



RAPID TRANSIT STRATEGY

What is Rapid Transit?

Halifax Regional Municipality is developing a strategy to establish a Rapid Transit Network. The strategy includes two types of transit: Bus Rapid Transit and additional Ferry service. We want to hear what you think!



The Bus Rapid Transit (BRT) network would:

- provide all-day frequent bus service on key corridors
- have faster travel times (limited stops and dedicated lanes)
- connect peninsular Halifax and Downtown Dartmouth with dense and developing suburbs

The new ferry service being considered would:

- provide express peak-hour service connecting Mill Cove and Downtown Halifax
- potentially connect other growing communities via ferry in the future

FAST SERVICE WITH LIMITED STOPS		
Proposed New Service: New Ferry Routes 	Proposed New Service: Bus Rapid Transit (BRT) 	
Existing Service: Express Buses Regional Express Woodside Ferry	Existing Service: Alderney Ferry	Existing Service: Corridor Routes (#1-10)
ALL-DAY FREQUENT SERVICE		

BRT: fast, frequent, all-day

TYPES OF SERVICE

Bus service types provided across the municipality vary for different purposes:



	EXPRESS ROUTES	BUS RAPID TRANSIT	LOCAL AND FREQUENT SERVICE
PURPOSE	Serve commuters travelling between downtown and suburban and rural areas	Provide high-quality, frequent service to dense urban and suburban areas	Provide transit service to many areas across the municipality
SCHEDULE FREQUENCY	Peak hours only (possibly some off-peak service)	High frequency all-day	Moderate to High
STOPS	Limited, typically at origins, terminals and destinations	At major destinations and intersections (500m-1km spacing)	Every few blocks (200m spacing)
LANES	Usually mixed traffic	Dedicated bus lanes where possible	Usually mixed traffic

Why is Rapid Transit important?

Rapid Transit means public transit that is more **reliable and attractive**. The aim is to get you where you want to go, when you want to go, **faster and more frequently** – seven days a week.

Improve mobility by making transit more reliable and attractive

- BRT would run at least **every 10 minutes** during the day
- Buses would **stop less frequently** than local routes
- Dedicated **bus lanes** would be added wherever possible
- **Ferries** would provide direct, fast links to downtown jobs



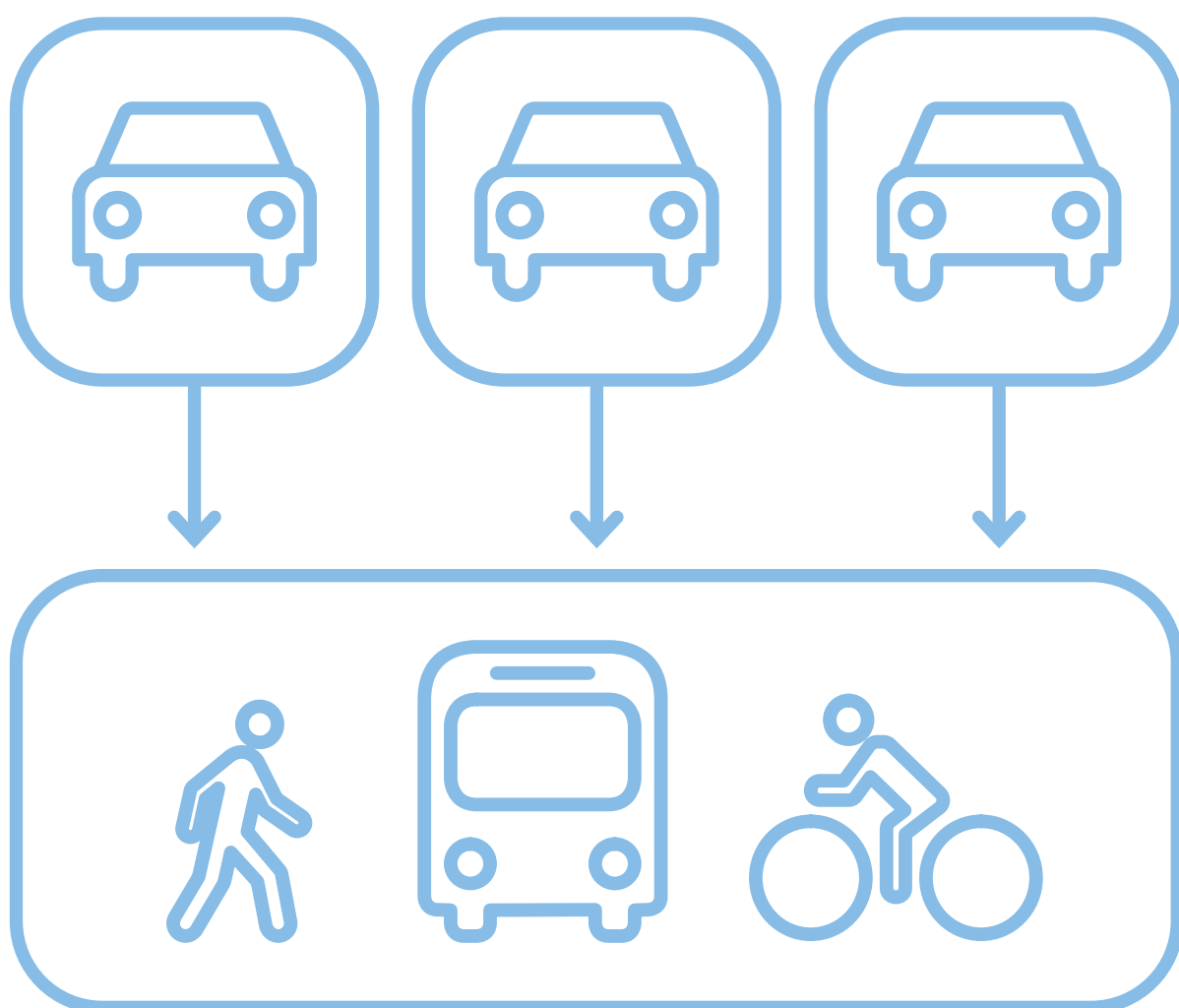
Provide transit users with greater access to jobs, amenities and destinations

- Improvements to mobility and reliability would get you more places, increasing access to a greater range of jobs
- Most places on the network would require **one transfer** at most, from start to end, allowing greater access to much more of the city



Help to shift away from private vehicle use

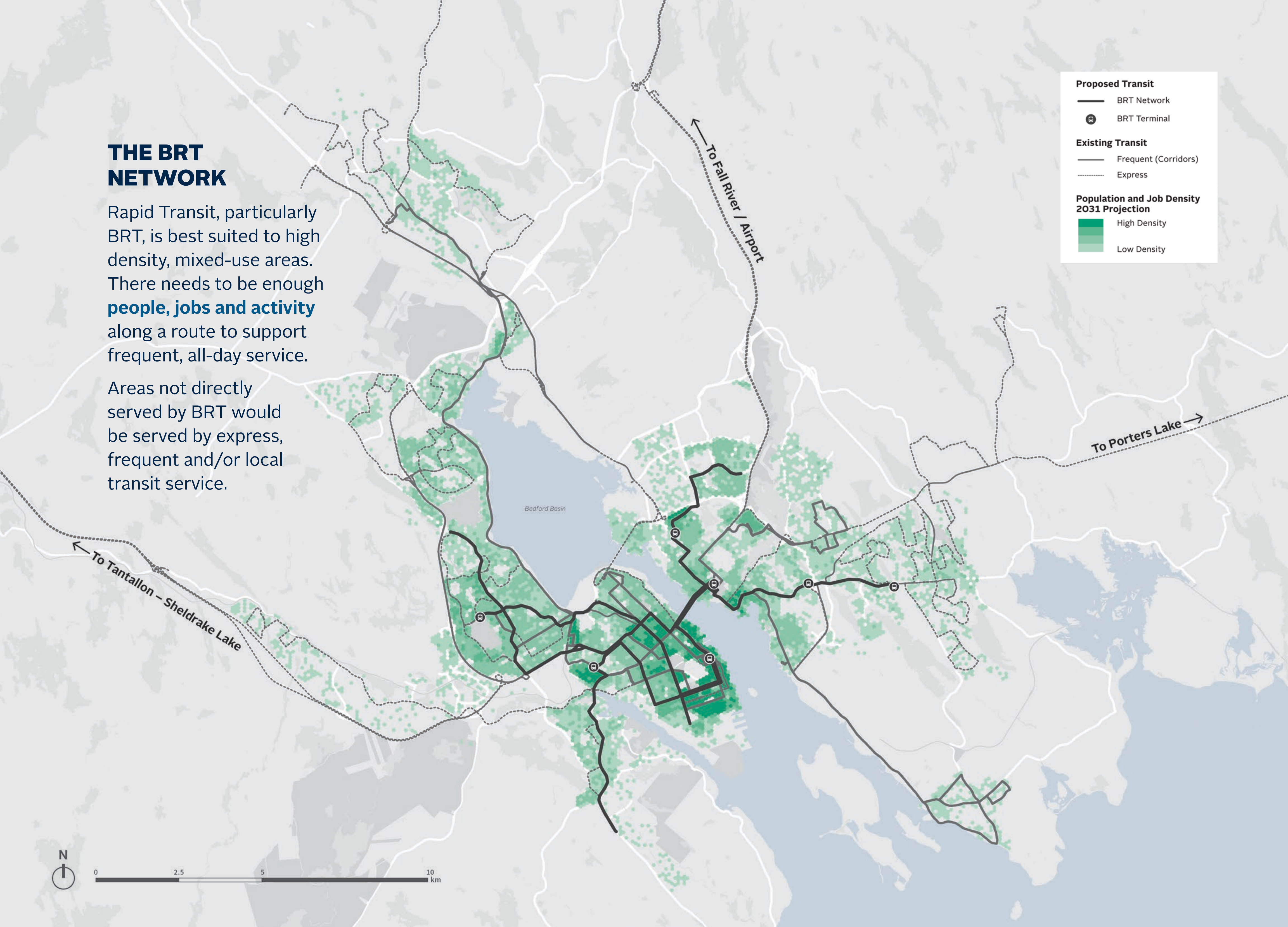
- Easier to make the choice not to own a vehicle, or second vehicle, helping households to **reduce transportation costs**
- Choosing to use transit would **reduce greenhouse gas emissions**, helping to preserve our environment and meet the municipality’s ambitious goals for climate change mitigation
- The municipality would **encourage development near stations**, so new growth is transit-oriented and more sustainable



THE BRT NETWORK

Rapid Transit, particularly BRT, is best suited to high density, mixed-use areas. There needs to be enough **people, jobs and activity** along a route to support frequent, all-day service.

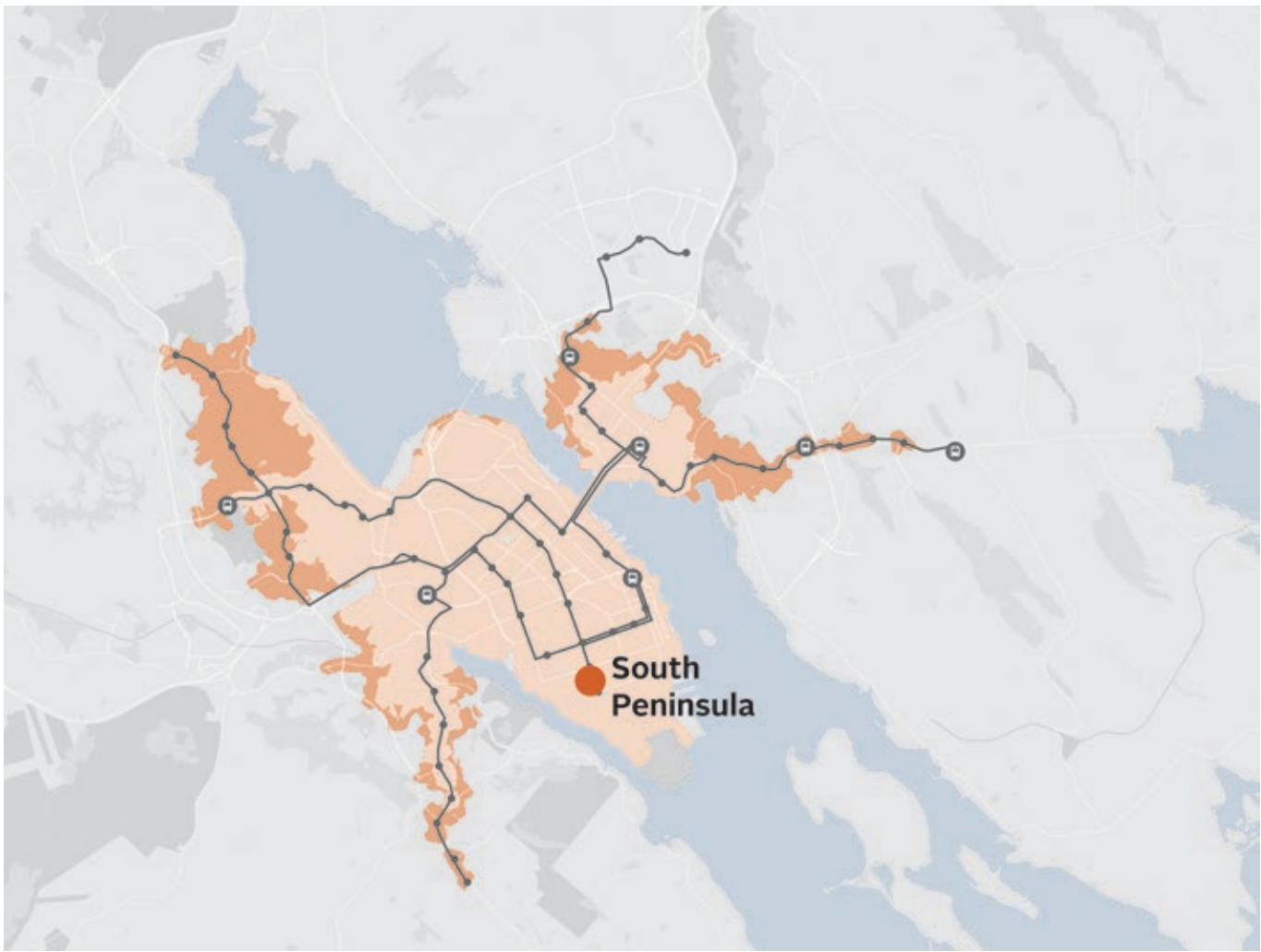
Areas not directly served by BRT would be served by express, frequent and/or local transit service.



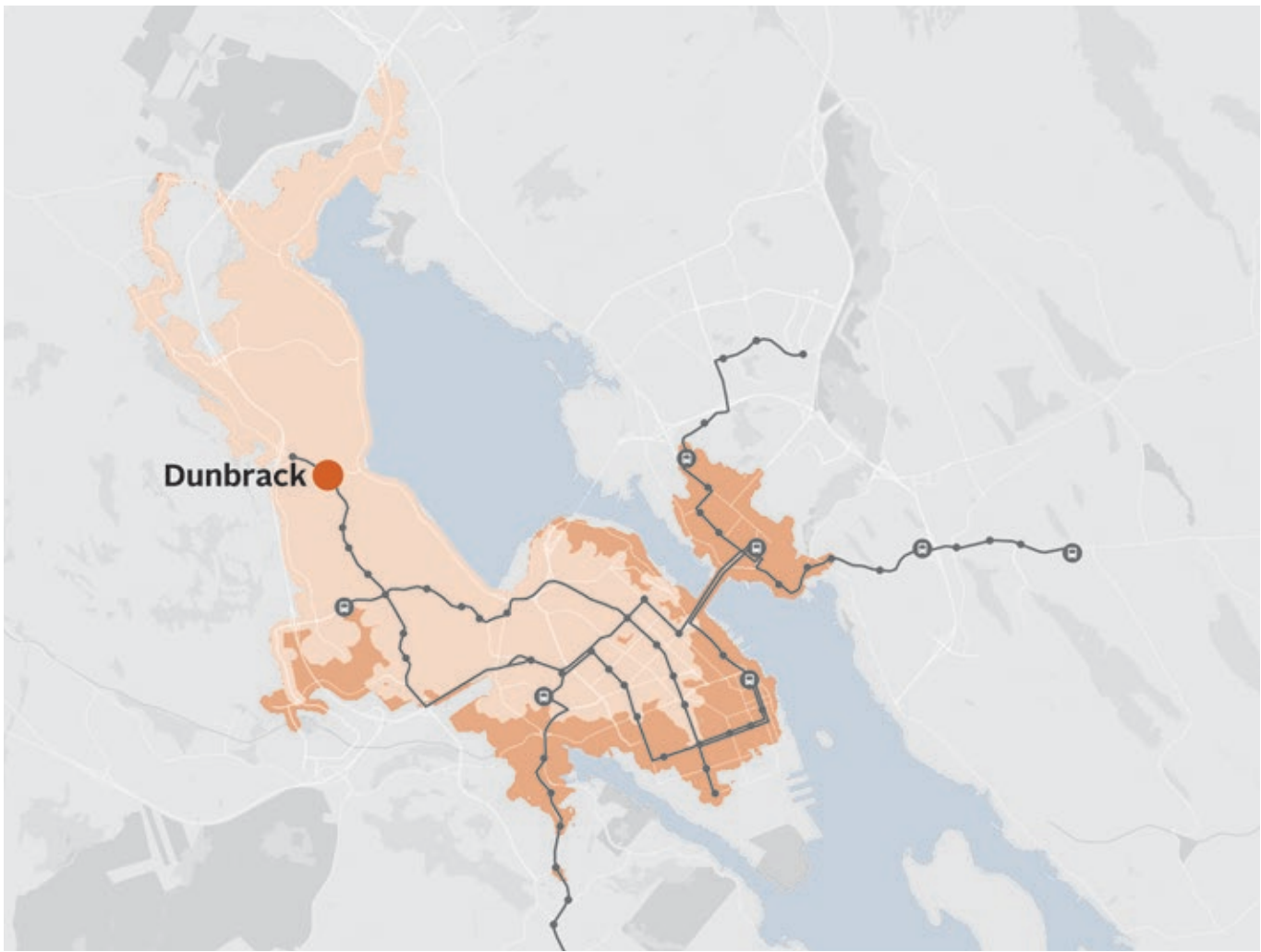
ROUTE CONSIDERATIONS

In addition to population and job density, BRT routing was also informed by:

- Community Characteristics
- Existing Travel Patterns
- Existing Transit Ridership
- Existing Residential/Commercial Density
- Planned Growth & Capacity for Additional Growth
- Planned Transit Lanes & Space for Additional Lanes



More HRM residents could access the universities and hospitals in the south end. **36,000** more people would live within 45 minutes.

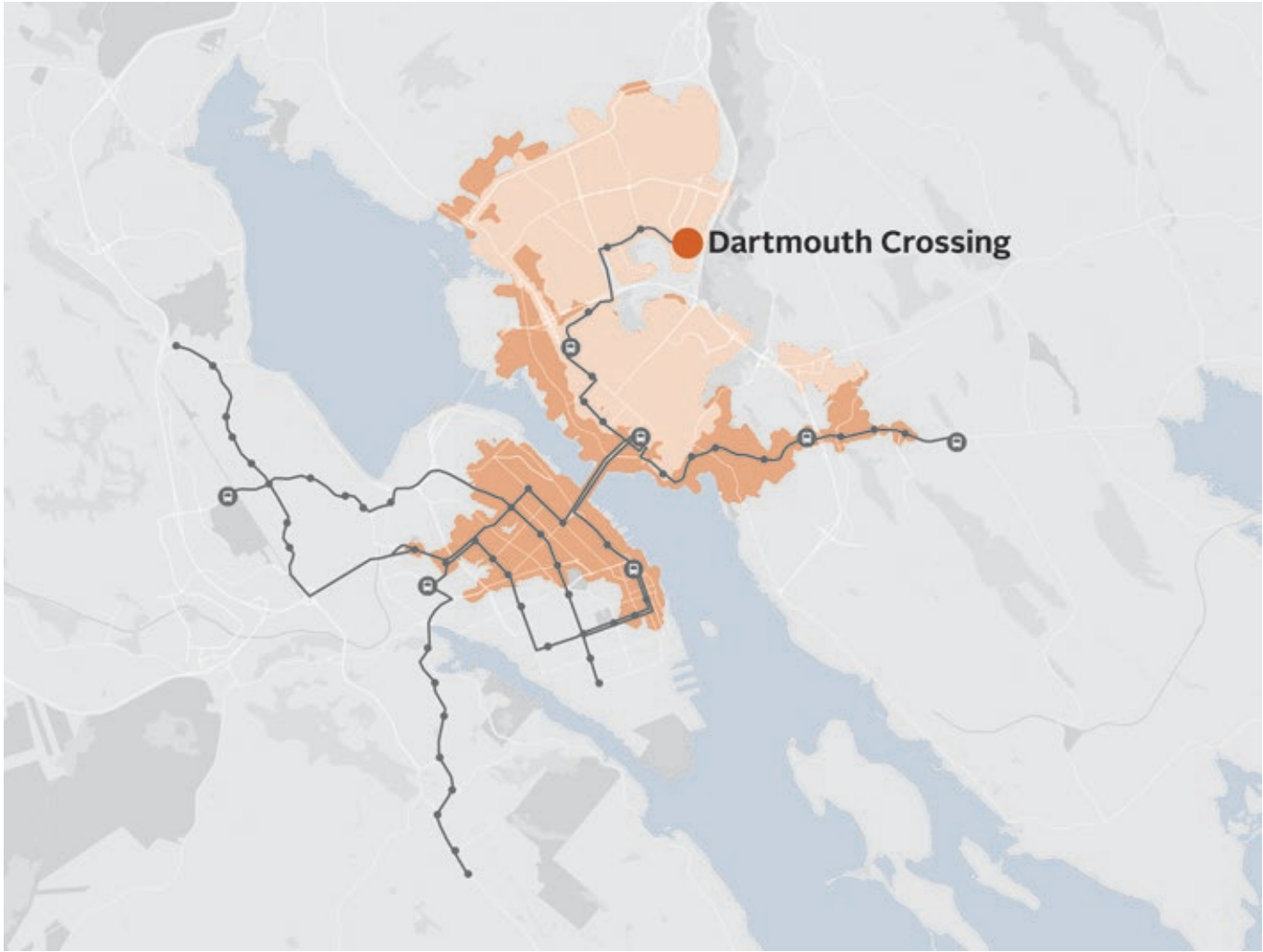


Residents from all over Clayton Park would have better access to downtown and Dartmouth. A resident at Dunbrack and Kearney Lake would have access to **60,000** more jobs.

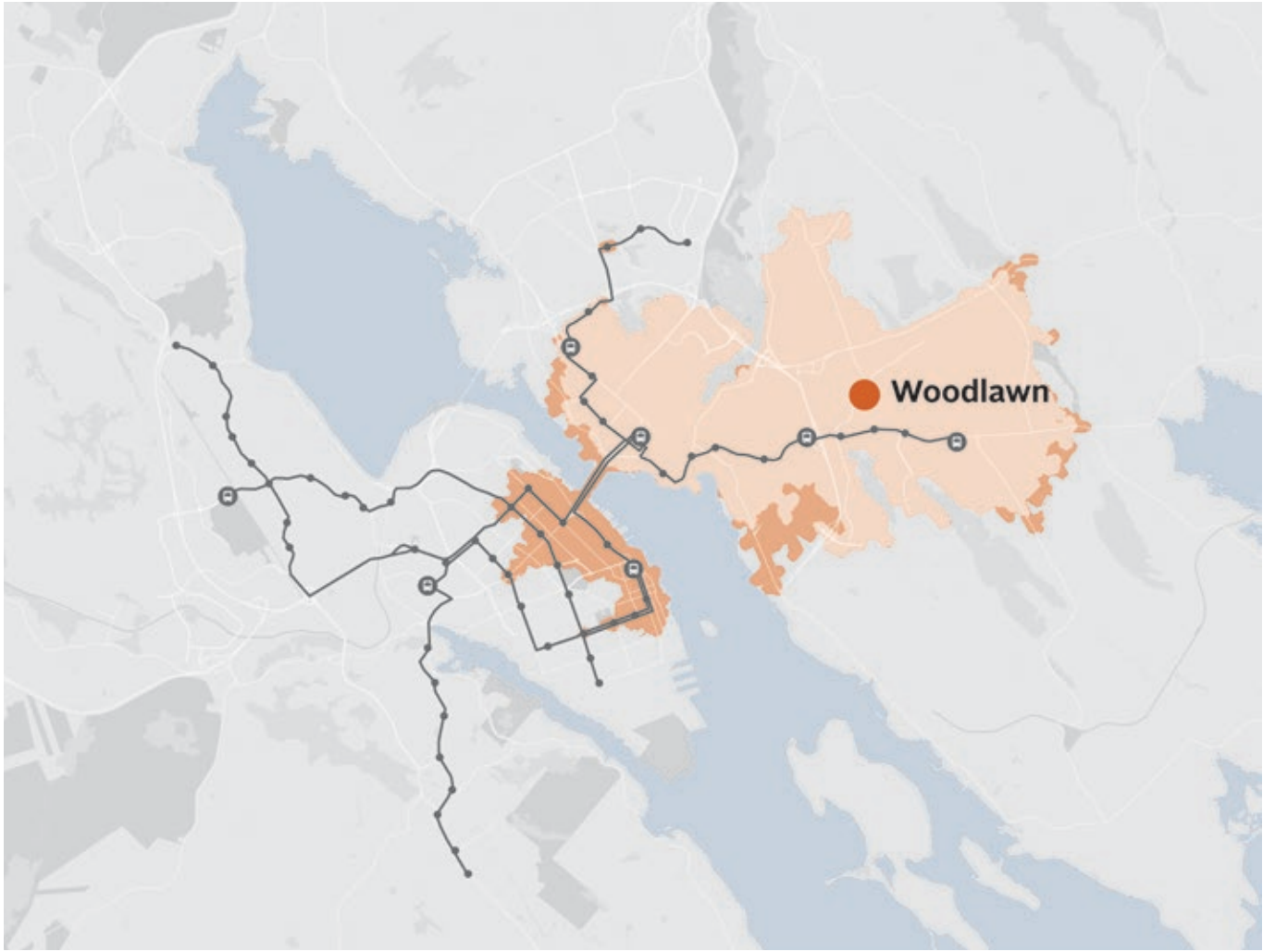
MORE ACCESS TO JOBS

The maps to the right highlight the areas that would be consistently accessible from each location by transit within **45 minutes** (including walking, waiting and travel time) during daytime hours. These illustrate the increased access the proposed Rapid Transit Network would provide compared to existing transit.

- Orange square: Rapid Transit Access
- Light orange square: Existing Access
- Red dot: Origin Point
- Black line: BRT Network



Over **37,000** more people could reliably get to Dartmouth Crossing by transit, and residents of the area would have access to **49,000** more jobs.



Suburban residents would have faster trips to the peninsula, even if they are not directly located on a BRT line. A resident living at this point would have access to **44,000** more jobs.

Ferry Service

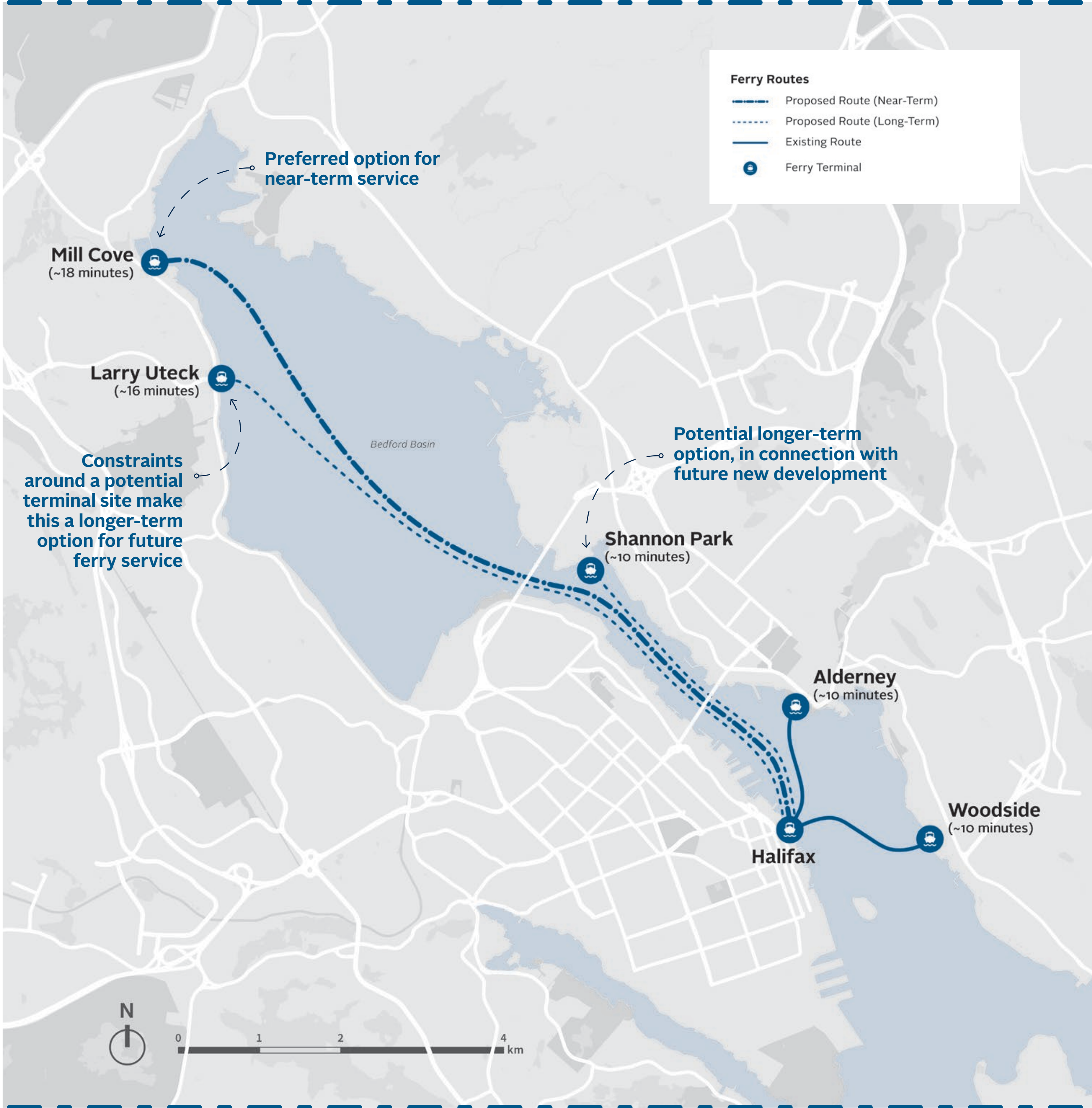
The proposed ferry service would offer a fast, direct connection to Downtown Halifax.

ROUTES

New routes would offer residents a rapid, direct route to downtown, bypassing traffic congestion.

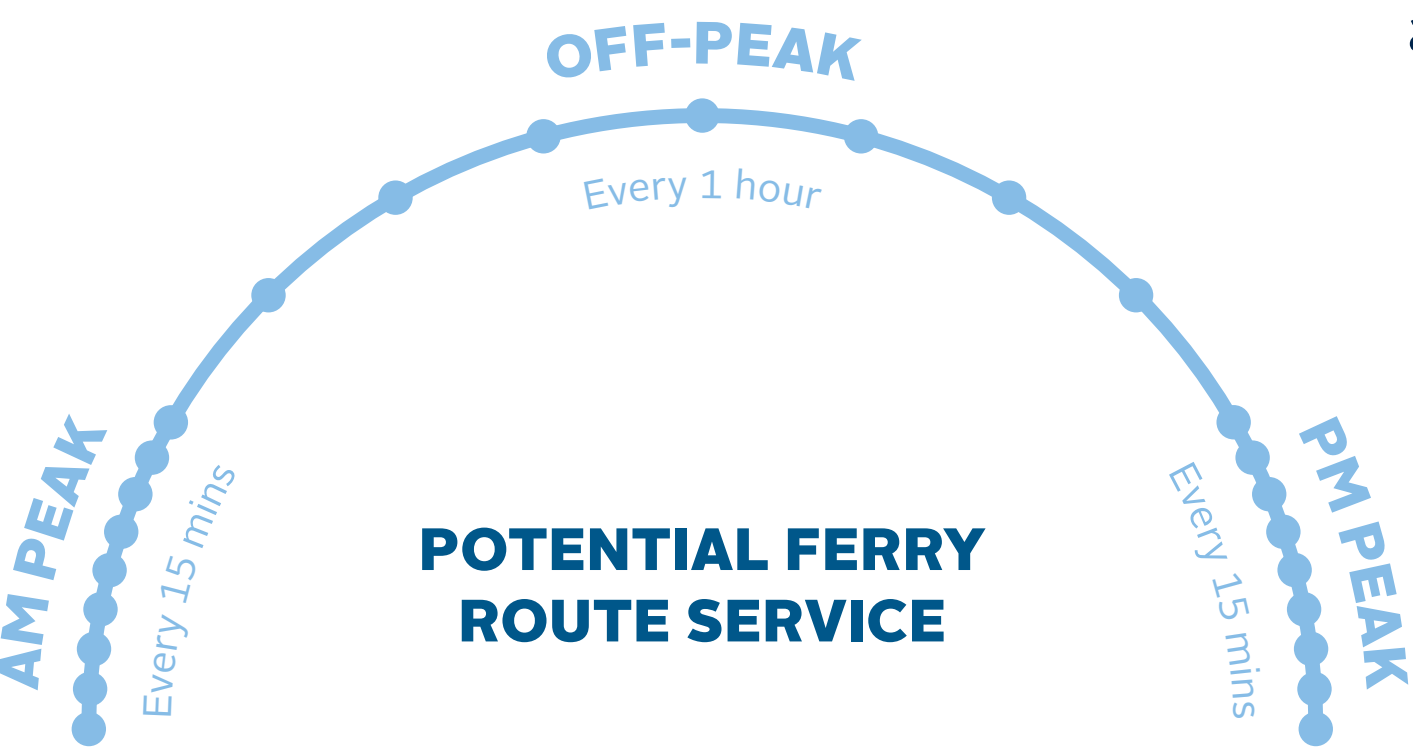
There are several route being considered:

- Mill Cove:** To serve residents around the Bedford area. Opportunity for other new development near the terminal.
 - Larry Uteck:** To serve residents around Bedford South and the surrounding area.
 - Shannon Park:** To serve residents of the proposed new development in the area, creating the potential for a transit-oriented community.
- The Municipality is considering which of the proposed route(s) to recommend.



SCHEDULE

The new route(s) would operate every 15 minutes in morning and afternoon peak hours, and once an hour during off-peak periods.



TERMINALS

Terminals would resemble current Halifax Transit ferry terminals, with a secure passenger waiting area and loading dock.

- **Public spaces:** Integrated with a public building, where possible (similar to Alderney Ferry Terminal)
- **Transit-oriented development:** Terminals would preferably be surrounded by mixed-use residential and commercial development within an easy walk

VESSELS

The new route(s) would likely be served by rapid catamaran vessels for efficient operation at higher speeds than the current ferries with minimal wake.

- **Efficient loading/unloading:** A single deck holding 150 passengers would speed up the boarding process
- **Speed:** The ferries could travel at 35-45 km/h for short travel times



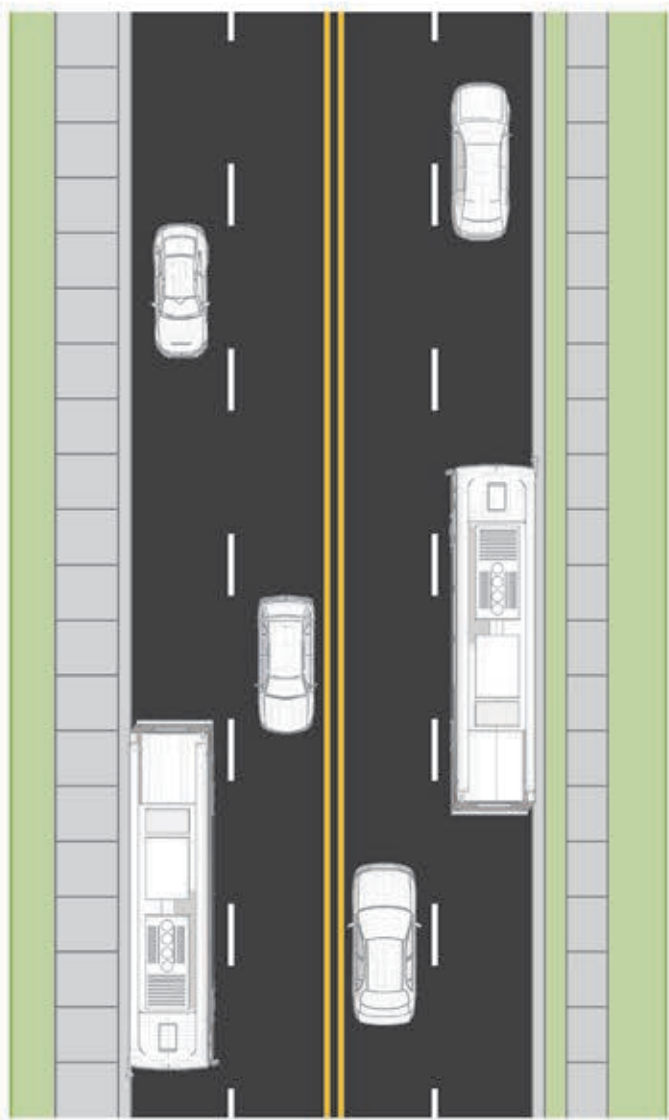
Bus Rapid Transit (BRT)

BRT is fast, frequent, high capacity, all-day bus service which allows people to move around the municipality easily and reliably every day.

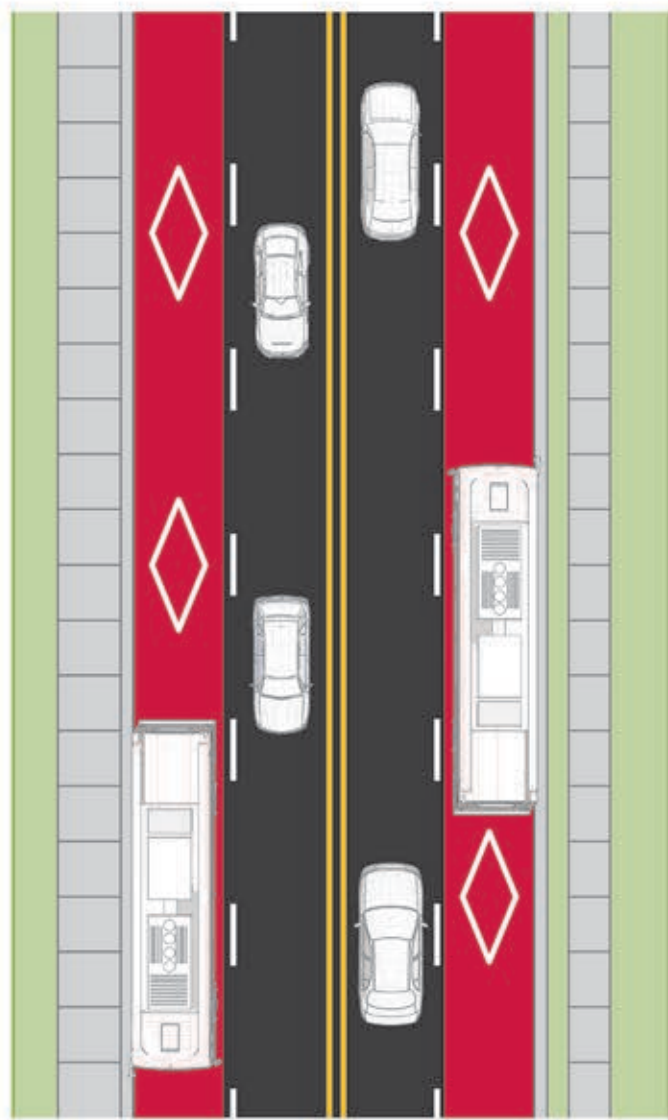
TRANSIT PRIORITY LANES

Much of the BRT system is anticipated to have transit priority lanes, especially in congested areas on the Halifax Peninsula. The municipality would use a combination of options to ensure that:

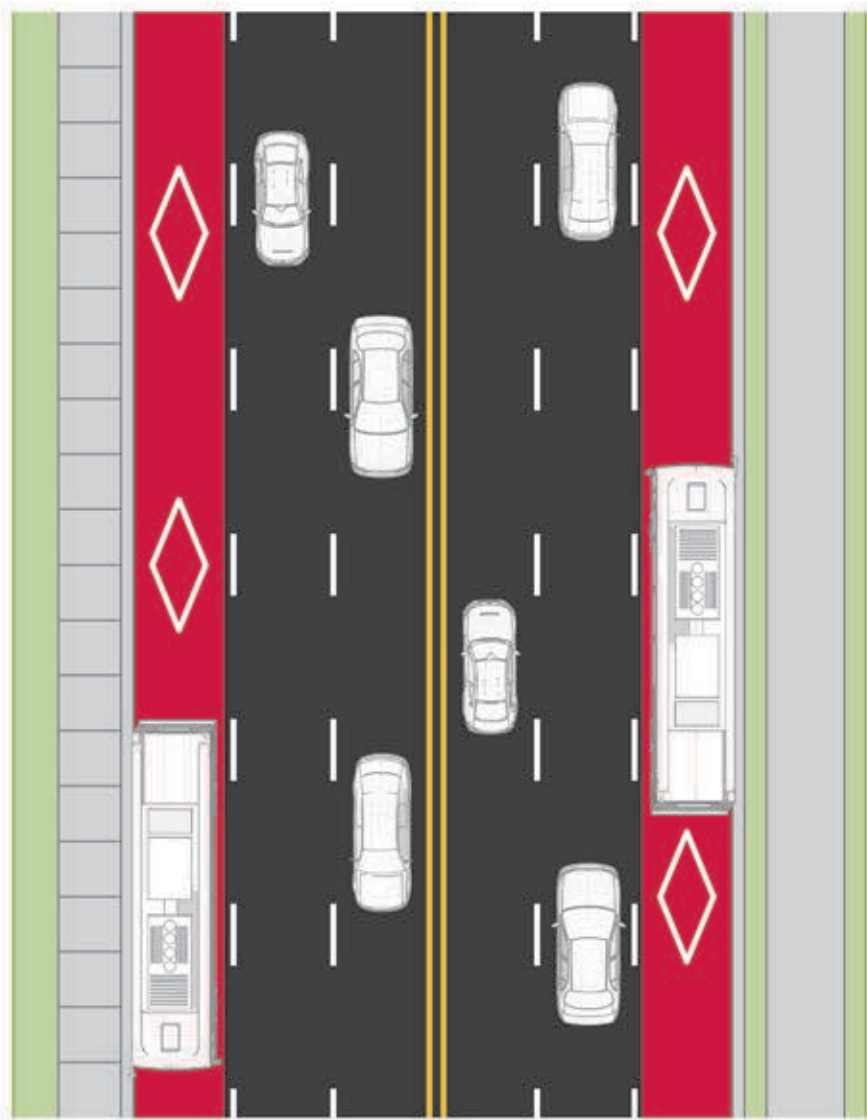
- the type of lane used is appropriate to each street/location
- bus lanes help the service run quickly and reliably
- the impact on vehicle traffic is mitigated



Shared traffic lanes: Buses and private vehicles use the same lanes.



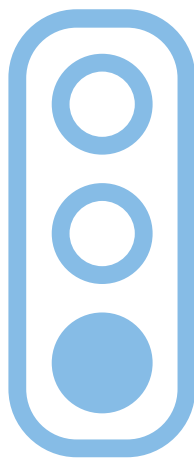
Convert existing lanes to bus lanes: This is cost effective and does not impact properties along the street – but, it does reduce the number of vehicle lanes and can impact on-street parking and loading.



Widen the street: Leaving the existing vehicle lanes in place and adding a new bus lane. This is more costly and may impact properties along the street, but reduces the impact on vehicle traffic flow.

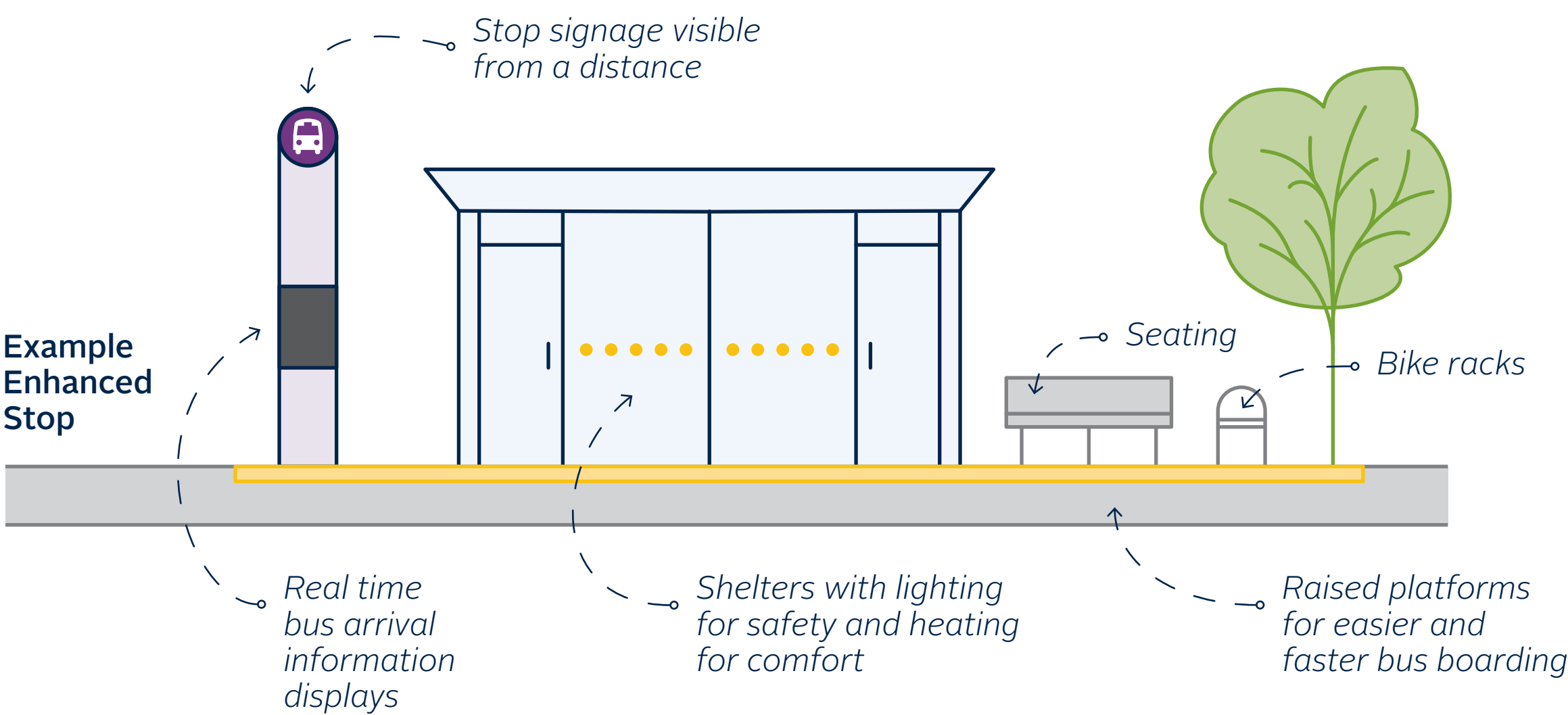
TRANSIT SIGNAL PRIORITY

To further enhance the movement of buses around the municipality, approaching buses can be prioritized at traffic signals to ensure they receive a green light more quickly.



STATIONS

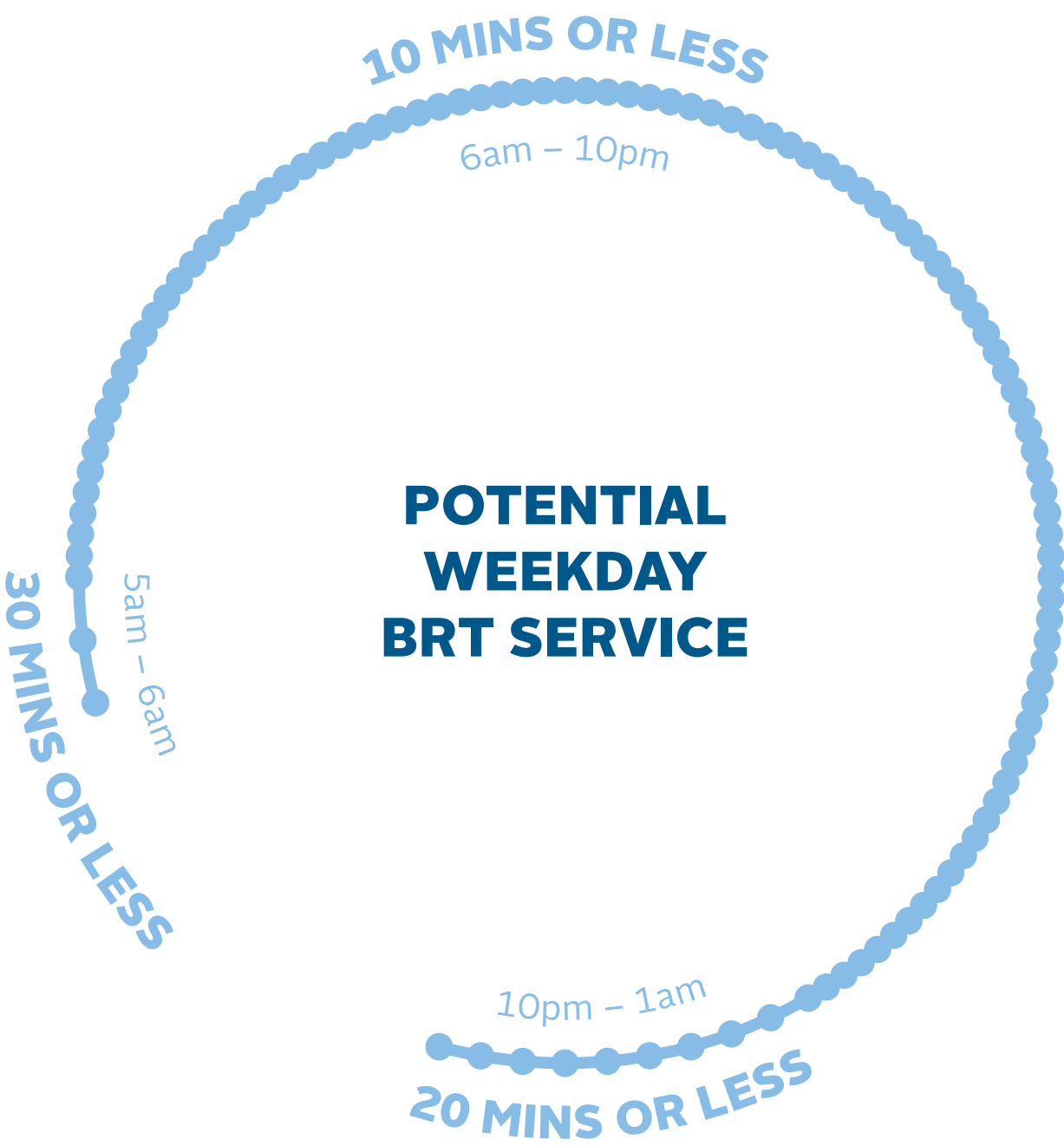
BRT routes make fewer stops than regular bus routes, which allows for more investment into the stops to enhance passenger comfort during the brief wait for the next bus.



Enhanced Stops The example above is conceptual only. Features may vary based on space available at each stop location. All stops and stations would be fully accessible.	Medium Stations + Terminals Larger stations may include additional elements such as bike facilities and additional waiting space.
--	---

SCHEDULES

Daytime/evening service would provide a bus every 10 minutes or less. No need to check a schedule – just show up and know that a bus will be there soon.



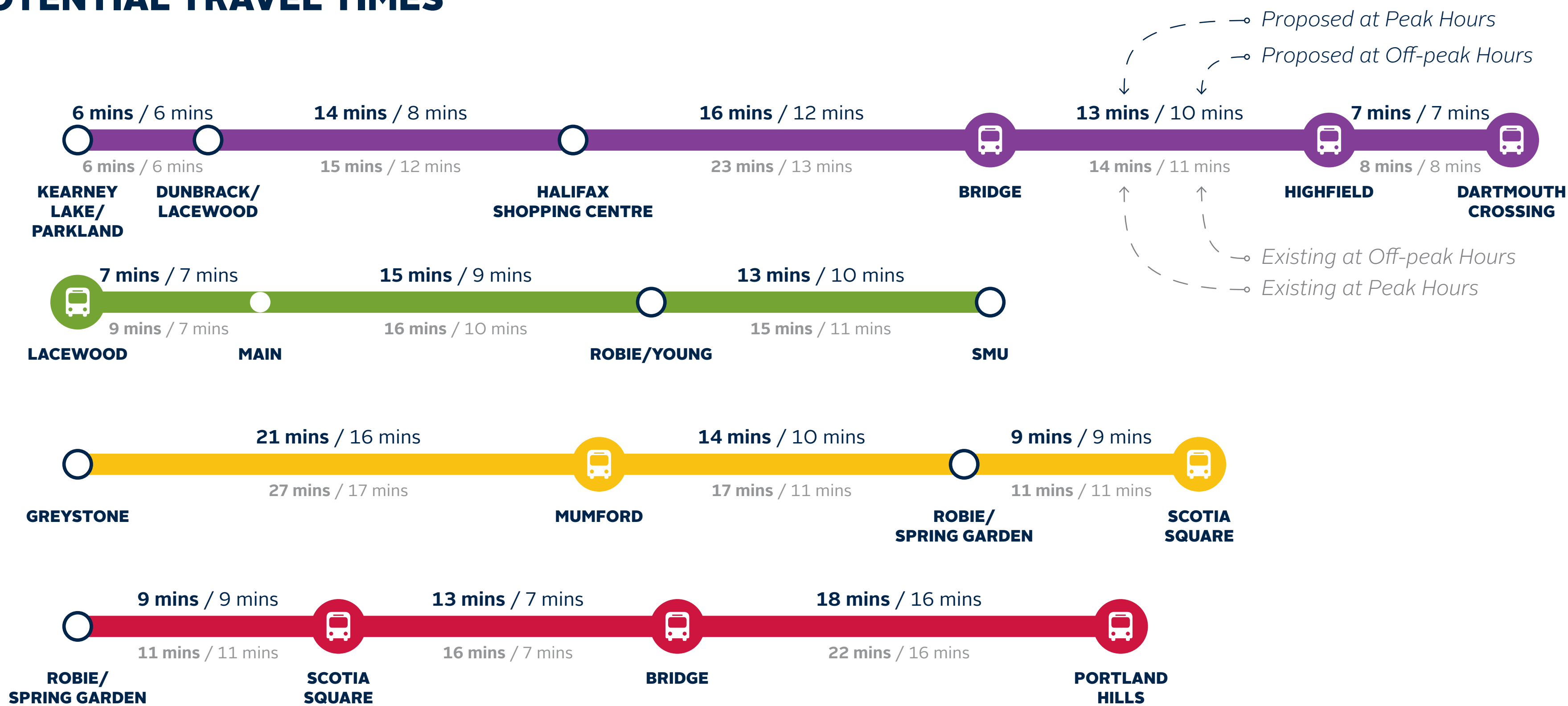
SATURDAYS	SUNDAYS
30 MINS or less (5-8am)	30 MINS or less (6-9am)
10 MINS or less (8am-10pm)	10 MINS or less (9am-8pm)
30 MINS or less (10pm-1am)	30 MINS or less (9pm-1am)

Proposed BRT Network

The proposed BRT network consists of **four routes**. It would provide all-day frequent bus service along key corridors. **Over 120,000 people** live within a short distance of a BRT stop, and the network provides **access to over 100,000 jobs**.

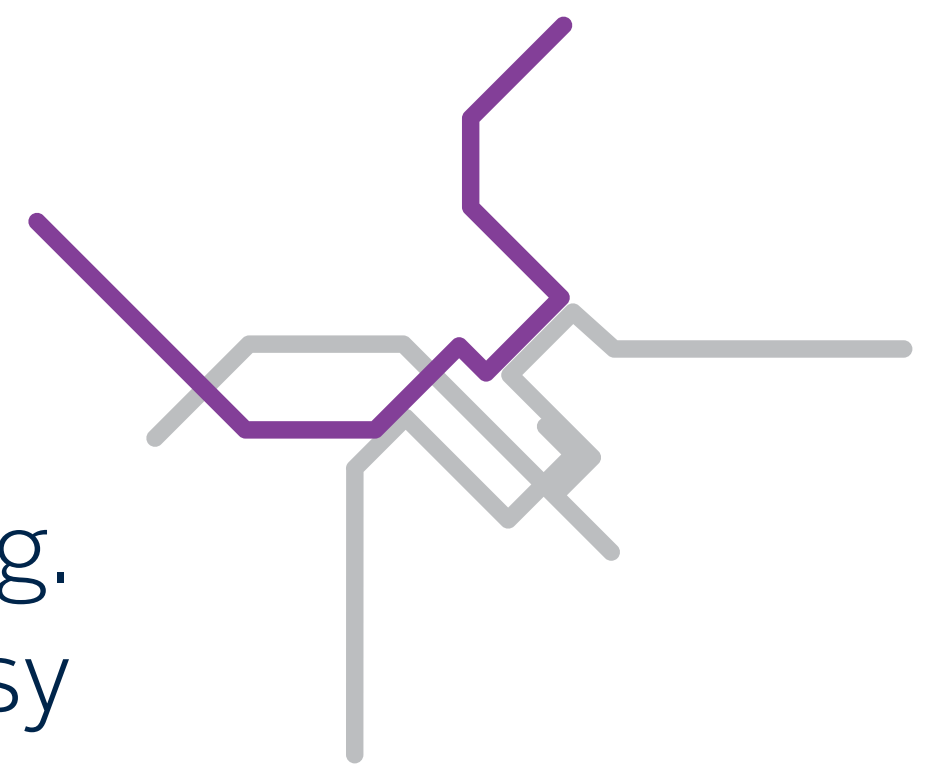


POTENTIAL TRAVEL TIMES

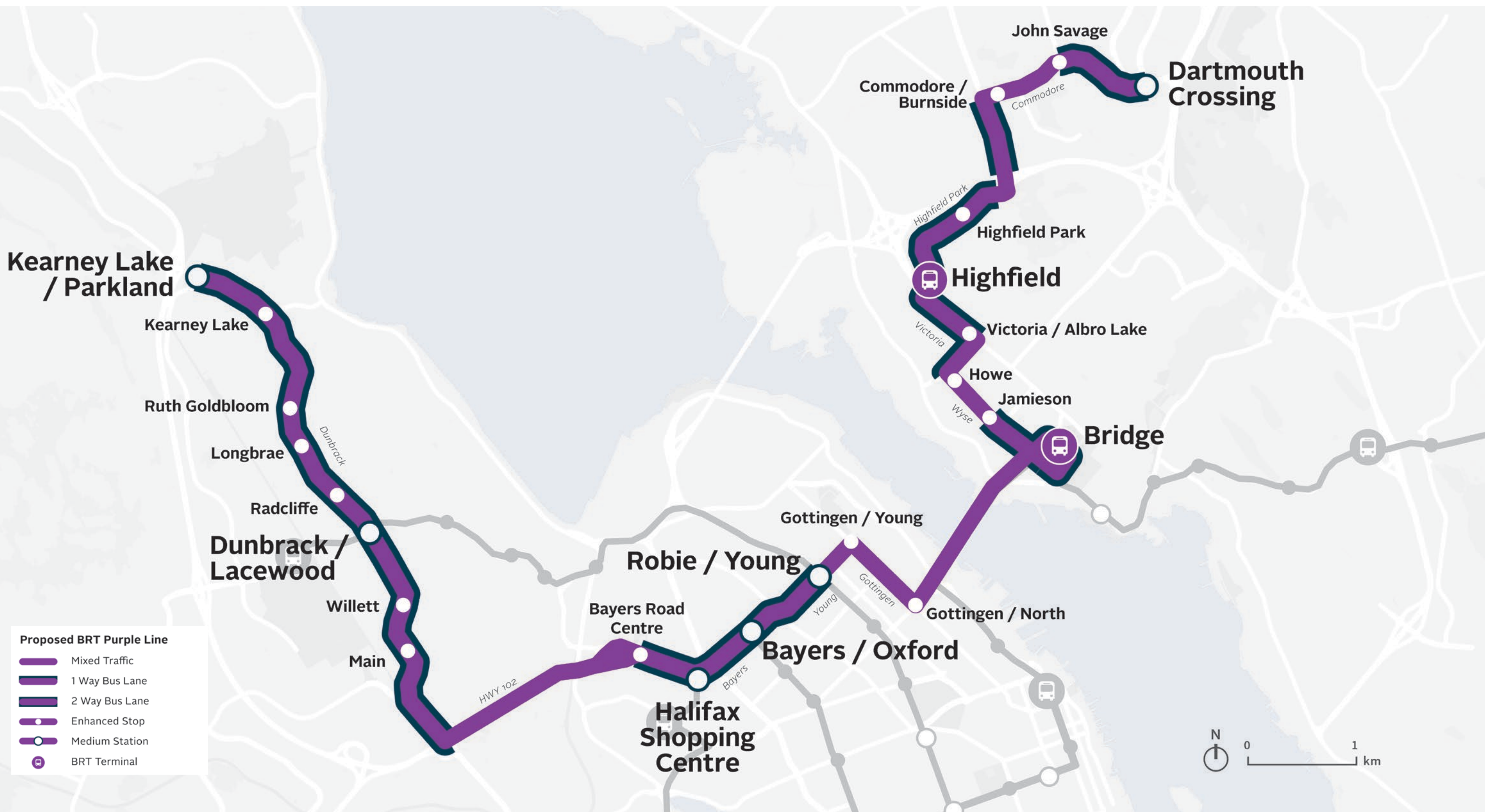




BRT Purple Line

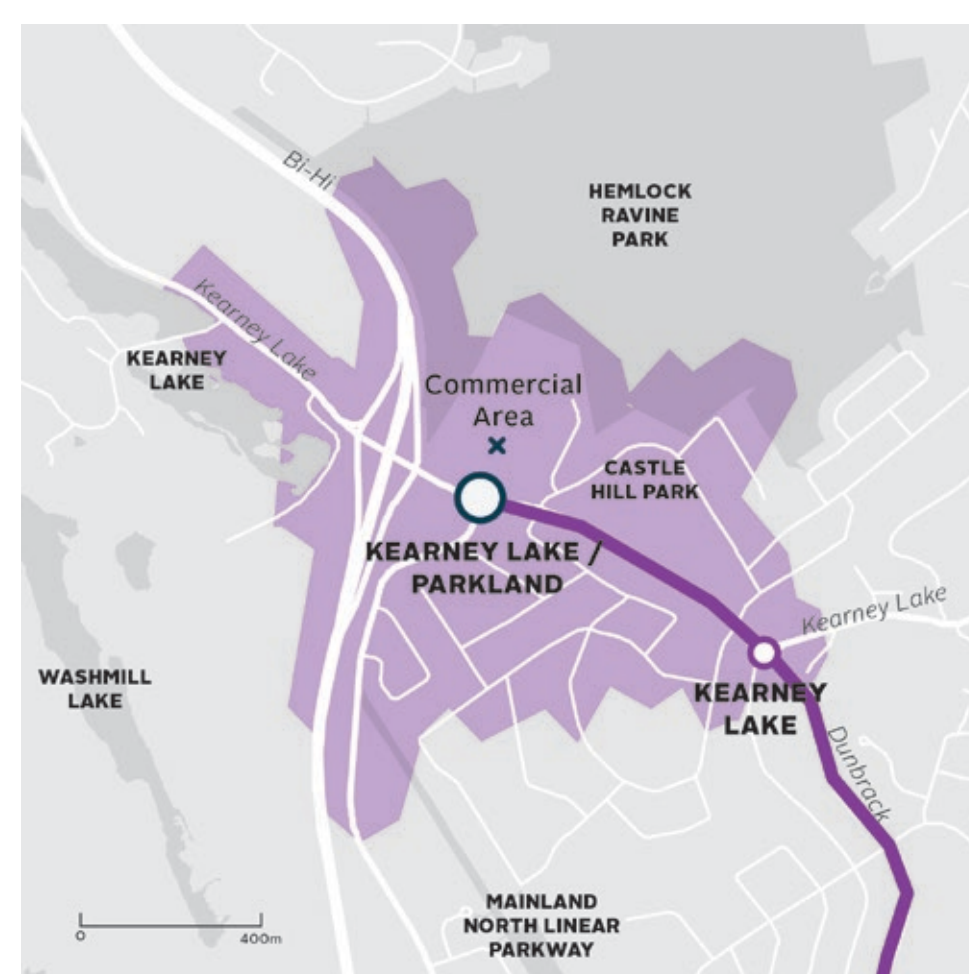
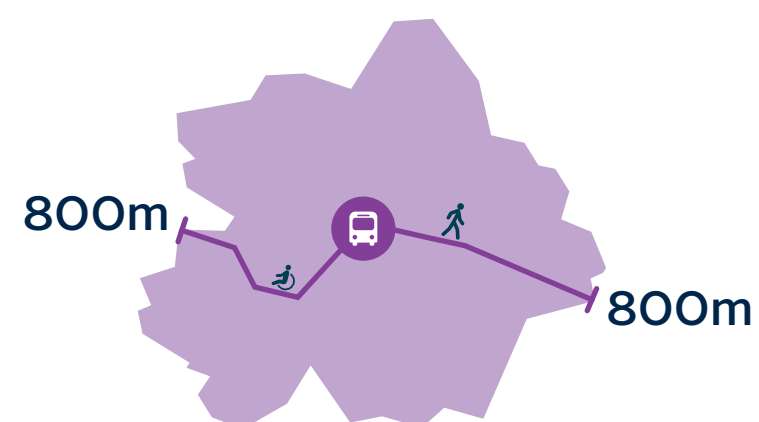


Connects Clayton Park with North Dartmouth and Dartmouth Crossing. It provides connections to the **YELLOW** and **GREEN** BRT lines for easy one-transfer rides to Downtown Halifax and a connection at Bridge Terminal for a one-transfer ride to destinations throughout Dartmouth. It could also be extended further to West Bedford in the future.

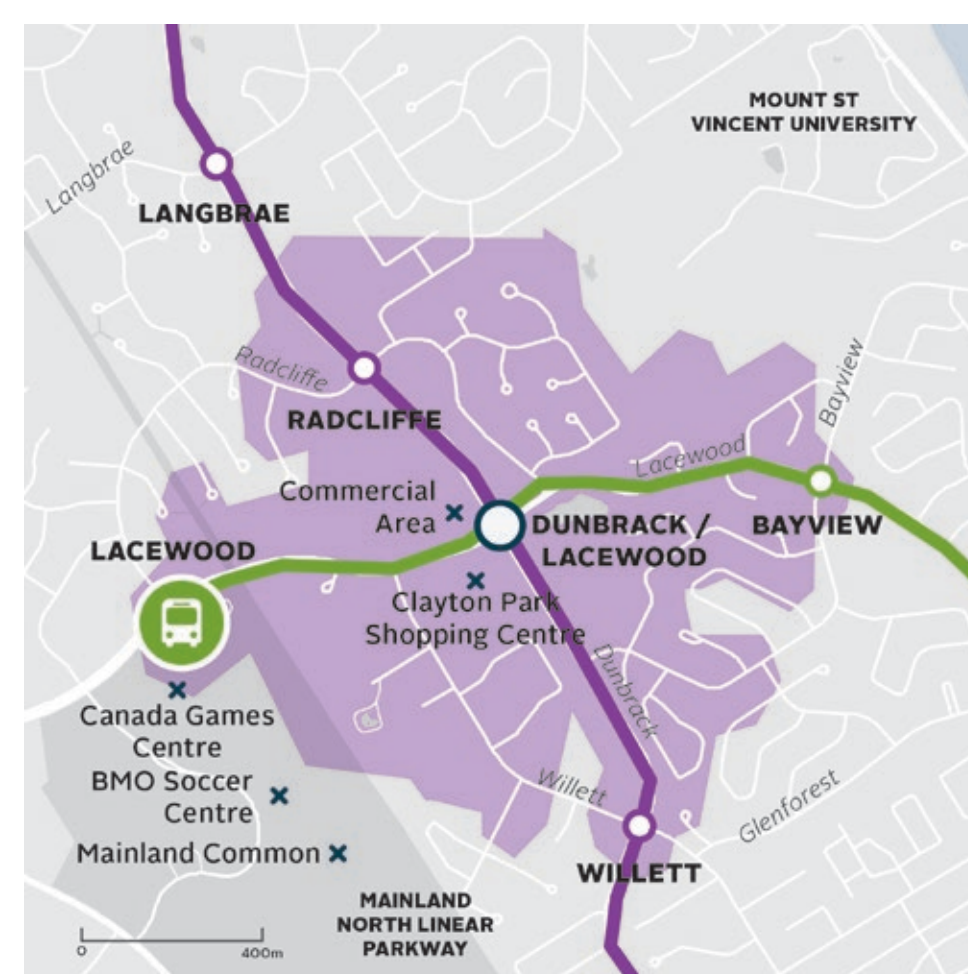


Where can you get to in 10 minutes?

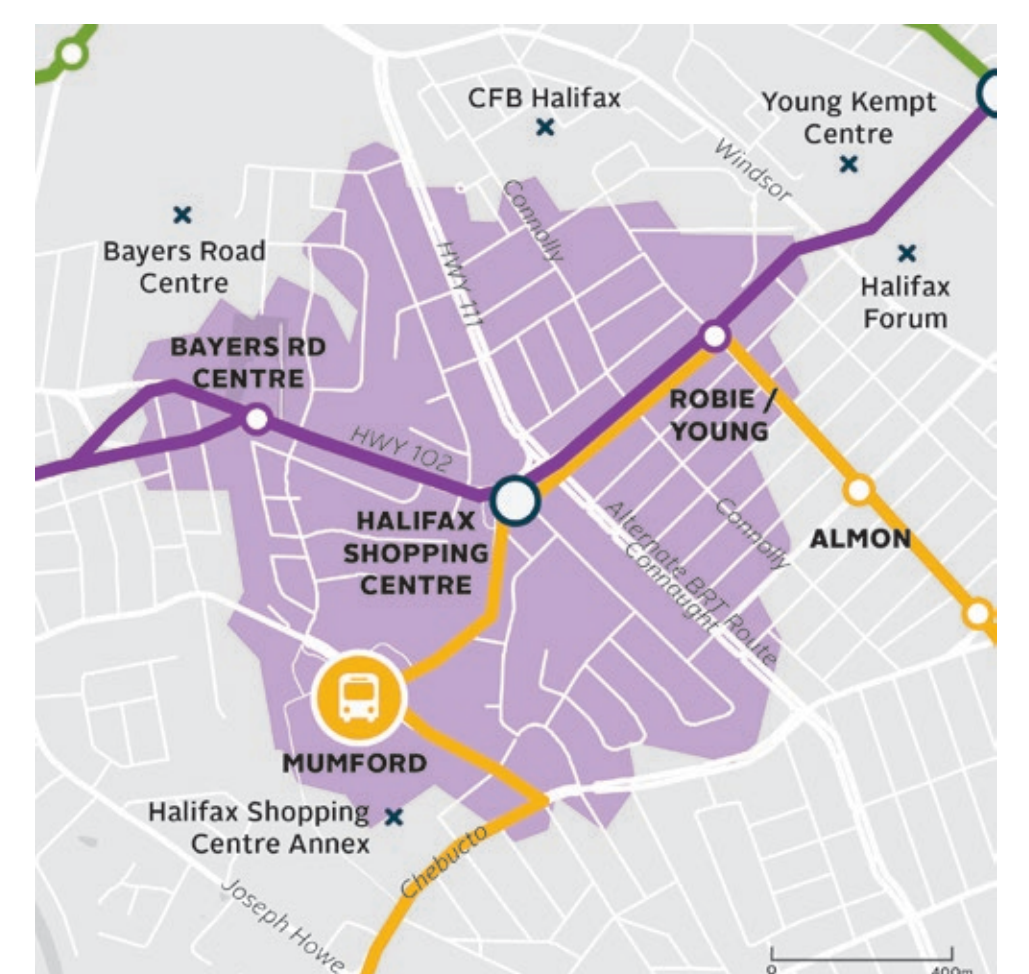
These maps highlight the area within 800m of a BRT stop.



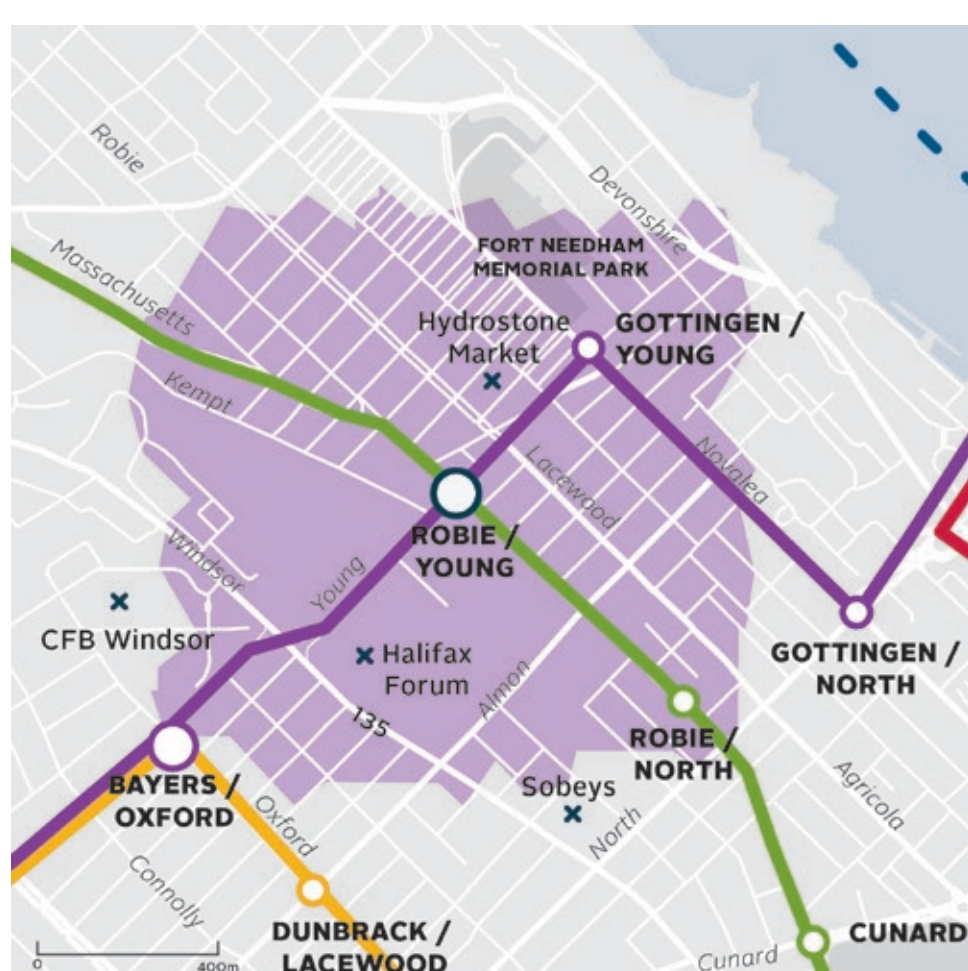
KEARNEY LAKE / PARKLAND STATION



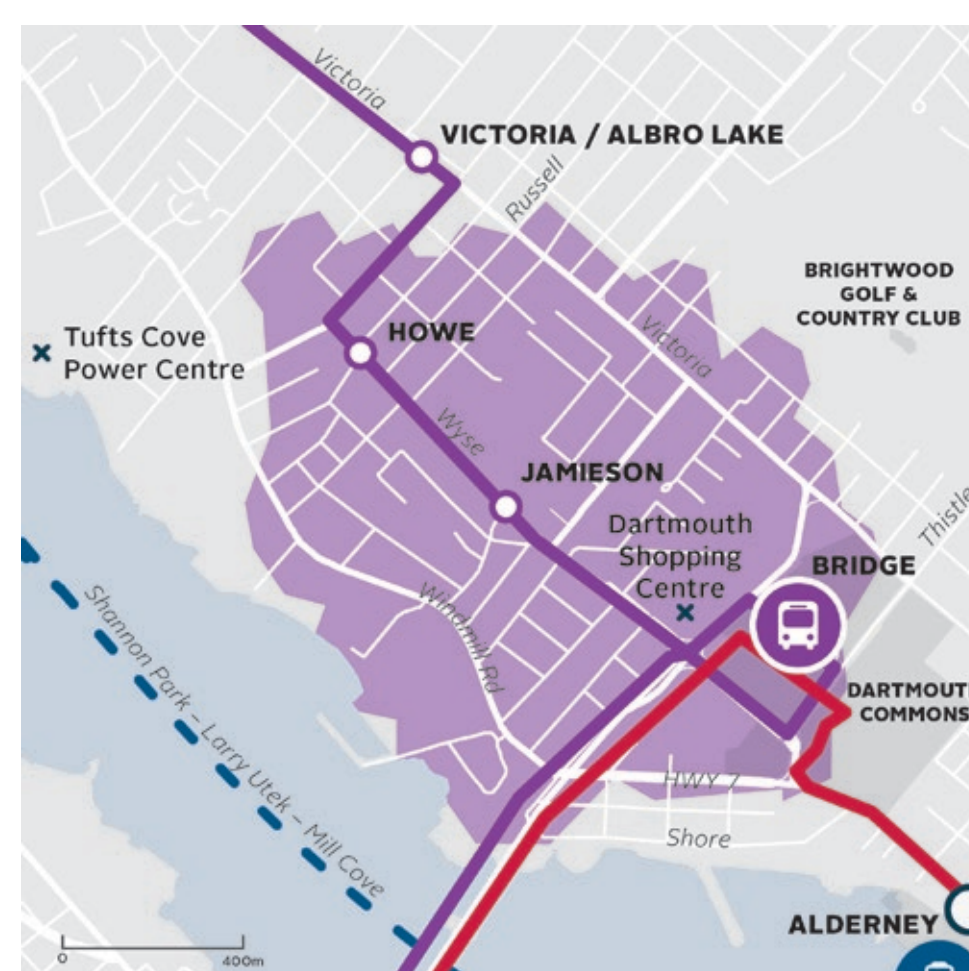
DUNBRACK / LACEWOOD STATION



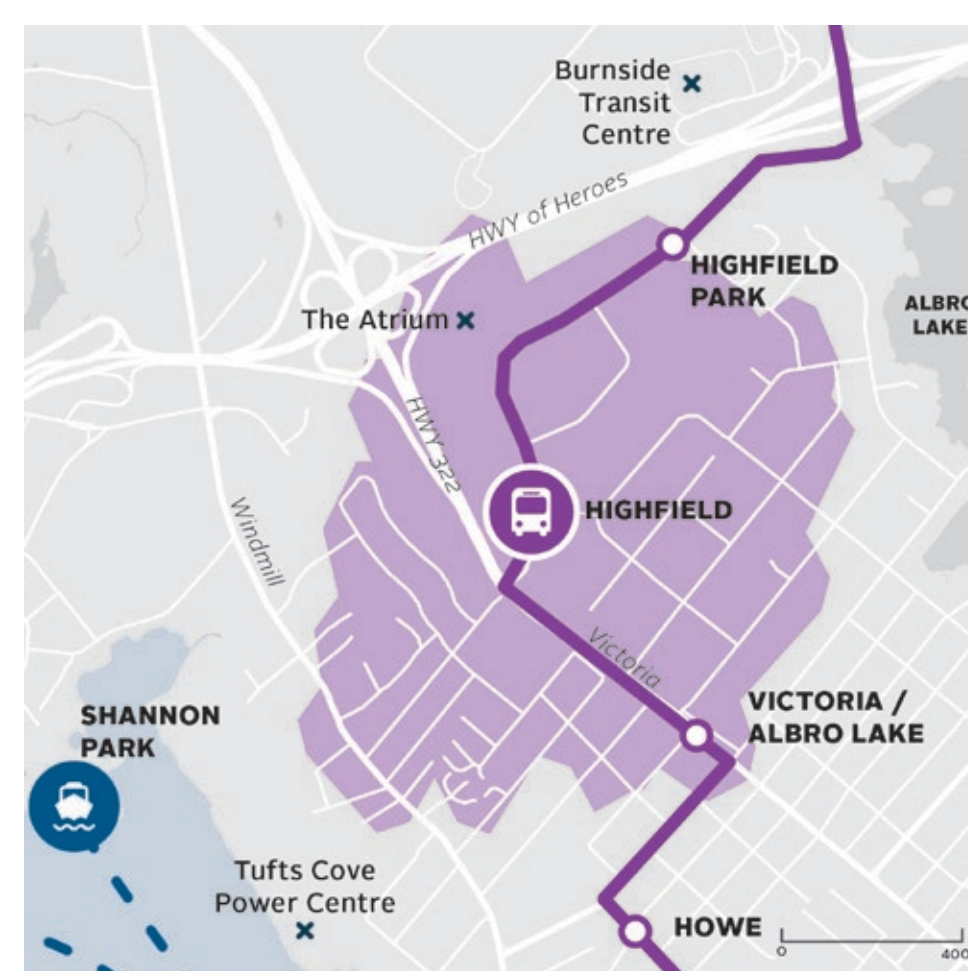
HALIFAX SHOPPING CENTRE STATION



ROBIE / YOUNG STATION



JAMIESON ENHANCED STOP



HIGHFIELD TERMINAL



DARTMOUTH CROSSING STATION

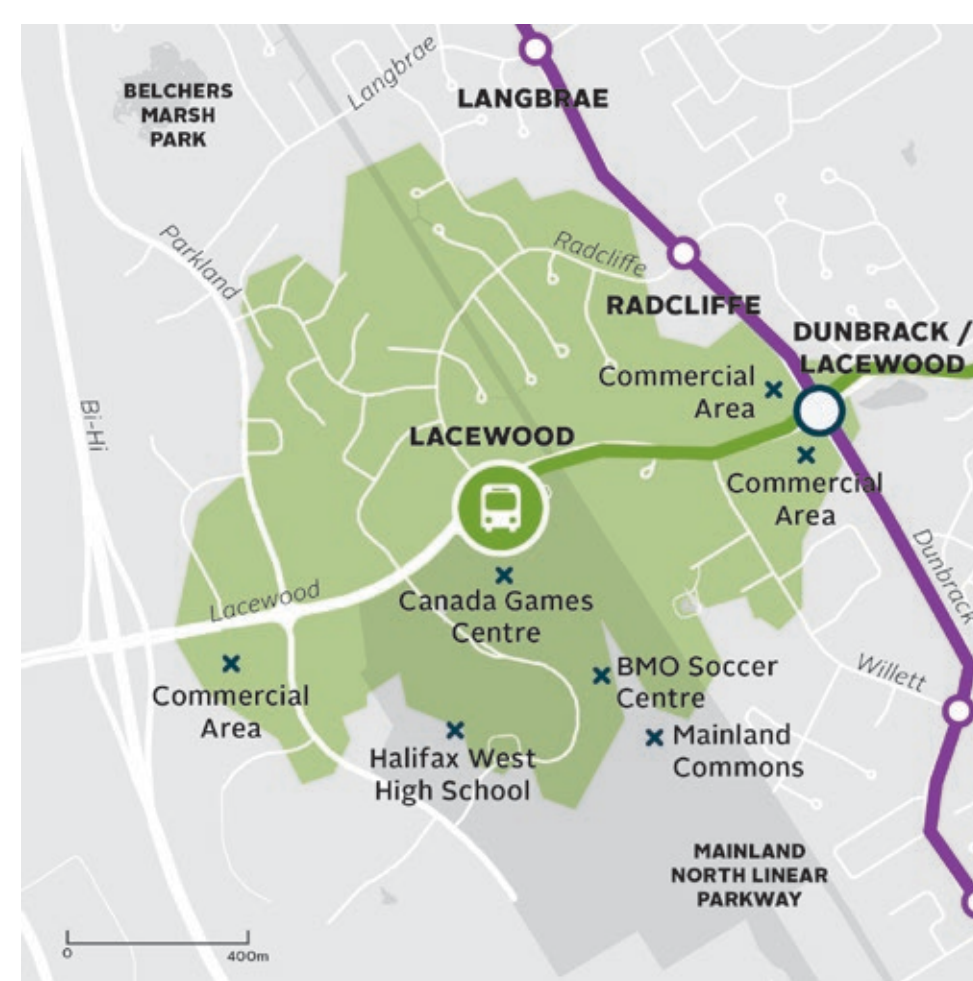
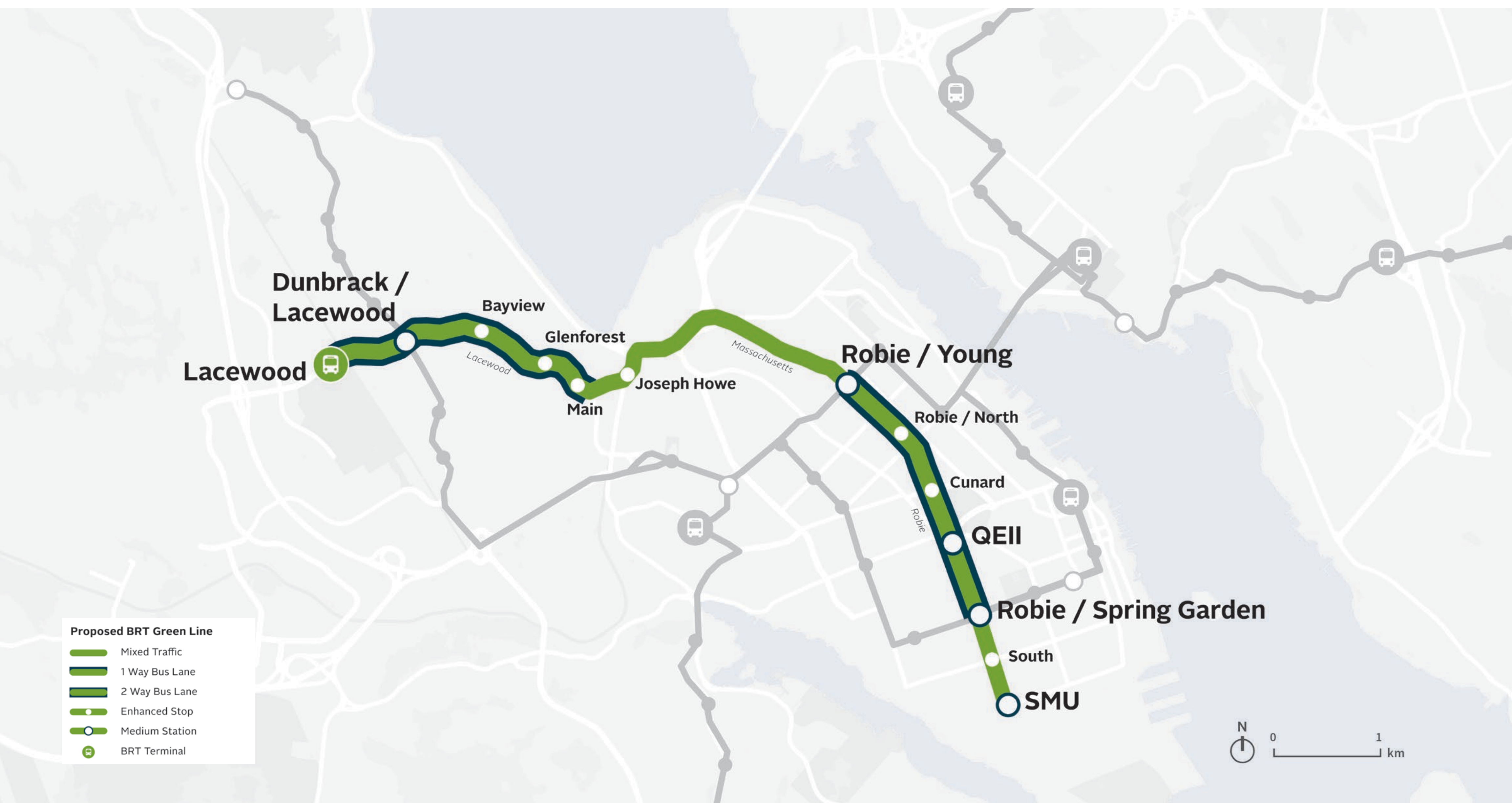
*The location of the proposed BRT stops, stations and terminals are approximate, and will be finalized through future engagement and studies.



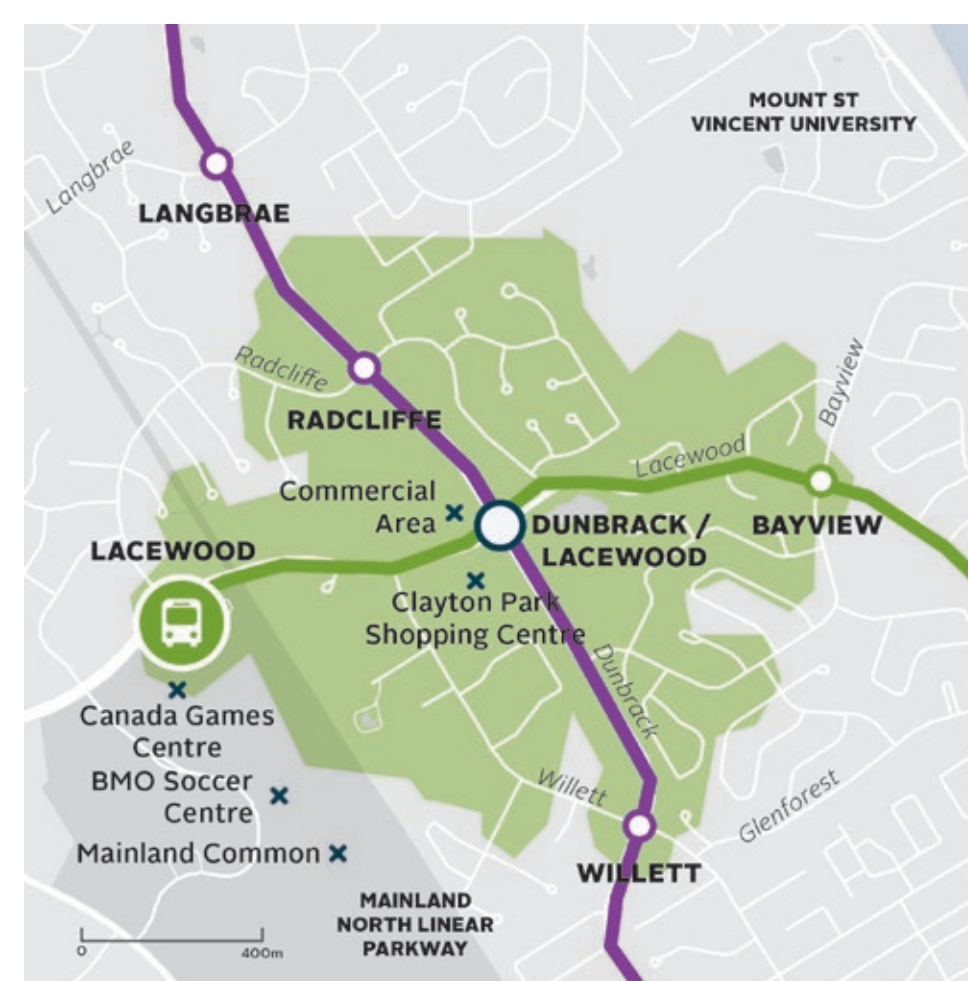
BRT Green Line



Connects Clayton Park with the southern peninsula via Lacewood and Robie. It offers a direct connection between Lacewood Terminal and the many hospitals and universities on the peninsula, and an easy one-transfer ride to destinations via the **PURPLE** and **RED** lines.



LACEWOOD TERMINAL



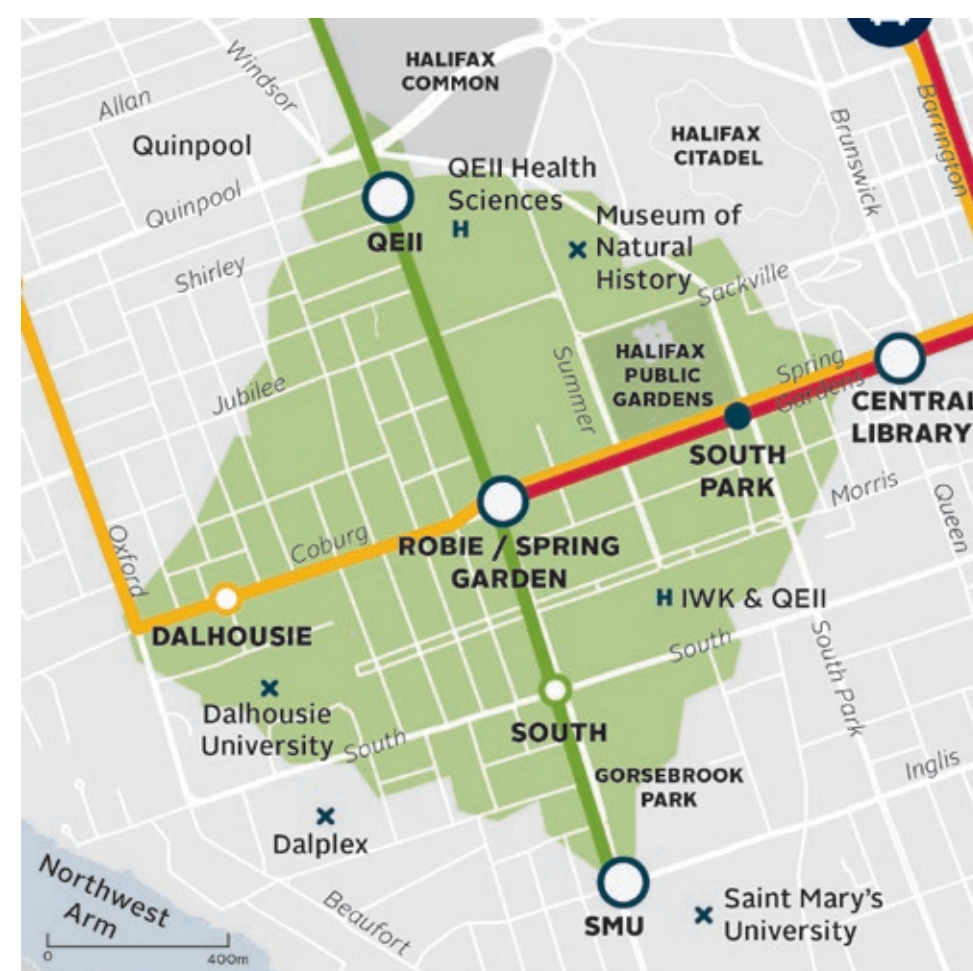
DUNBRACK / LACEWOOD STATION



ROBIE / YOUNG STATION



QEII STATION



ROBIE / SPRING GARDEN STATION

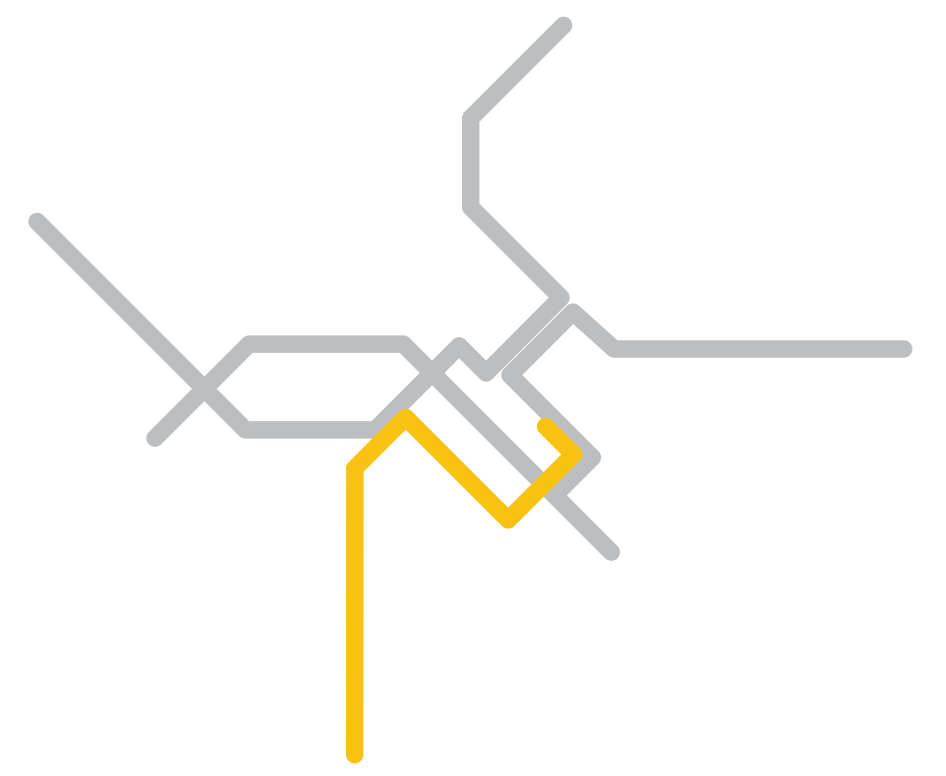


SMU STATION

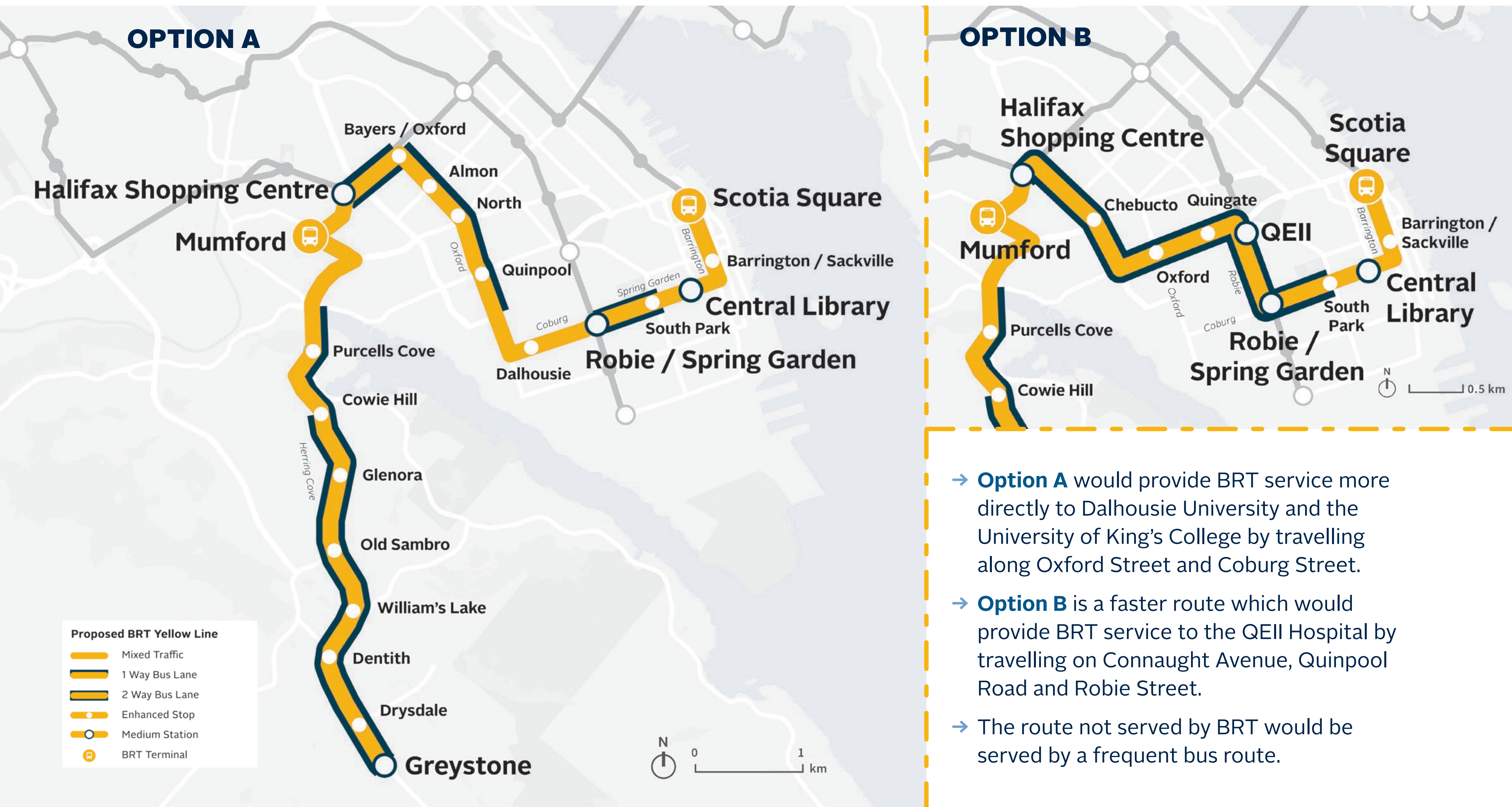
*The location of the proposed BRT stops, stations and terminals are approximate, and will be finalized through future engagement and studies.



BRT Yellow Line



Connects Armdale and Spryfield with Downtown Halifax. It links many destinations on the peninsula, including the Halifax Shopping Centre, Quinpool Road, Spring Garden Road and Downtown Halifax. It also offers easy one-transfer connections to Dartmouth via the **RED** and **PURPLE** BRT lines.



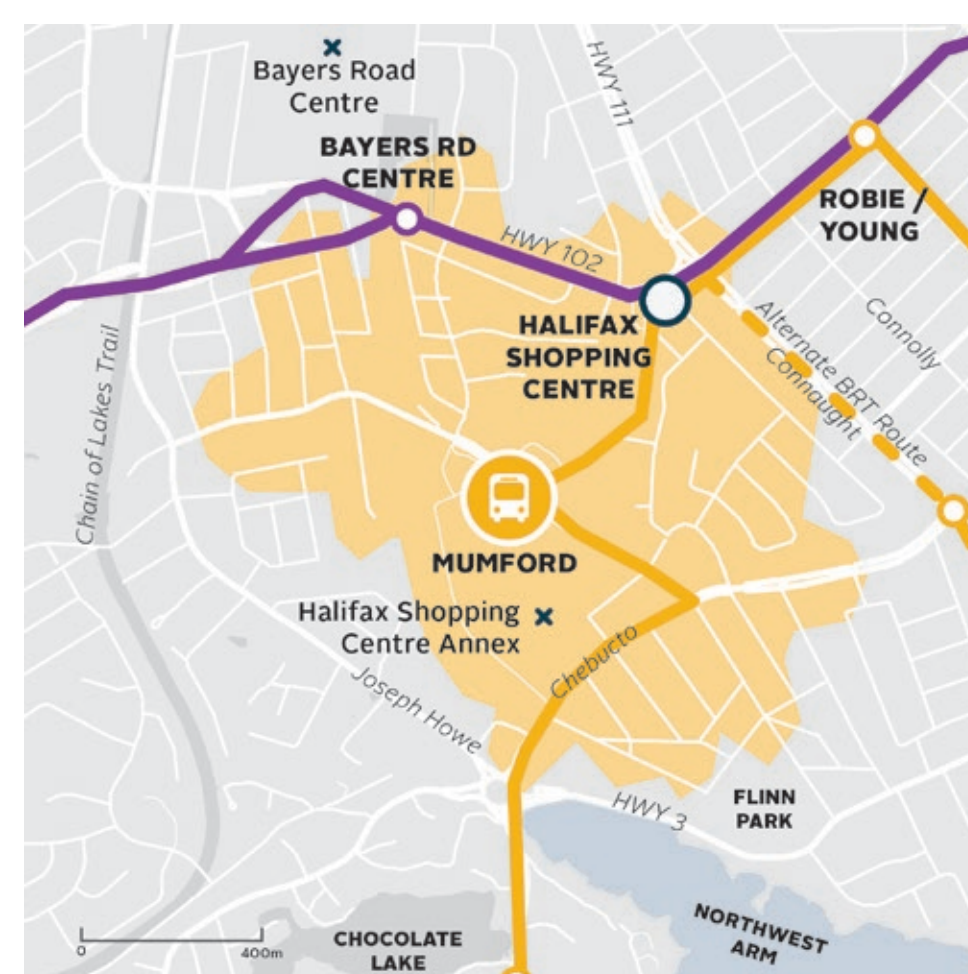
- **Option A** would provide BRT service more directly to Dalhousie University and the University of King's College by travelling along Oxford Street and Coburg Street.
- **Option B** is a faster route which would provide BRT service to the QEII Hospital by travelling on Connaught Avenue, Quinpool Road and Robie Street.
- The route not served by BRT would be served by a frequent bus route.

Where can you get to in 10 minutes?

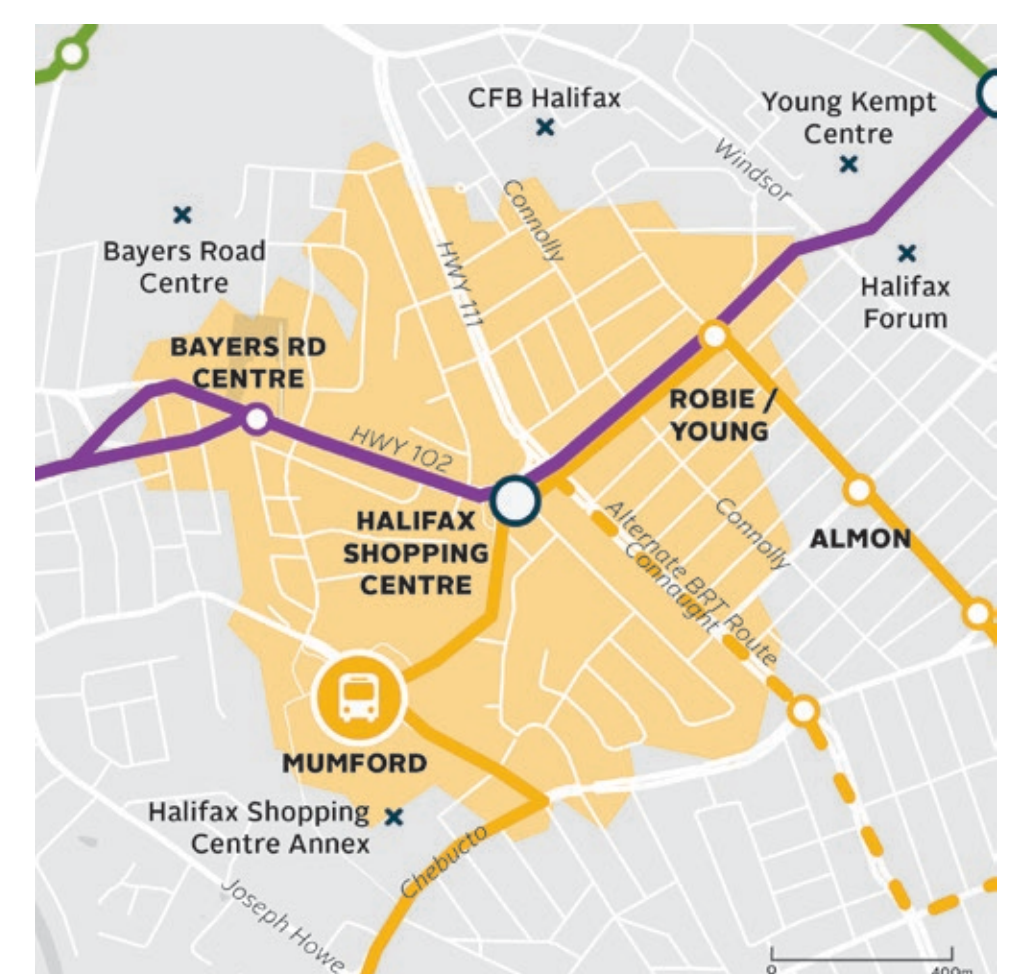
These maps highlight the area within 800m of a BRT stop.



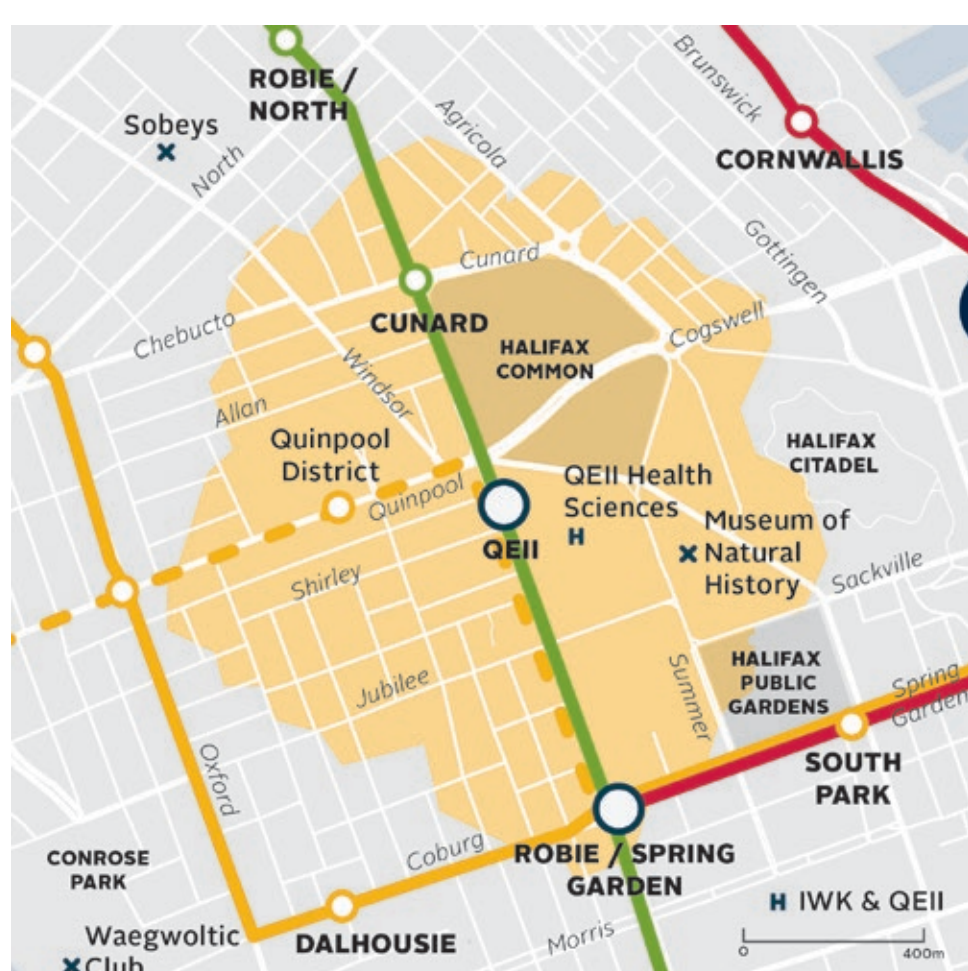
GREYSTONE STATION



MUMFORD TERMINAL



HALIFAX SHOPPING CENTRE STATION



QEII STATION



ROBIE / SPRING GARDEN STATION



CENTRAL LIBRARY STATION

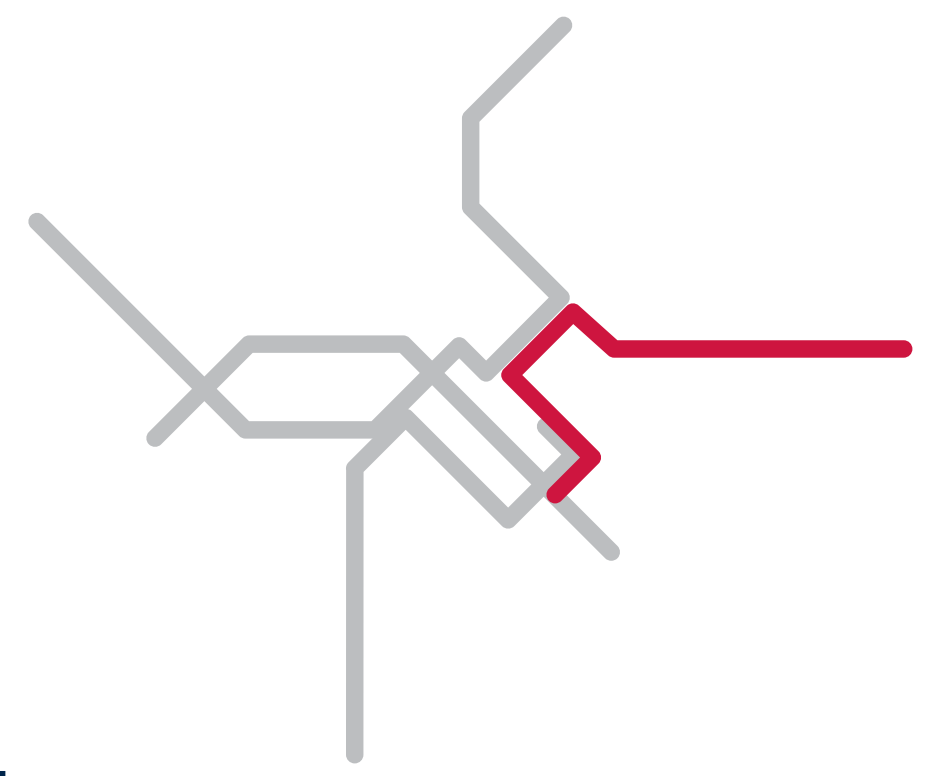


SCOTIA SQUARE TERMINAL

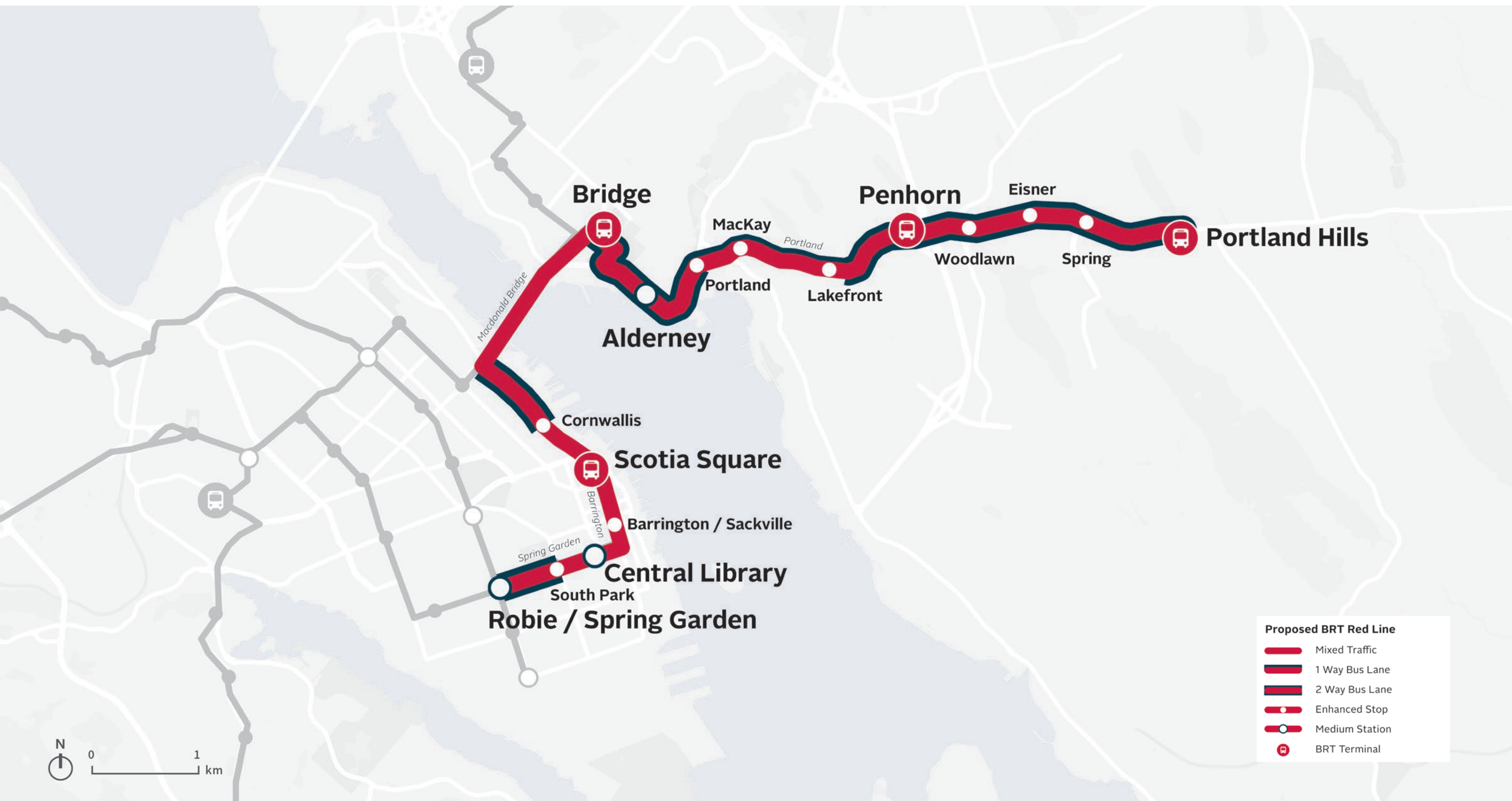
*The location of the proposed BRT stops, stations and terminals are approximate, and will be finalized through future engagement and studies.



BRT Red Line



Connects Portland Street with Downtown Dartmouth and Downtown Halifax. It offers a direct connection between Portland Hills Terminal and the downtown areas and provides easy one-transfer connections to North Dartmouth via the **PURPLE** BRT line.



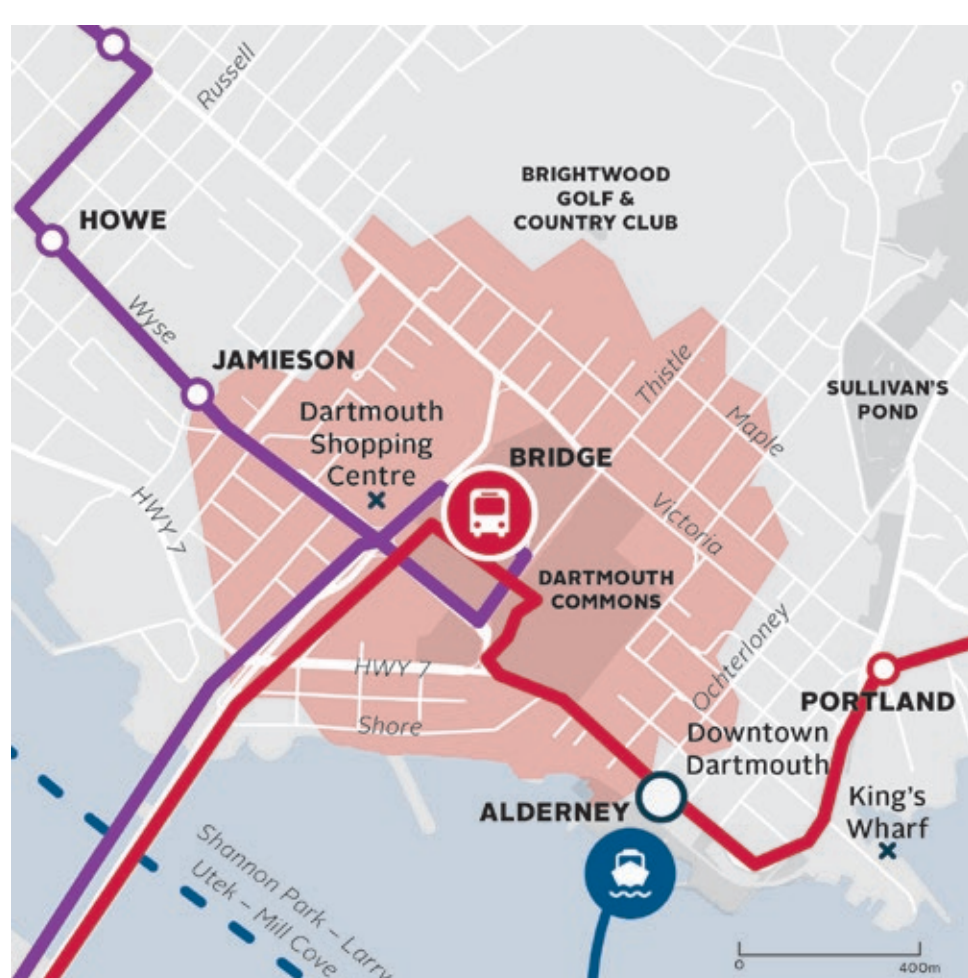
ROBIE / SPRING GARDEN STATION



CENTRAL LIBRARY STATION



SCOTIA SQUARE TERMINAL



BRIDGE TERMINAL



ALDERNEY STATION



PENHORN TERMINAL



PORTLAND HILLS TERMINAL

*The location of the proposed BRT stops, stations and terminals are approximate, and will be finalized through future engagement and studies.