; overlapping routes are buses that could be used elsewhere. Second, there are few crosstown routes, which would help people from across HRM quickly reach key destinations like Bayers Lake, Burnside, Mainstreet Dartmouth, Downtown Dartmouth and Woodside. Crosstown routes are especially important for people working part time or working shifts. Third, the northern end of Barrington Street has been left off the corridors entirely, limiting access to Mulgrave Park, CFB Halifax, and the Irving Shipyards

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Residential Densities



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Moving Forward Together

In 2016, Halifax Council approved a new transit system.

THE DARTMOUTH THING is a collaboration of leaders in the Dartmouth communities of Downtown Dartmouth, Village On Main, Cole Harbour, Burnside, Lake Loon-Cherrybrook, and East Preston, who proposes that the Moving Forward Together Plan be put on pause at this time in order that it be considered within the city's Integrated Mobility Plan.

They requested **23** requested amendments for staff to examine. Including (Full list in 2017 folder):

- #5. not change route numbers in North Preston and Cherry Brook
- #14. Consider changes to routes 63, 68, 55 and 401 as proposed by Village on Main district
- #16. Add a corridor running from Burnside to Woodside, making it easier to travel within Dartmouth
- #20. Identify other local routes that may, in the future, offer high-frequency crosstown service
- In addition to extended ferry services

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Moving Forward Together

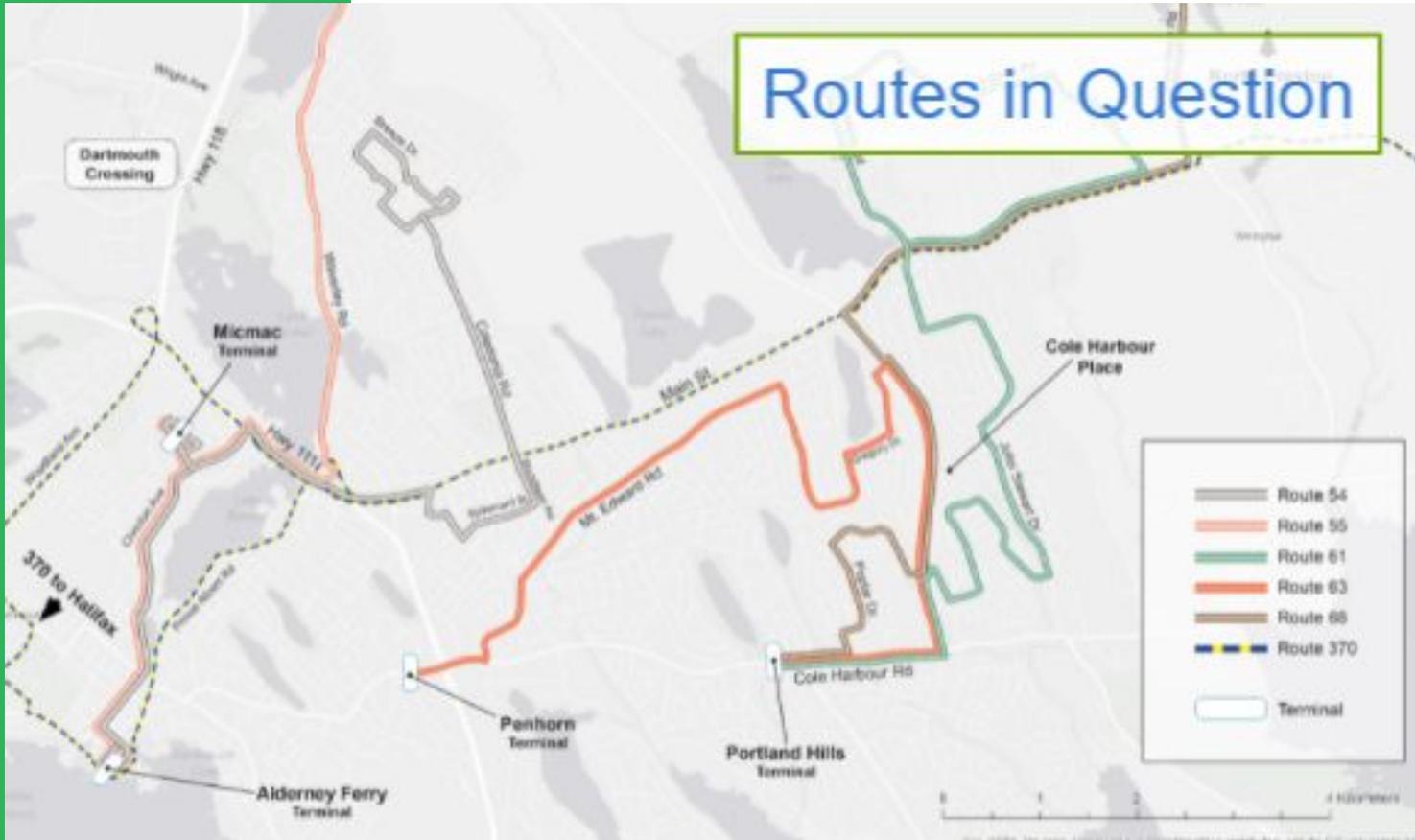
Numerous organizations wrote to the City requesting additional changes that need to be taken into consideration.

- **The Building Owners and Managers Association (BOMA):** “GIRT” (Green Inter-Connected Rapid Transit)
- **BIDs & THE DARTMOUTH THING:**

Re-Motion-

1. That Halifax Regional Council amend the Moving Forward Together Plan to retain the existing route numbering associated with the communities of North Preston and Cherry Brook, as per item E of the staff report dated November 4, 2016.
 2. Approve the Moving Forward Together Plan as presented at the April 12, 2016 meeting of Regional Council with the inclusion of the change noted above
- **It's More Than Buses:** asking Regional Council not to vote on Halifax Transit's *Moving Forward Together Plan* without seeing much more information.

Routes in Question





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Moving Forward Together

It's More than Buses Drafted a letter outlining their concerns and put forward recommended amendments:

- Consider an amendment (or addition) of a bus corridor route running North-South in Dartmouth connecting Burnside, Highfield Terminal, Bridge Terminal, Downtown Dartmouth and Woodside, to improve regional connections to these locations and also make it easier to travel within Dartmouth.
- Consider enabling East-West routes to run across the north end of the peninsula including identifying physical improvements to roads and installation of enhanced shelters at key transfer points in order to allow more riders convenient connections from Bayers Road and Mumford terminals to Barrington Street..

The proposed **Halifax Transit budget** for the coming fiscal year. It includes a Transit Priority installment at Main/Gordon. This will allow the buses to jump ahead of regular traffic

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Integrated Mobility Plan was introduced which guides investment in active transportation, transit, transportation demand management, goods movement and the roadway network in Halifax.



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Village on Main submitted recommended adjustments to Halifax Transit Revision of April 2016 to District 6 Councillor Tony Mancini ,District 5 Councillor Gloria McCluskey and District 4 Councillor Lorelei Nicoll, requesting the specific amendments of:

- (5) Not change any route numbers in North Preston and Cherry Brook
- (14) Consider changes to routes 63, 68, 55 (and 401) as proposed by the Main Street

Dartmouth Business Improvement District

- (16) Add a corridor running from Burnside (to Woodside), making it easier to travel within

Dartmouth

- (20) Identify other local routes that may, in the future, offer high-frequency crosstown service

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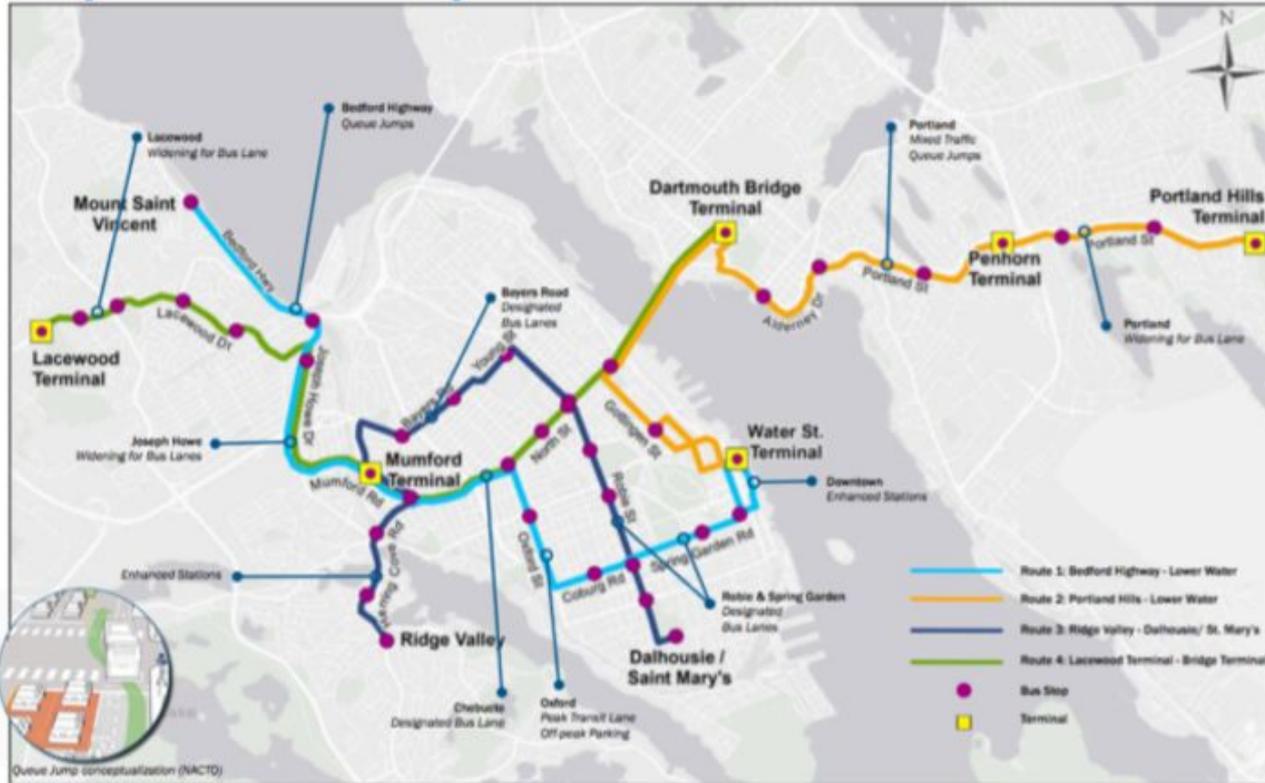
Bus Rapid Transit (BRT)

Halifax Transit pitches a **BRT**. The bus rapid transit is basically subway-level service, delivered above ground. The example that most Canadians would be familiar with would be Ottawa's busway system, currently on its way to being converted to light rail after decades in operation.

Halifax Transit BRT proposals seems to be for four souped-up express routes to overlay our current system. The four routes would use combinations of dedicated lanes, parking restrictions, and other transit priority measures to help make trips faster, along with raised platform stations where riders pre-pay for their tickets and walk or roll directly on to the bus. It would operate along with it, mixing with slower buses and regular traffic, depending on location.

Bus Rapid Transit (BRT)

Proposed Bus Rapid Transit Network



Not a popular proposal:

Large parts of the regional centre are untouched by the proposed network. Conspicuously absent is a line into the northern part of the Halifax peninsula. There's also no line across Dartmouth to Burnside.



2017/
2018

Integrated Mobility Plan (ITP)

Halifax Transit moved forward with the Integrated Mobility Plan ITP, while there's an agreement that it is a step in the right direction there's also a concern over the lack of vision and ambition. A long term vision paired with immediate action is the only way to ensure the development of healthier communities.

VOM and Moving Forward Together Plan

What do we want to achieve?

Bus routes that suit VOM's status as a growing transportation and commercial/employment centre

- Bus route down Main
- Potentially a route that goes from DTHFX through Portland street to E Dartmouth N of VOM
- Transit first (rapid growth centre)
-

What has been accomplished?

Public Engagement

Private plans/alternatives

Petitions

Re-engagement

What gaps remain?

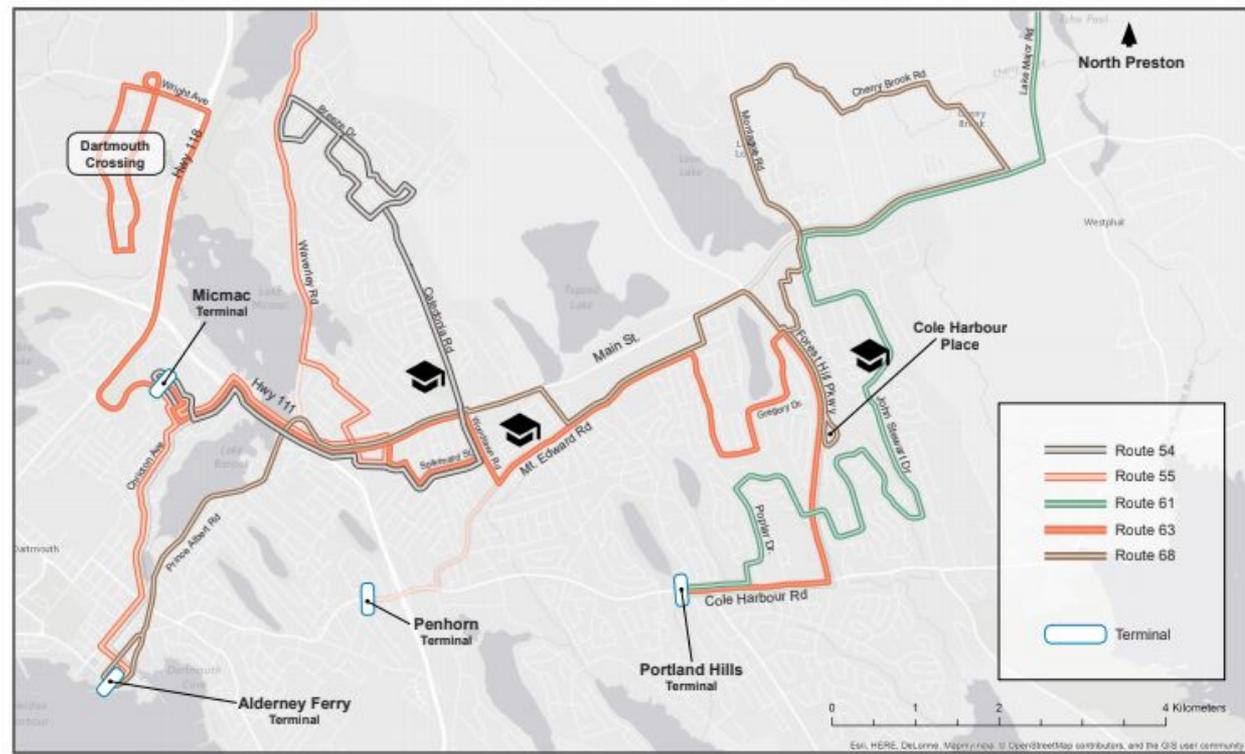
-Of the 24 planned route changes for 2021, none involve Main Street

-Dartmouth to Dartmouth Transit remains weak

-Main Street is hub to many regions but only driving

Requested Amendments

Figure 4: Our recommendations for the 54, 55, 61, 63, & 68 bus routes (with Halifax Transit lines faded behind)



- (5) Not change any route numbers in North Preston and Cherry Brook
- (14) Consider changes to routes 63, 68, 55 (and 401) as proposed by the Main Street

Dartmouth Business Improvement District

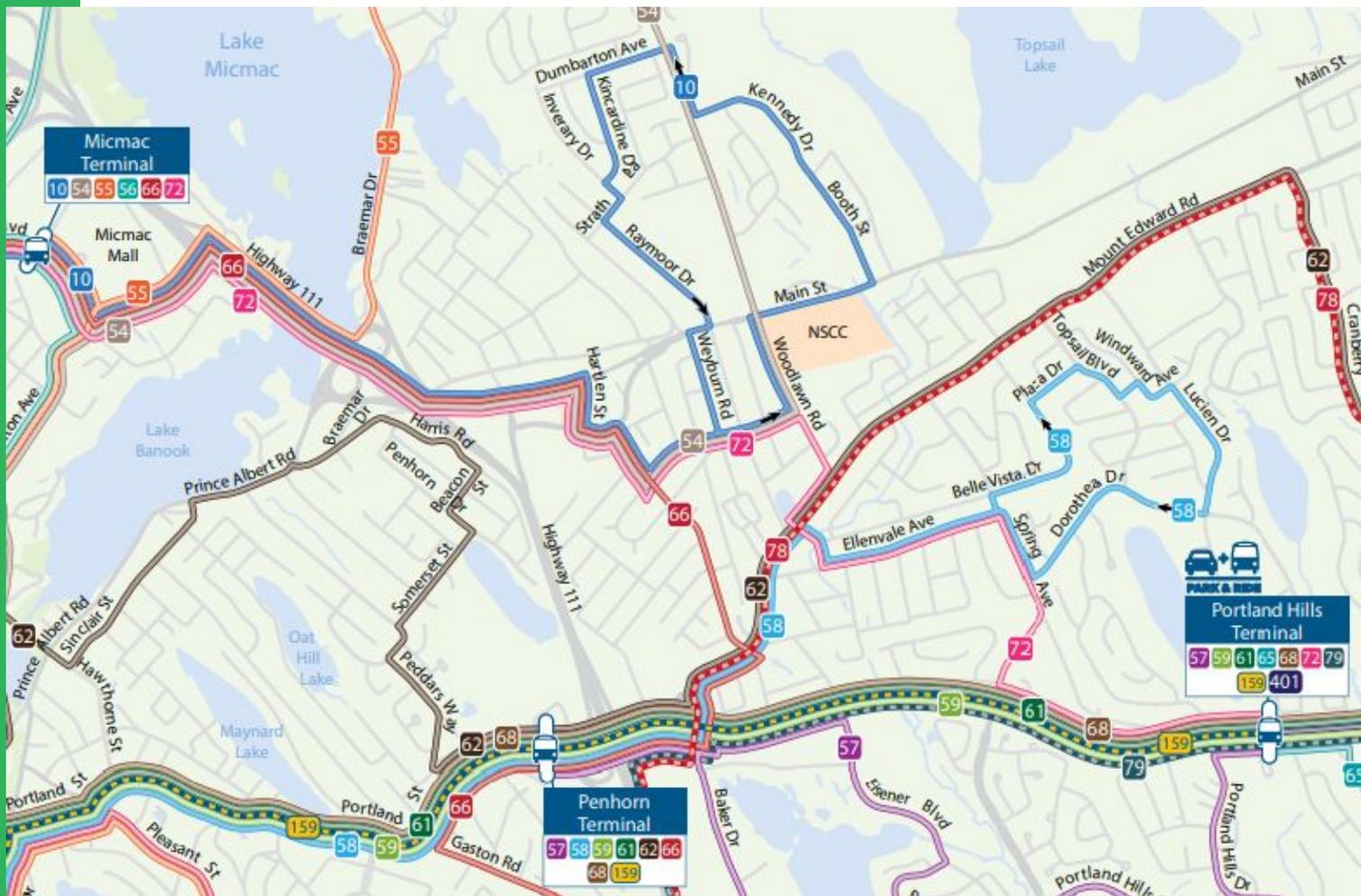
- (16) Add a corridor running from Burnside (to Woodside), making it easier to travel within

Dartmouth

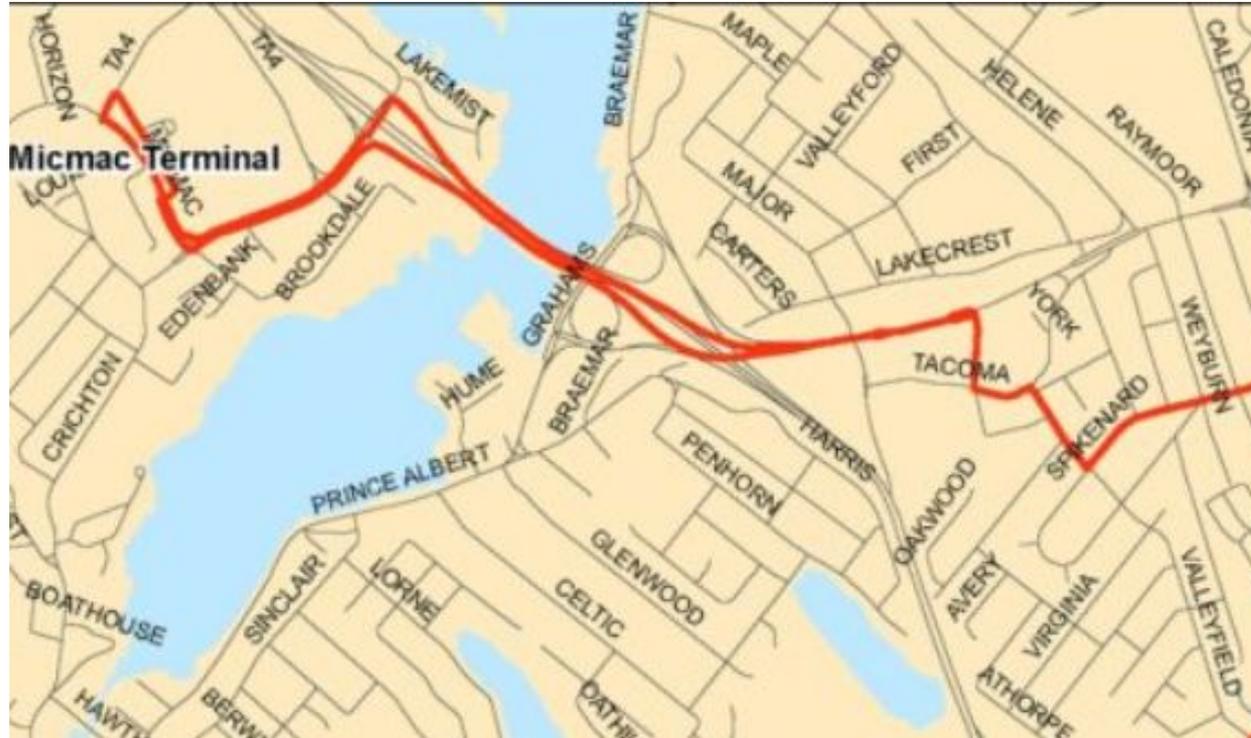
- (20) Identify other local routes that may, in the future, offer high-frequency crosstown service

61 and the 68 follow similar routes and end up far in the North

68 and the 61 are very similar- except that the 68 is only on weekday mornings



New 67



Phil Elliott on Active Transportation in Dartmouth

Too little focus on an Active Transportation Strategy for Eastern Passage, Dartmouth East and Burnside (exception is the excellent trail network within the Portland Hills, Russell Lake communities)

The development of key interconnected active transportation corridors beyond the Circumferential is woefully missing:

1. Lack of active transportation corridors over the circumferential Highway at Portland St., Main St., and beyond the Woodside Transit hub to Eastern Passage
2. Most of the active transportation capital budget is spent on new sidewalks and this is mostly in more suburban neighbourhoods.
3. Regarding Burnside, one of the top priorities now is to extend the Burnside Dr. Greenway from Commodore to Wright Ave. We have an infrastructure funding application in for that.

Phil Elliott on Active Transportation on Dartmouth

Portland Street

The overpass is the primary active transportation connection between Penhorn and Woodlawn. It is currently a very risky crossing with a substandard narrow sidewalk and inadequate pedestrian and cycling crossings at the highway ramps on both sides. The Penhorn Mall is being redeveloped, but there is no interconnection to a multi purpose active transportation over the Circumferential Highway at this location. **What is missing is the integration of a multipurpose overpass between the Penhorn development and Woodlawn.**

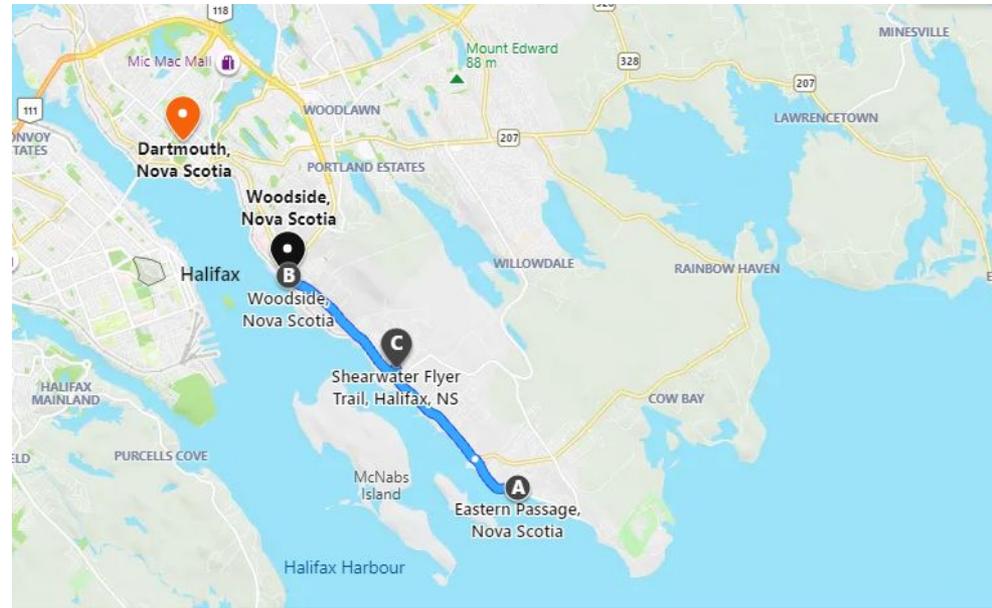
There is no new Penhorn community access the many services that are east of the Circumferential. There is a need to reconnect these communities beyond using a car. The issue of access to the Penhorn Terminal from the Woodlawn/Baker Drive areas also needs to be addressed.

A deliverable of the plan is to develop a safer and accessible pedestrian and bicycle crossing of the 111 and connect Penhorn to Woodlawn.

Phil Elliott on Active Transportation on Dartmouth

Pleasant Street /Main Road

There is no active transportation link between the Woodside transit hub and Eastern Passage. For much of Pleasant Street, which is currently 4 lanes wide, there is not sufficient traffic to justify the wide 4 lane roadway from Woodside to Hines Road. Surely at a low cost it should be a practical solution to convert one of the lanes to a protected 10 foot wide multipurpose trail.

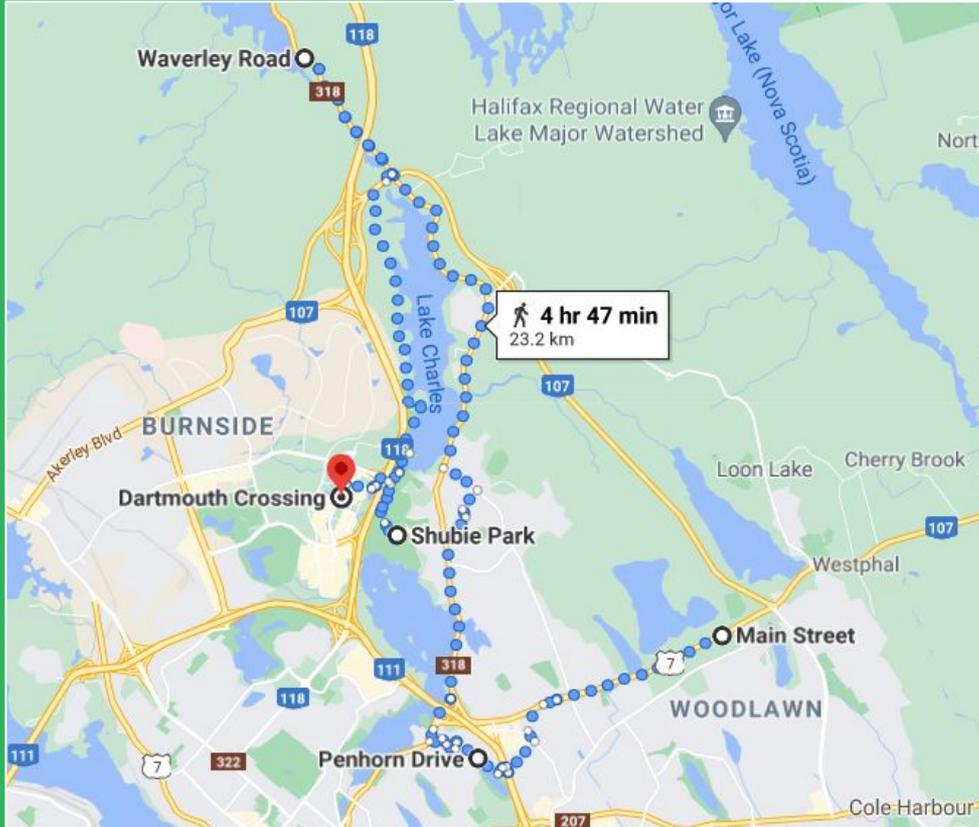


Phil Elliott on Active Transportation on Dartmouth

Main Street to Braemar Drive

The question that must be addressed as part of this development is how does this Graham's Grove community access the large commercial district on Main Street, the Akerley Campus of the Community College, and Dartmouth East except by car because there is no interconnecting bus service and as mentioned above the existing pedestrian walkway is very dangerous

Phil Elliott on Active Transportation on Dartmouth



Woodlawn Road, Caledonia Road, Breeze Drive

These roadways are currently over wide and 4 lane surfaces over most of their length and could have a lane eliminated and like Pleasant Street create a 10 foot wide dedicated multi purpose trail. It could in collaboration with the Main and Portland overpasses provide a connection between the Akerley Community College and much of the Dartmouth and Eastern Passage communities.

It should be one of the active transportation spines through Dartmouth East. It would connect Penhorn to Main St to Waverley Road then Shubie Park to Dartmouth Crossing

Halifax Regional Plan Overview

- Adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation

Full document can be found here: [Regional Plan Review | Shape Your City Halifax](#)