



Moving Forward Together. **Draft Plan.**

HALIFAX
TRANSIT

2015

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Part 1: Background





Halifax Transit Today

Public transit has been a part of the Halifax landscape since the early 1800s, when The Sherbrooke, a horse powered ferry, entered into service with the Halifax Steam Boat Company in 1816. For almost 200 years, transit vehicles have provided a cost effective, efficient means to get around for generations of Haligonians and visitors.

Recent investment in transit services has had a large impact on the quality, accessibility, and availability of transit in Halifax. In the past 10 years, total service hours have increased by 63%, and today, Halifax Transit provides more service hours per capita than any other Canadian transit property serving a similar population size.

Halifax Transit provides an integrated public transit system for over 300,000 residents living in communities across Halifax Regional Municipality, using 66 routes and a fleet of 319 vehicles of which approximately 93% are low floor accessible. Transit is recognized as a key element in addressing economic, environmental, land use, and transportation objectives of the Municipality, in the face of both a changing landscape and dynamic population.

The overall structure of the existing transit network is a radial grid, with the primary focus of most routes on either downtown Halifax or downtown Dartmouth. In the outer parts of the Region, routes tend to meet at local focal points, where passengers can transfer from local routes to those which travel downtown.

Although there has been substantial growth and expansion in recent years, the underlying transit network has not seen significant changes since the early 1990s. Many routes on the road today have remained largely unchanged for decades, despite the fact that in the intervening years, there have been significant changes to adjacent land uses and travel patterns.

The transit network today reflects the thinking of a number of different transit planning ideologies, and as a result the network does not operate as a cohesive system, but rather as a complex web of routes which do not always complement one another or integrate well. The existing network is difficult to learn, and its complexity has become a barrier to many potential transit users.

The 2014 Halifax Transit Network

- *66 Fixed Routes*
- *319 Buses*
- *4 Ferries*
- *14 Terminals*
- *2 Garages*
- *15 Park & Ride Lots*
- *Over 26.2 million boardings per year*



About The *Moving Forward Together Plan*

The *Moving Forward Together Plan* is intended to initiate 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 re-design.

Changes outlined in this 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. It will also build on the success of the existing MetroLink and Urban Express services, which offer limited stop service for commuters during peak periods. These changes are intended to improve the overall attractiveness of the Halifax Transit network, improve the experience for existing users and make transit more competitive with private vehicles.

The *Regional Municipal Planning Strategy (the Regional Plan)* places great emphasis on the role of public transit in creating a sustainable transportation system, and highlights transit's importance in promoting compact urban form.

While transit ridership has grown over the past ten years, the *Regional Plan* has set a significantly higher target for ridership growth, with a goal of capturing 16% of all trips to work by 2031. To achieve this goal, transit must continue to grow and improve service in order to meet the needs of existing passengers and attract new customers to transit.

Functional plans like the *Moving Forward Together Plan* are necessary to identify the required transit services, infrastructure assets, technology, and customer services that are required to meet the Municipality's goals as stated in the *Regional Plan*.



Related Initiatives

The *Moving Forward Together Plan* is part of a bigger picture for growth and development in Halifax. In addition to this plan, there are a number of other plans and programs being undertaken by Halifax Transit and other Municipal Business Units to make transit and active transportation more attractive and accessible.

Some of these plans and programs are described below:

The Regional Municipal Planning Strategy: As noted above, *Regional Municipal Planning Strategy (or The Regional Plan)* for Halifax establishes a long-range, region-wide plan which outlines where, when, and how future growth and development should take place. Regional Council began research associated with the development of a regional plan in the fall of 2001 to ensure future growth is both fiscally and environmentally sustainable. The *Regional Municipal Planning Strategy* was approved in 2006, and the first five year review concluded when the 2014 *Regional Plan* was adopted on October 18th, 2014. Among the themes and actions underlying the first five year review is a focus on growth centres and corridors, appropriately designed transit service, improvements in the experience of transit users, the enhancement of transit service in appropriate areas, and increasing transit ridership while reducing single-occupant vehicle trips.

The Halifax Transit Technology Plan: In 2012, Halifax Transit partnered with Halifax's Finance and Information, Communication and Technology department to develop a five year strategy to adopt new technology in Halifax Transit's operations and customer service platforms. This ambitious plan represents approximately a \$44 million dollar commitment by Regional Council to improve the efficiency of transit operations and ridership experience. The final strategy, titled *A Transit Technical Solutions Roadmap*, includes approximately 30 new projects.

While some of the proposed projects will not impact customer service directly, the replacement of Halifax Transit's current Computer Aided Dispatch (CAD) and Automatic Vehicle Location (AVL) systems will set the groundwork for customer service-related projects such as public interfaces, stop annunciation and a fare management system.

The Active Transportation Functional Plan (2006) & Making Connections: 2014-19 Halifax Active Transportation Priorities Plan (2014): The Halifax Regional Municipality Active Transportation Functional Plan identifies the approach that the municipality will take to meet the modal share objectives to double the number of residents who choose to walk or bicycle. The 2014–19 *Halifax Active Transportation Priorities Plan* provides an update of the 2006 plan and identifies the candidate routes and facility types for urban, suburban and rural areas of the municipality for both on and off-road facilities and identifies priority initiatives for the next five years. Many of the key projects recommended in the *Active Transportation Priorities Plan* provide improved active transportation connections to key transit facilities.

Commuter Rail Feasibility Study: Project work for the *Commuter Rail Feasibility Study* is currently underway. The study is intended to provide a detailed analysis of the potential for the provision of commuter rail service in the Halifax to Enfield CN Rail Corridor. This study examines demand, infrastructure requirements, operational needs, and costs. It is anticipated that the study will be completed in spring 2015.

Rural Transit Funding Program: Recognizing that the Halifax Transit service model may not be the most appropriate service in rural communities, Regional Council has approved the Rural Transit Funding Program, which provides funding support to community organizations offering transit services to residents. Approved in August 2014, the first eligible service providers received funding in November 2014.

Metro Transit Universal Accessibility Plan: The intent of the *Universal Accessibility Plan* prepared in 2011 is to improve the overall accessibility of the Halifax Transit fixed route bus and ferry system. This plan is used to inform development of Halifax Transit infrastructure and communication materials.



Development of the *Moving Forward Together Plan*

On February 26, 2013, Regional Council initiated the development of the new five year strategic planning framework for Halifax Transit. At this time, it was anticipated that the planning process would take approximately one year to complete, and would include two rounds of public consultation.

A multifaceted public and stakeholder engagement plan for the first round of consultation was developed and presented to the Transportation Standing Committee in July of 2013. The formal public and stakeholder engagement process began in August of 2013, and continued until October 15th, 2013.

Consultation Overview

The initial round of public consultation was values based and was intended to provide an overall direction for the plan's development. Participants were asked to think big and to tell Halifax Transit how it should grow, expand, and prioritize resource investment for the next five years.

In order to engage as many people as possible, a diverse public engagement strategy was developed and heavily promoted in print ads, over the radio, through social media, bus advertisements, and through a direct mail-out.

The public engagement strategy included the following elements:

- Stakeholder meetings;
- Public meetings;
- Online engagement; and
- Online and paper-based surveys.

Due to the diversity of engagement opportunities, participants represented all districts in the Municipality, and approximately one quarter of survey participants were not regular transit users.

The following summarizes participation in the engagement process:

- 25 stakeholder groups participated in three stakeholder meetings
- 135 individuals participated in six public meetings
- 2,115 registered site users on the project website
 - 1,600 on-line surveys were completed ¹
- Approximately 60 paper surveys were completed
- Over 130 emails submissions were received

¹ This significantly exceeds the number of surveys generally required to be considered statistically valid (one survey for every 1,000 residents or a total of 400–500 surveys).



Consultation Summary

All participants were asked to provide feedback on four key themes. The following summarizes the overall findings of the public engagement activities in the first round of public consultation, organized by theme.

What should the Goal of the network be?

This discussion demonstrated that diverse opinions exist about why public transit is important to HRM. Overall, participants indicated that a shift towards higher ridership services should be the priority in the next five years, however there was some recognition of the importance of services that have lower ridership. While there was some discussion about the importance of low ridership routes in less dense areas, the majority of participants who felt low ridership services were important were focused on maintaining or increasing key services in the off-peak periods.

What role should transfers play in the Halifax Transit network?

Across all public engagement activities, participants indicated strong support for increasing the role of transfers in the Halifax Transit network if it resulted in shorter, more reliable and frequent routes. This support was contingent on the following conditions being met:

- The frequency of connecting transit services is high;
- The use of transfers make the total trip time faster;
- There is appropriate infrastructure so that passengers are comfortable while waiting for their transfer; and
- Service is reliable so that connections are not missed.

How should resources be split between maintaining the existing network and increasing service?

Participants consistently indicated that both the maintenance of existing service and the introduction of new service were important, although many agreed that there should be slightly more emphasis on improving the reliability of the existing service.

What role should Transit Priority Measures play in the Halifax Transit network?

Overall, there was strong support for the implementation of Transit Priority Measures (TPMs), but many noted that each situation must be carefully considered to ensure that the right measure is implemented in the right location. Both regular transit users and non-transit users agreed that TPMs play a key role in increasing the reliability of transit, and in making it more attractive and user-friendly.



Developing the Moving Forward Principles

The results of the consultation were used to develop the Moving Forward Principles, the foundation on which the plan is designed. The Moving Forward Principles were developed to reflect the findings of the consultation, and were endorsed by Regional Council in January 2014.

These are intended to be general, values based statements to help direct the development of the plan, and also to provide guidance to decision making over the life of the plan.

These principles are:

1. Increase the proportion of resources allocated towards high ridership services.
2. Build a simplified transfer based system.
3. Invest in service quality and reliability.
4. Give transit increased priority in the transportation network.

In order to ensure that the transit network best meets the intent of the Moving Forward Principles, Regional Council approved an expansion in the initial scope of work proposed as part of the *Moving Forward Together Plan* to include a comprehensive review of the entire transit network, and an increase in the life of the plan beyond the five year horizon.

Drafting the Plan

Following the direction from Regional Council in January 2014, Halifax Transit began the process of conducting a comprehensive review of the transit network in order to propose a draft plan and network design that has a consistent, cohesive, approach to transit planning, reconciling the inconsistencies in the existing network.

The development of the Plan has been informed by a variety of data sources including census “Journey to Work” data, the National Household Survey, ridership counts, terminal surveys, the regional VISUM traffic model, MetroLink origin—destination surveys, and proposed developments across the region. Also reviewed were a number of surveys and other documentation prepared by other organizations related to transit needs, including Capital Health, the Greater Burnside Business Association, Dalhousie University, and the Main Street Business Improvement District.

The drafting process has been iterative, and has been focused on finding the right balance of transfer based and single seat trips for Halifax. As the network evolved, staff tested the system by comparing typical trips which are made on the Halifax Transit network today, with trips that would be made in the proposed conceptual network.

The *Moving Forward Together Plan* uses the elements of the transfer based model that are best adapted to the geography and road network in Halifax, and builds on some of the most successful services and routes currently operating in the network. It attempts to accommodate the most significant travel patterns with minimal transfers, but uses transfers strategically to simplify the system and create efficiencies.

Part 2: Building on the Principles





Navigating the Route Ahead—Building on the Principles

The *Moving Forward Together Plan* is guided by the four Moving Forward Principles. These four principles are at the heart of the plan, and are the foundation upon which all objectives, network changes, and policies found here were created. Furthermore, they are intended to provide guidance to decision making over the life of the plan.

Based on a comprehensive review of existing transit service and of current and expected travel needs, these Principles were used to develop an improved transit network that will better serve today's demands and that will more effectively accommodate the Region's growth.

So how do the Moving Forward Principles translate into real change in the Halifax Transit network? This section describes how the *Moving Forward Together Plan* puts into practice the intent of the Moving Forward Principles.



Principle 1: Increase the proportion of resources allocated towards high ridership services.

This principle speaks to the role of public transit in building a more socially, environmentally, and economically sustainable community. Increasing the proportion of resources allocated to high ridership services will help to reduce congestion, pollution, and the need to build, expand and maintain additional roadway and parking infrastructure, while also making the service more cost effective.

High ridership services are those that transport a large number of passengers relative to the level of resources that are invested in the service. In this plan, when routes are carrying more than thirty passengers per hour, they are considered high ridership. Low ridership services, or coverage services, are those that typically carry fewer passengers, or require a higher level of resources to provide, and as a result use resources less efficiently.

To achieve this Principle, resources must be reallocated towards services that have the highest potential demand, and these services must be increased and improved to support higher ridership. This means that areas or services with low demand may have minimal service, or no service at all.

The support for an increased focus on higher ridership services is consistent with the findings of the Office of the Auditor General's Report entitled *A Systems-Level Performance Review of Metro Transit's Service Delivery*. Completed in July 2013, this report states: "It is the view of the [Office of the Auditor General that] the definition of success for Halifax Transit should [be] amended to focus on increased ridership which would result in additional revenue."

Although this principle emphasizes the importance of high ridership services, low ridership services will continue to have an important role in the Halifax Transit network. Often, high ridership services or routes have periods of time during the day, or on weekends, when ridership is low. It is important to the overall success of these services that they operate throughout the day and evening and in some instances high quality service will still be maintained during lower ridership periods. Additionally, some routes have lower ridership, but serve an important purpose by acting as "feeder routes" for higher ridership services. These routes are important as they allow riders to circulate within their local communities, and facilitate access to the rest of the network.

Achieving Principle 1: Increasing the proportion of resources allocated towards high ridership services.

Urban Transit Service Boundary

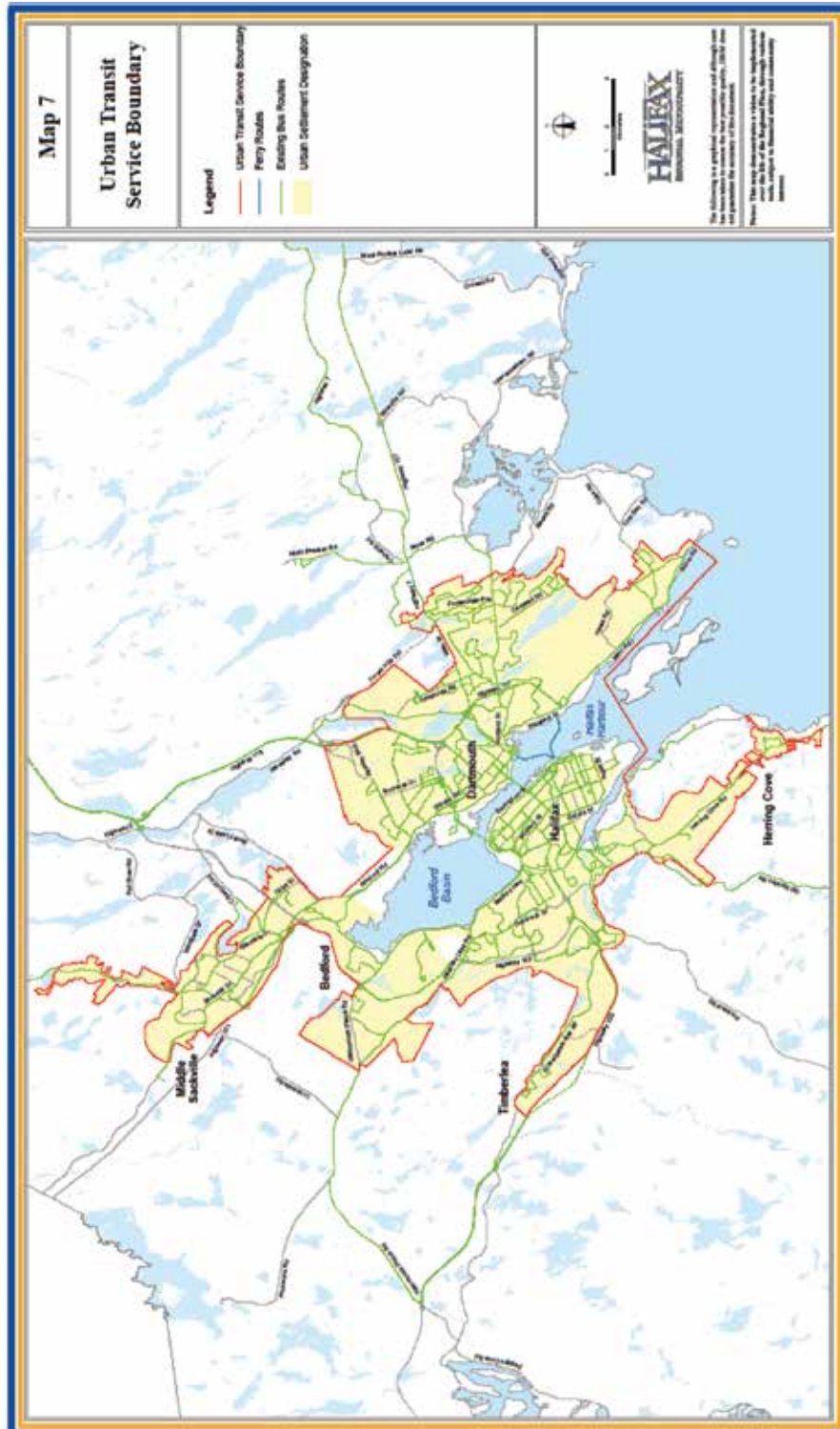
A significant step has already been taken to direct resources to high ridership areas by creating the Urban Transit Service Boundary. The highest potential transit ridership exists within urban areas, rather than rural communities where development is spread out over a larger area. Policy T-7 of the 2014 Regional Plan establishes an Urban Transit Service Boundary, within which resources and improvements to transit service will be focused. The Urban Transit Service Boundary includes all contiguous communities in Halifax which currently have both municipal water and municipal sewer, where homes are generally closer together. Policy T-7 helps to focus investment in the areas where transit service can operate most efficiently, and also to set clear expectations for residents and businesses as to where new transit services will be added in the future.

There will be no new or increased Halifax Transit services outside the Urban Transit Service Boundary, with the exception of Regional Express services.

In rural areas, development densities are not sufficiently high to warrant municipally operated fixed route transit service. Policy T-10 of the Regional Plan states that Council may consider programs to encourage and assist communities with developing their own community based transit services in the areas outside the Urban Transit

Service Boundary. In August 2014, Regional Council adopted Administrative Order 2014-012-ADM to support provision of the Rural Transit Funding Program. Halifax Transit will support the development of community based transit services in rural areas that are tailored to meet the specific needs of the community through the Rural Transit Funding Program.

Figure 1: Urban Transit Service Boundary





The *Moving Forward Together Plan* focuses resources in high ridership areas in four key ways:

- 1. Establishing Corridor Routes:** Corridor routes are high ridership transit routes that travel along major corridors and form the spine of the transit network. This plan proposes ten corridor routes, which account for almost 50% of Halifax Transit's resources. They connect multiple neighbourhoods with employment, educational centres, and shopping areas, and approximately 175,000 residents are within walking distance to these routes.
- 2. Establishing Link Service:** This plan proposes to build on the success of the previous MetroLink and Urban Express services and introduce a new service type. Link service is a commuter focused service that is intended to move large volumes of passengers during peak commuting periods, when transit can have the largest impact on congestion.
- 3. Providing coverage service in off-peak periods:** To support Corridor and Link routes, service must also be operated during time periods when demand is lower. Providing trips in off-peak periods can increase ridership during peak periods, because passengers know that they can rely on the service regardless of when they decide to make their trip. This plan proposes to expand midday, evening, and weekend service on many routes to meet this objective.
- 4. Reducing Low Ridership Services:** This plan proposes to eliminate existing under performing routes, or segments of routes that have consistently low ridership. The Plan proposes to remove service from the following areas:
 - Purcell's Cove Road beyond Williams Lake Road (currently serviced by the Route 15);
 - Prospect Road between Ragged Lake Boulevard and Exhibition Park (currently serviced by Route 22);
 - Waverley Road north of Charles Keating Drive (currently serviced by the Route 55);
 - Beaver Bank Road north of Kinsac Road (currently serviced by the Route 400);
 - Highway 207 beyond Porters Lake, to Seaforth and Back Road (currently serviced by the Route 401); and
 - Sambro (currently serviced by the Route 402);

Results of Public Consultation

Q: What level of transit service should be provided in low ridership periods?

- *Basic service, even when ridership is low: 40% of respondents*
- *Basic service, only if there is medium ridership: 30% of respondents*
- *High levels of service, even when ridership is low: 26% of respondents*
- *None, unless there is high ridership: 3% of respondents*



The following table summarizes the existing ridership in these areas, and the current cost of providing transit service.

Table 0: Ridership and Cost of Low Ridership Routes

Route	From	To	Round trip distance	# Round trips provided per day	# Boardings on segment ² (all day)	Average number of boardings per trip	Cost per passenger ³
15	Williams Lake Road	York Redoubt	11 km	15	24	1.60	\$32.56
22	Ragged Lake Boulevard	Exhibition Park	0.9 km	35	2	0.06	\$74.61
55	Craigburn Drive	Portobello Turning Loop	6 km	2	17	0.80	\$35.11
400	Kinsac Road	Beaver Bank Villa	14 km	12	16	2.17	\$53.05
401	Lakeview Shopping Centre	Seaforth Back Road	20 km	6	9	1.50	\$63.16
402	Ketch Harbour Road, Old Sambro Road		34 km	10	41	4.10	\$37.44

² Ridership based on 2013 manual passenger counting program.

³ Costs calculated based on length of trip and overall average speed.



Principle 2: Build a simplified transfer based network.

A network design with increased reliance on transfers can simplify the network and make it easier for existing and potential riders to understand. It also can reduce the average length of routes in the network, which can improve service reliability. Public engagement activities indicated support for an increased role for transfers if it met the following conditions:

- The frequency of connecting transit services is high;
- The use of transfers make the total trip time faster;
- There is appropriate infrastructure so that passengers are comfortable while waiting for their transfer; and
- Service is reliable so that connections are not missed.

Transfers work best at locations where a number of routes can connect with each other to accommodate travel made from a diverse set of passenger trip origins to a diverse set of passenger destinations. They are also commonly used to provide connections between low demand areas and high ridership services in major transportation corridors.

Where there is a high demand between one part of the network and a particular destination, on the other hand, a direct service without transfer offering “single seat” trips can be provided. Such services, for example downtown-oriented trips during weekday peak periods, are attractive to passengers and make efficient use of bus and driver resources.

The *Moving Forward Together Plan* strikes a balance by providing direct trips without transfers within major transportation corridors and to/from areas of high demand, and by employing transfer connections to accommodate more dispersed travel patterns and travel during periods of lower transit demand.

Achieving Principle 2: A simplified transfer based network.

The *Moving Forward Together Plan* works toward building a simplified transfer based network in three key ways:

- 1. Facilitating Transfers:** The redesigned transit network is built on a model of having regular, frequent corridor routes along major transportation corridors that passengers can transfer onto to reach their destination. All 35 Local Routes proposed in the transit network travel to transit terminals that provide connections with corridor routes and weather-protected waiting facilities. As part of the plan, Link and Regional Express routes will have express stops at key transfer locations to facilitate connections with other routes.

In addition, the plan is proposing expanded ferry service to encourage more bus to ferry connections. The region will never have a more exclusive and reliable transit corridor than the harbour, and directing more cross-harbour trips to the ferry network is a critical component of regional transportation management. In the proposed network, the bus routes connecting to the Halifax Ferry Terminal serve a variety of popular destinations, including Halifax Shopping Centre, Lacewood Terminal, and Sackville

Results of Public Consultation

Public consultation indicated that 40% of participants felt it was important to strike a balance between requiring transfers at strategic locations, and the provision of single seat trips, but that transfers are desirable when they can increase the frequency and reliability of service.



Terminal, to facilitate more transferring and more integration between the ferry and bus networks.

During peak commuting periods when there is the highest demand on our road network, and on our transit service, Link service will exist to move large volumes of passengers to major employment areas without requiring transferring. However, Link routes will stop at terminals and major destinations to allow passengers with different travel needs to transfer.

- 2. Making the Network Easier to Understand:** Completing a comprehensive review and making network wide changes allows the opportunity to re-schedule service with more consistency. In some cases, routes have evolved over time to have uneven frequencies, and a variety of different routing patterns depending on the time of day. This plan proposes that routes have regular, more predictable frequencies, with less variation at different times of the day.

This plan also provides an opportunity to plan the network cohesively, with service types, levels of service, and route numbers and names that are applied consistently, but still recognizing the unique needs of different communities. Where variations of routes do exist, for clarity, letters will be used in addition to the route number (ie. Route 6A Eastern Passage and Route 6B Heritage Hills).

Although many routes proposed in this plan resemble in part a route that existed previously, most have been simplified. The complexity of routes was reduced by straightening out circuitous routing where possible, eliminating one way service where possible, or removing portions of routes that did not have high ridership.

In addition, the number of routes that overlap has been reduced, particularly during the off-peak period. On major corridors, rather than providing a large number of routes, corridor routes will be provided. The corridor routes will connect with Local Routes at terminals, so that passengers can transfer to reach their destination. The geography and road network in Halifax make it impossible to remove all overlap while still providing a convenient transit trip, but a balance has been struck that greatly reduces the complexity of the system, and makes the network easier to understand.

- 3. Improving Passenger Amenities:** This plan introduces a new classification system to measure and improve the level of amenities at bus stops and terminals, with the intention of creating safe, comfortable transfer locations throughout the network.

In addition, the planning process has identified the need for a new transit terminal at Wrights Cove in Burnside to facilitate transferring.



Principle 3: Invest in service quality and reliability.

Investing in service quality and reliability means dedicating resources to maintain existing service in good condition by addressing schedule adherence issues and overloads on an ongoing basis, as opposed to prioritizing the introduction of new services.

Throughout all public consultation activities, participants consistently indicated that both the maintenance of existing service and the introduction of new service were important, although many agreed that in the short term, Halifax Transit should focus on improving the reliability of the existing service.

Achieving Principle 3: Investing in service quality and reliability.

The *Moving Forward Together Plan* allocates more resources to service quality and reliability in these key ways:

- 1. Addressing capacity, demand, frequency, and service span issues on existing routes:** As noted above, survey respondents wanted a larger percentage of resources spent on maintaining the quality of existing routes, rather than service increases. With the implementation of new Automatic Vehicle Location (AVL) and Automatic Passenger Count units onto all Halifax Transit vehicles, more data will be available than ever before to improve the scheduling and resource allocation to ensure a higher quality of service on established routes.

In addition, the implementation of this plan focuses on phased restructuring of the transit network, prior to the provision of service in newly developing areas.
- 2. Use route structures which support schedule adherence and shorter travel times:** This plan outlines a network which makes use of shorter local routes in suburban or rural areas, which are not tied to service running towards the more congested urban centre. This means more reliable local service in residential communities, as vehicles are not delayed by traffic downtown. Where longer routes are required, this plan has streamlined service to eliminate portions of routes with lower ridership demand.
- 3. Balance fleet recapitalization and fleet expansion:** High quality of service, especially schedule adherence, depends on the availability of reliable transit vehicles. As the Halifax Transit fleet ages, it is important to continue to replace the oldest vehicles to ensure that they are safe and reliable for passengers 365 days of the year. As outlined in Halifax Transit's ten year Capital Plan, there is continued emphasis on replacing aging transit vehicles in the coming years.
- 4. Replace existing Regional Express buses with standard 40' buses:** The smaller vehicles currently in use on MetroX routes do not provide the capacity required on some high demand Regional Express routes, and upon reaching their expected lifespan, they will be replaced by standard forty foot vehicles. Replacing the shorter Regional Express vehicles will increase capacity for passengers, and will also provide opportunities for scheduling efficiencies.
- 5. Apply quality of service guidelines:** This plan includes a number of quality of service guidelines which Halifax Transit will strive to meet in order to improve the customer experience and the efficiency and reliability of the transit network.



Principle 4: Give transit increased priority in the transportation network.

Making transit faster and more reliable is important to make transit attractive to new riders, to increase ridership, and to control operating costs. One of the best means to do this is by reducing the impact that traffic congestion and traffic signals have on transit vehicles.

Transit Priority Measures (TPMs) are tools that municipalities and transit agencies can use to reduce these delays, improve reliability and reduce the average travel time of transit vehicles. There are many different types of TPMs, and in many cases they are used together to create a city-wide network. Some of the most common TPMs include:

- Traffic Signal Priority
- Queue Jumps
- Bus lanes
- Transit corridors that are separated from traffic

Regional Plan Policy T-8 reads “Transit priority measures, such as designated transit lanes, transit signal priority, and queue jump lanes may be made to improve the reliability and travel time of public transit vehicles.”

Overall, public consultation indicated strong support for the implementation of TPMs, with both regular transit users and non-transit users agreeing that TPMs play a key role in increasing the reliability of transit, and in making it more attractive and user-friendly. However, many participants recognized that TPMs are not a “one size fits all” solution, and that each situation must be carefully considered to ensure that the right measure is implemented in the right location.

Today, Halifax Transit vehicles make use of network of 15 TPMs throughout the city, many of which were introduced as part of MetroLink service.

Achieving Principle 4: Giving transit increased priority.

The *Moving Forward Together Plan* works to give transit increased priority in the transportation network in five key ways:

- 1. Supporting implementation of TPM projects in the short term:** A consultant has been engaged to create a roster of possible TPMs throughout the transit network to establish a methodology for comparing costs and benefits of TPMs, and to create a process for measuring the effectiveness of a TPM. Halifax Transit will work with other municipal departments to advance implementation with the goal of having on average at least one TPM implemented each fiscal year in the short term.
- 2. Creating a comprehensive TPM plan:** A broad, comprehensive plan is required to inventory and prioritize all opportunities for TPMs in the new transit network. This plan should build on the five year plan currently being completed (see above). This plan will establish a long term vision for TPMs in the Halifax Transit network.
- 3. Seeking opportunities for low cost TPMs:** Not all TPMs are costly and require significant capital investment to build. In some cases it is possible to seize an opportunity presented by other municipal work, for example a road realignment. Halifax Transit staff will engage with the Transportation and Public Works and Planning and Development Municipal Business Units to identify potential opportunities to integrate the construction of TPMs into larger ongoing projects.



4. **Prioritizing TPMs in key corridors:** In the past, TPMs in the Halifax Transit network have largely been introduced on corridors frequented by express routes or MetroLink routes. This focus should be shifted towards implementing TPMs for corridor routes, which carry many transit vehicles throughout the entire day. This will provide transit riders with a faster and more reliable trip all day, not just at rush hour. In the future, the corridor routes proposed in this network could be candidates for Bus Rapid Transit (BRT) corridors.
5. **Modifying routes to take advantage of existing and future TPMs:** Within the Regional Centre, where TPMs are of highest value, narrow road rights-of-way are common and space is often unavailable for new infrastructure. In some cases it will be important to adjust routing to corridors where priority measures are achievable rather than struggling to implement measures or corridors that buses currently operate on. As TPMs are implemented, consideration must be given to the realignment of existing routes in order to provide as many routes as possible the benefits provided by the faster and more reliable travel time.

Part 3: The Network





Transit Network Overview

The *Moving Forward Together Plan* includes a redesign of the transit route network. Many proposed routes resemble a route that existed prior to the plan, but almost all have been shortened, straightened out, or simplified, in alignment with the Moving Forward Principles. In addition, some new routes have been proposed, and some routes which currently exist have been removed from the network map. The future network will be described in the following sections.

Service Types

This section describes each of the transit service types outlined in this network, including their purpose, span of service and service frequency guidelines.

The Halifax Transit network will consist of eight service types. In order to easily identify each route's service type, every service type will have a unique range of route numbers. This way, from the route number alone, the service type and thus service day and minimum frequencies can be inferred for a particular route.

The following lists all service types in the plan, and the route numbers assigned to each:

- Corridor Routes (Routes 1–19)
- Local Routes (Routes 20–99)
- Link Routes (Routes 100 through 299)
- Regional Express Routes (Route 300–399)
- Rural Routes (Route 400–499)
- Ferry Routes (Route 500–599)
- School Routes (Route 700–799)
- Access-A-Bus

A detailed description of each service type is below.

Corridor Routes

Description of Corridor Routes

The purpose of Corridor Routes is to provide consistent, frequent, service in high-demand transit corridors of the city, connecting residential areas or retail districts with regional destinations like shopping, employment, schools, and services.

What differentiates Corridor Routes from other route types is the sustained demand for transit over the course of the day, late into the evenings, and on weekends. These routes are well positioned to support the upcoming Centre Plan which, in turn, will support increases in potential ridership generated by adjacent land uses.

Corridor Routes Overview

- *Corridor Routes provide consistent, regular service, with a long service day seven days a week.*
- *Corridor Routes connect residential areas with regional destinations along high-demand transit corridors.*



Level of Service Guidelines

Corridor Routes will strive to meet or exceed the following guidelines, subject to resource availability:

Table 1: Level of Service Guidelines for Corridor Routes

Corridor Routes	
Peak Headway	10–15 min
Off Peak Headway	10–30 min
Saturday Headway	15–30 min
Sunday Headway	15–30 min
Weekday Span of Service	6am–1am
Saturday Span of Service	6am–12am
Sunday Span of Service	6am–12am

All Corridor Routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility (for more detailed discussion on ridership and trip productivity guidelines, see Part 5). If these standards are not attained then service reductions will be considered.

Introducing Corridor Routes

An existing route will be considered for classification as a Corridor Route if it meets the following criteria:

- Ridership is sustained over the course of the year
- Ridership in all directions is moderately high all day
- The route consistently exceeds performance guidelines
- Adjacent land uses are supportive of frequent, all day transit service (density, mix of land use types).

Corridor Routes included in this Plan

- | | | | |
|---|---------------|----|--------------|
| 1 | Spring Garden | 6 | Woodside |
| 2 | Main | 7 | Peninsula |
| 3 | Crosstown | 8 | Sackville |
| 4 | Lacewood | 9 | Herring Cove |
| 5 | Portland | 10 | Micmac |



Figure 2: Corridor Routes





Local Routes

Description of Local Routes

The purpose of Local Routes is to connect neighbourhoods and communities to one another, and to the higher frequency Corridor Routes described above. Local Routes generally operate at a lower frequency than Corridor Routes, but service provision is dependent on observed ridership, and service requirements as outlined in this plan.

All Local Routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility (for more detailed discussion on ridership and trip productivity standards, see Part 5). If these standards are not attained then service reductions will be considered.

Level of Service Guidelines

Local Routes will strive to meet or exceed the following guidelines⁴, subject to resource availability:

Local Routes Overview

- *Local Routes connect communities to local destinations and to transit terminals where riders can transfer to higher frequency Corridor Routes*
- *The level of service on Local Routes can vary based on ridership demand.*

Table 2: Level of Service Guidelines for Local Routes

Local Routes	
Peak Headway	15–30 min
Off Peak Headway	30–60 min
Saturday Headway	30–60 min
Sunday Headway	30–60 min
Weekday Span of Service	6am–11pm
Saturday Span of Service	6:30am–11pm
Sunday Span of Service	7am–11pm

Limited-Service Local Routes

It is important to note that some Local Routes may provide levels of service which do not meet the guidelines outlined above as they exist to meet a particular demand which only exists at a specific time of day; for example of the Route 50 Dockyard provides service between the Bridge Terminal and HMC Dockyard during AM and PM peak only. In addition, a select few Local Routes with low ridership operate during peak periods only.

Additionally, some Local Routes are replaced by Link Routes during the AM and PM peak in order to provide local service as well as a direct trip into and out of Downtown Halifax. When this occurs, local service is still provided, but after the Terminal where the route normally terminates, the route will then provide an express service into Downtown in AM peak. In PM peak, the Link Route will express from Downtown, and then resume

⁴ Represents minimum span of service. Routes may exceed these guidelines based on demand.



local service upon reaching the destination terminal. In some cases, the Local Route is replaced by the Link Route for the entire peak period. In other cases the Local Route is only replaced by the Link Route on a limited number of trips, and continues to operate as a Local Route on the remaining trips to provide a consistent level of service.

Introducing a Local Route

The introduction of a Local Route will depend on the projected ridership of the new service based on adjacent residential and employment density, proximity to other transit routes, adjacent land uses (mixture of uses), pedestrian and active transportation connectivity, and the directness of road networks.

Local Routes Included in this Plan

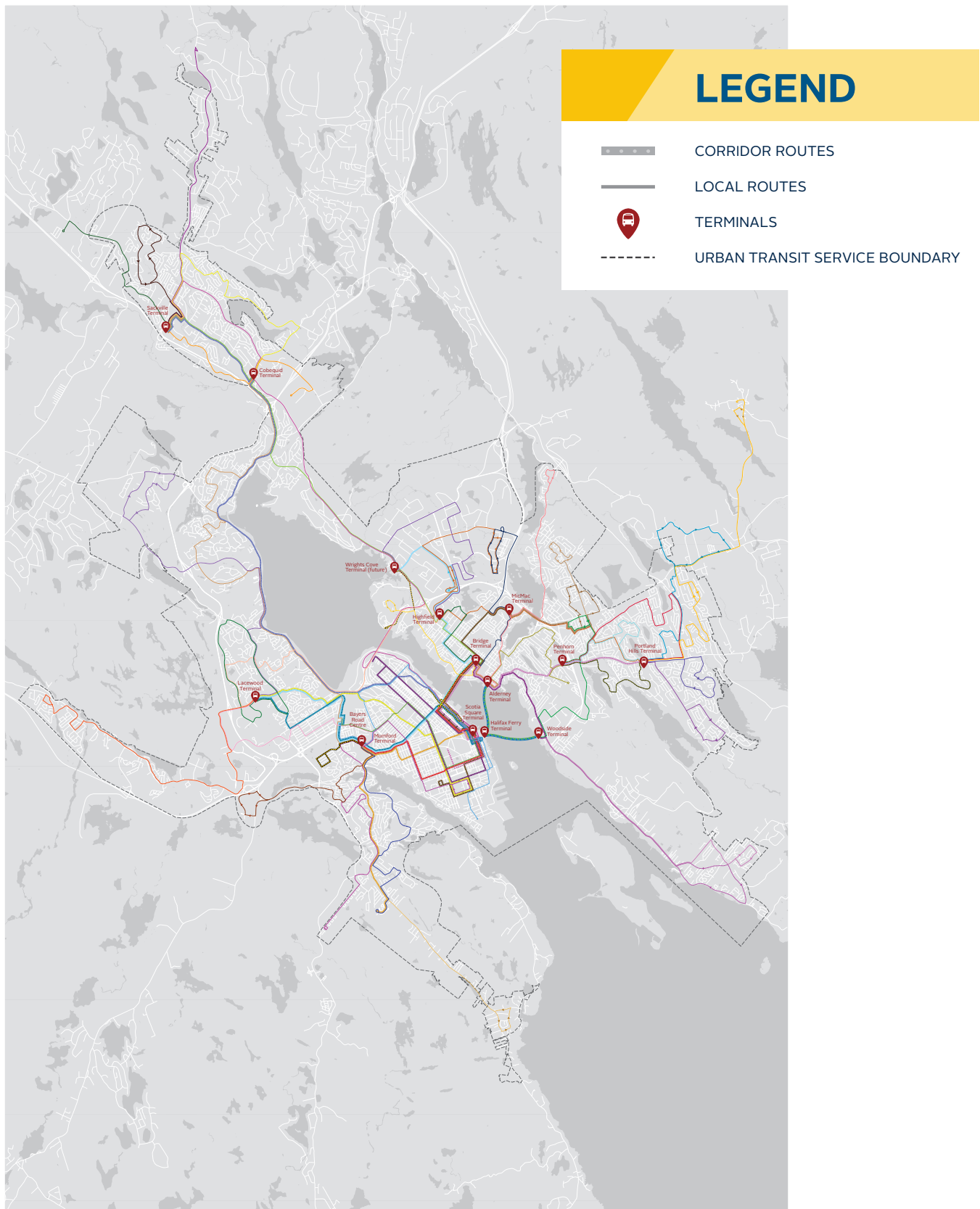
The following list identifies all local routes included in this plan. Routes whose names are followed by an asterisk are replaced by a Link Route in the AM and PM peak, providing residents in these neighbourhoods along these routes with single-seat, express trips into downtown Halifax. Corresponding Link Routes can be identified as they will have the same route name, and a similar route number. For example, in peak periods, the Route 82 First Lake will be replaced by the Route 182 First Lake Link.

In some areas, Local Routes run all day and are complimented by Link Routes at peak, rather than being replaced by them.

21	Timberlea	51	Windmill	67	Baker
22	Armdale	53	Highfield - Bridge	68	Cherrybrook*
24	Leiblin Park	55	Port Wallace	72	Dartmouth Crosstown
25	Williams Lake	56	Dartmouth Crossing	81	Hemlock Ravine
26	Springvale (peak only)	57	Russell Lake (peak only)	82	First Lake*
28	Bayers	58	Woodlawn*	83	Springfield*
29	Barrington	59	Colby*	84	Glendale
31	Washmill	61	North Preston*	85	Millwood*
34	Parkland	62	Grahams Grove	87	Dartmouth
37	Flamingo	63	Mount Edward	88	Bedford Common
39	Larry Uteck	64	Burnside	89	Beaver Bank*
50	Dockyard (peak only)	65	Caldwell*		



Figure 3: Corridor/Local Routes





Link Routes

Description of Link Services

Link Routes, as they appear in this plan, are a hybrid of the successful MetroLink and Urban Express services familiar to the region. These are designed to provide commuters with a high quality, limited stop transit service during rush hour periods, making transit more attractive to individuals currently commuting for work and education during weekday peak periods.

Similar to the former Urban Express routes, new Link Routes will provide local service in residential areas (making regular local stops for pickups and drop offs). In some cases Link Routes will actually replicate and replace Local Routes during AM and PM peak. Once the route departs the local area, similar to MetroLink service, it will provide express (limited stop) service into Downtown or Burnside Industrial Park, stopping only at major destinations or transit terminals along the route to facilitate transfers. A major destination could include a regional shopping centre, large employer (more than 1000 jobs), large universities or hospitals, or other regional attractions. Upon arrival in the Downtown or Burnside Industrial Park, more frequent stops will resume, allowing users to access their destinations quickly and easily. Because of the volume of Link Routes travelling through Downtown Halifax during peak periods, Link Routes will follow one of four potential routings, based on the community they originate from.

The intent of this new Link model is to attract peak period commuters to transit and to reduce dependence on the existing Park & Ride facilities, which are extremely costly to build and maintain. Link service will pick up more passengers near their home so they no longer have to get into their vehicle in order to access transit service. The new Link service will also still provide a high level of service at transit terminals, allowing those who continue to choose to Park & Ride to retain a similar, if not better, level of service as existed prior to this plan.

Level of Service Guidelines

Link Routes have no standard frequencies or spans of service. They operate during peak hours on Monday to Friday only, and the number of trips varies based on demand. Some Link Routes provide a high level of service during the entire peak period, and others have a limited number of trips. Link Routes provide service in the peak direction only (i.e. towards Downtown during the morning rush hour and out from Downtown during the afternoon rush hour). Due to the unique nature of commuting trips, Link Routes don't always need a consistent time interval between successive buses, and in some cases could actually benefit from a cluster of trips to arrive at a destination for the start of the work day, in some cases less than five minutes apart.

All Link Routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility (for more detailed discussion on ridership and trip productivity guidelines, see Part 5). If these guidelines are not attained then service reductions will be considered.

New Link Service

A new Link Route will be considered if the introduction of a Link Route will reduce the need for a transfer for a common commuting trip pattern (i.e. it can be shown that a high volume of individuals from one neighbourhood

Link Routes Overview

- *Local stops will be made in originating neighbourhoods, in most cases replacing Local Routes*
- *Express service into downtown (stopping at terminals to allow for transfers)*
- *Offered at regular transit fare (one of the predecessors for this service, MetroLink is based on a premium fare)*



work in the same employment district and if Link service could provide a significant time savings for a large number of commuters).

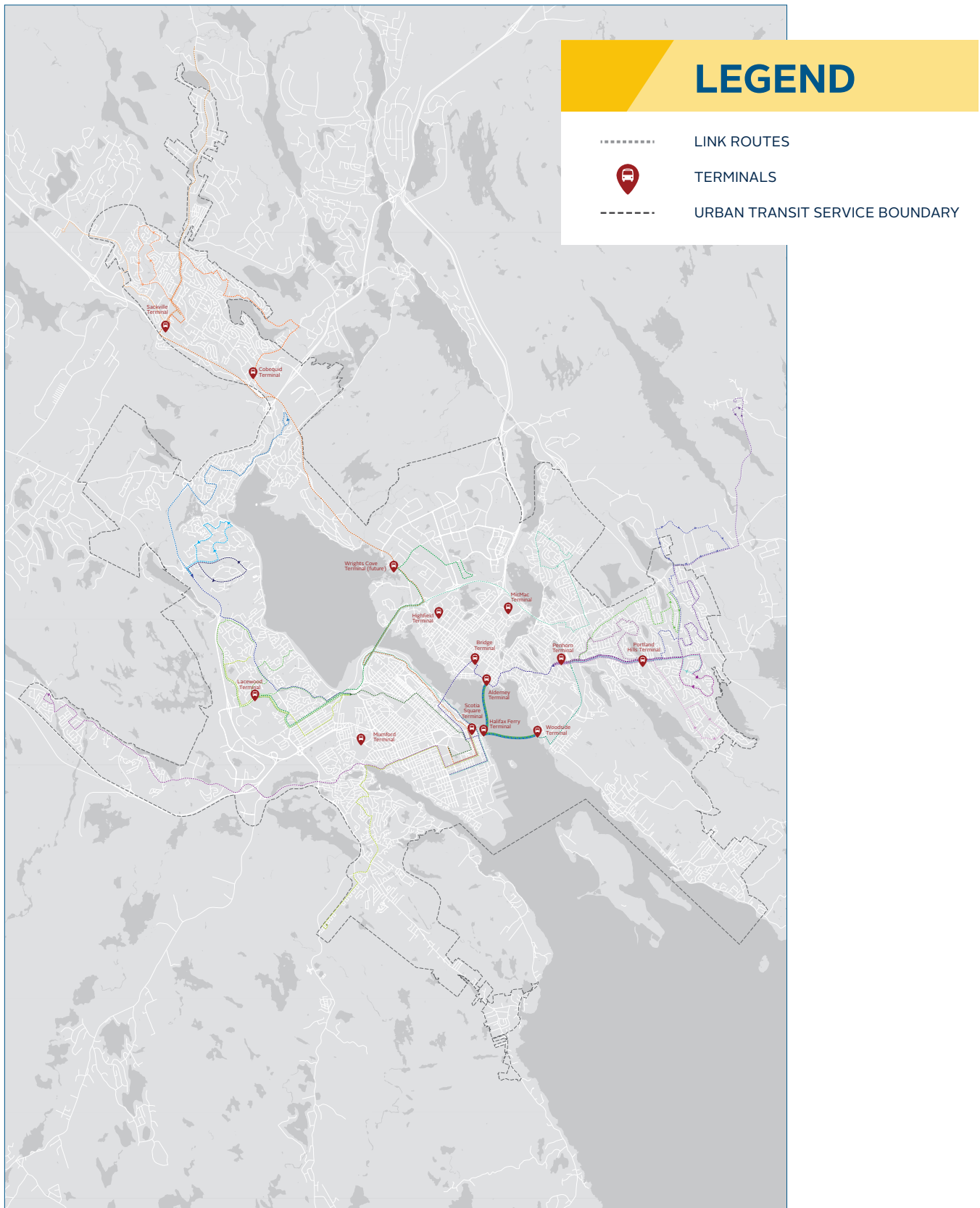
A new Link Route may be introduced with as few as two trips during each weekday peak period. Additional trips may be considered if ridership grows.

Link Routes Included in this Plan

121	Timberlea Link	161B	Auburn Link	190	Hemlock Link
124	Leiblin Link	165	Caldwell Link	191	Southgate Link
134	Parkland Link	168	Cherrybrook Link	237	Lacewood- Burnside Link
135	Flamingo Lin	182	First Lake Link	259	Cole Harbour Ferry Link
136	Farnham Link	183	Springfield Link	263	Mount Edward Ferry Link
154	Westphal Link	185	Millwood Link		
158	Woodlawn Link	186	Basinview Link		
159	Colby Link	189	Beaver Bank Link		
161A	North Preston Link				



Figure 4: Link Routes





Regional Express Routes

Description of Regional Express Routes

Regional Express Routes connect rural, outlying communities to transit service in the Regional Centre, with the exception of the Route 320 Airport/Fall River which serves a somewhat different purpose, and will be discussed later in this section. This service model is very similar to the previous MetroX service, however, it will provide one to three additional stops between the start and end of the route. The intent of Regional Express service is to allow residents of outlying communities the option of using transit for regular commuting. Regional Express Routes will be subject to a premium fare. Currently, the cost per ride for the Regional Express service is \$3.50 per person, \$1.00 higher than the fare for other service types.

Regional Express Routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility (for more detailed discussion on ridership and trip productivity guidelines, see Part 5). If these guidelines are not attained then service reductions will be considered.

Level of Service Guidelines

Regional Express Routes will strive to meet the following guidelines, subject to resource availability:

Regional Express Routes Overview

- *Regional Express Routes connect rural communities to the Regional Centre*
- *Routes stop no more than three times between the origin and destination*

Table 3: Level of Service Guidelines for Regional Express Routes

Regional Express Routes	
Peak Headway	10–30 min
Off Peak Headway	One trip midday, one trip late evening
Saturday Headway	No service
Sunday Headway	No service
Weekday Span of Service	As needed according to demand
Weekend Span of Service	No service

Two of the three Regional Express Routes are commuter focused, and most of the service is in the peak direction. In addition to peak service, there is one midday trip and one evening trip. The number of trips provided at peak is based on observed demand for service. These routes do not operate on weekends.

Introduction of a new Regional Express Route

The Regional Municipal Planning Strategy only allows for limited introduction of new Regional Express services outside of the Urban Transit Service Boundary. At this time, only one future Regional Express Route is proposed, between Margeson Drive in Middle Sackville, and Downtown Halifax.



Route 320 Airport/Fall River Regional Express Route

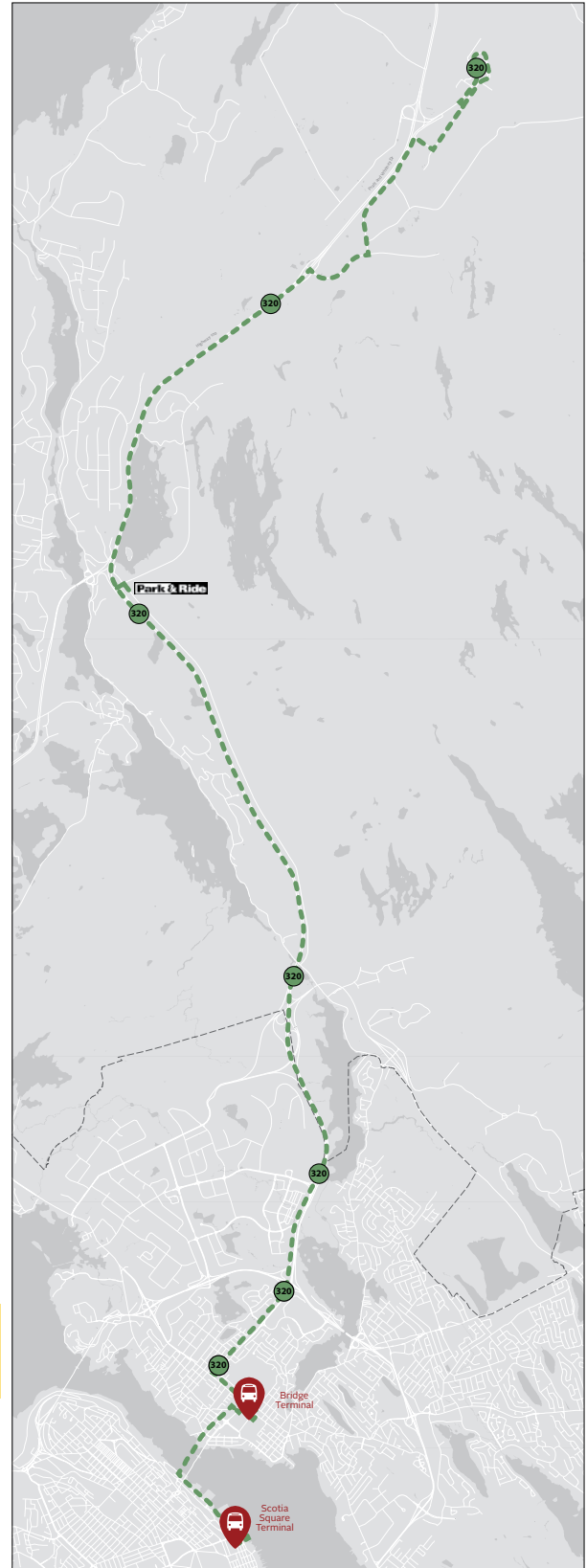
One of the three existing Regional Express Routes provides a connection from Downtown Halifax to the Halifax Stanfield International Airport. Due to the regional importance of the route from a tourism and economic development perspective, and the desire for integrated mobility, this route is an exception to the guidelines listed above. The Route 320 provides a significantly higher level of service than other Regional Express Routes, operating consistently all day, seven days a week both inbound and outbound. In addition, this route is not held to the same ridership guidelines and as outlined in Part 5 of this Plan.

In order to reflect the reduced ridership expectations, longer service days, and higher level of service, as well as the significant cost to operate this important service, the cash/single trip fare for the Route 320 will be higher than that of other Halifax Transit services. Tickets and passes will remain the same price as those for other Regional Express Routes. The purpose is not to penalize commuters or frequent travelers, but to establish a cash fare that is more reflective of the value of the service to occasional travelers.

Regional Express Routes included in this Plan

- 320 Airport/Fall River Regional Express
- 330 Tantallon Regional Express
- 370 Porters Lake Regional Express

Figure 5: Route 320 Airport/Fall River Regional Express



LEGEND

-  REGIONAL EXPRESS ROUTES
-  TERMINALS
-  URBAN TRANSIT SERVICE BOUNDARY



Figure 6: Route 330 Tantallon Regional Express

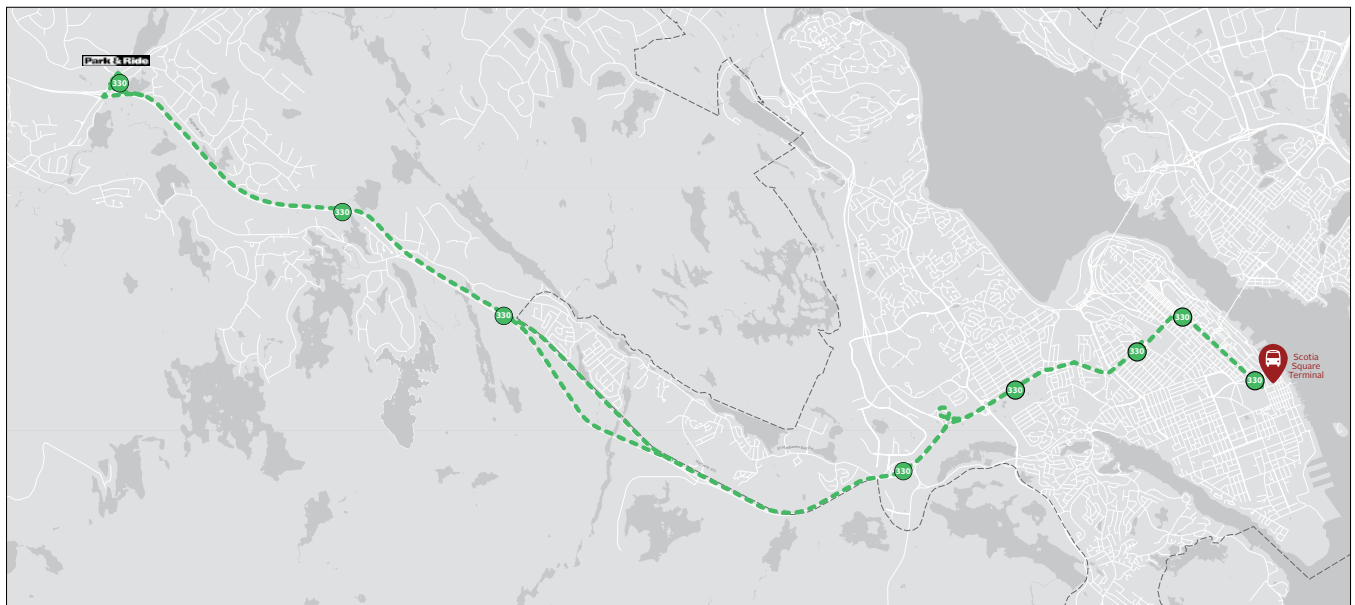
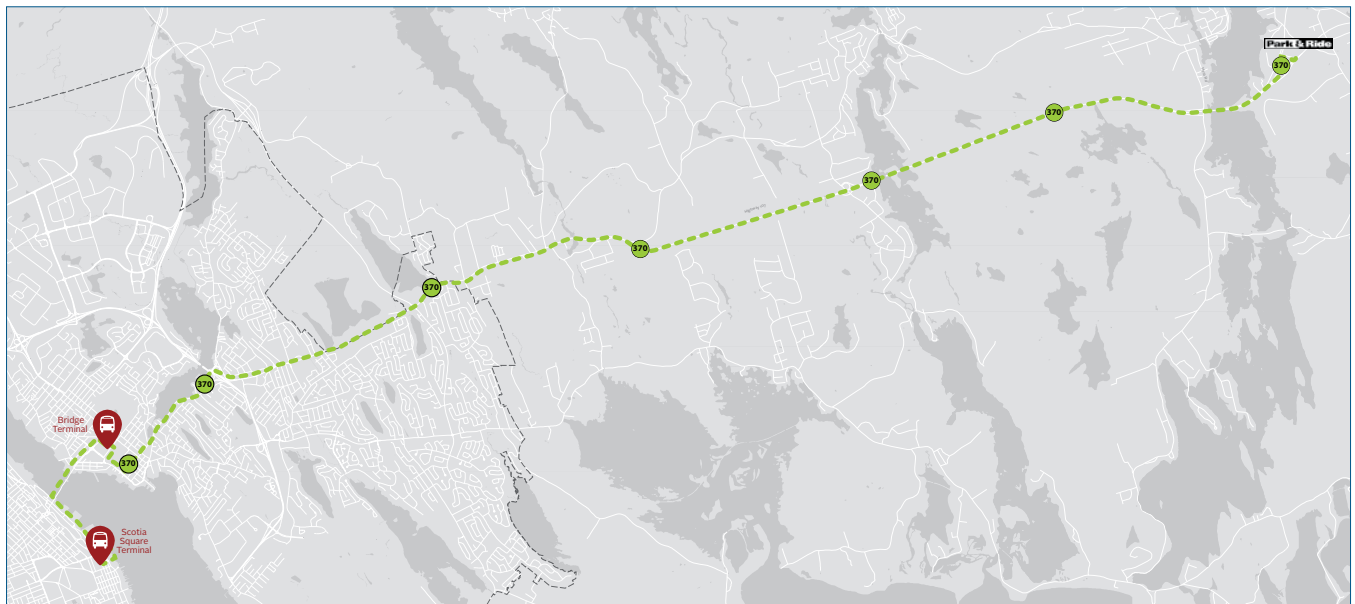


Figure 7: Route 370 Porters Lake Regional Express



LEGEND

- REGIONAL EXPRESS ROUTES
- TERMINALS
- URBAN TRANSIT SERVICE BOUNDARY



Ferry

Description of Ferry Service

Halifax Harbour is the second largest ice-free harbour in the world. There are currently four harbour ferries (the Dartmouth III, the Halifax III, the Woodside I, and the Christopher Stannix) operating on two ferry routes, Alderney and Woodside. The Alderney Ferry service operates seven days a week, and the Woodside Ferry service operates between Halifax and the Woodside Terminal Monday to Friday.

The two ferry routes connect Downtown Halifax with Downtown Dartmouth, and Downtown Halifax with the community of Woodside.

Level of Service Guidelines

Temporary resources made available to accommodate The Big Lift in 2015/16 will be retained following the completion of the project to permanently increase ferry service levels. Resources will be distributed as necessary to meet ridership demands.

Ferry Routes included in this Plan

- 501 Alderney
- 502 Woodside

Ferry Routes Overview

- *Two Ferry Routes connect Downtown Halifax with Downtown Dartmouth and Woodside, respectively.*



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Rural Routes

Description of Rural Routes

Rural Routes are those which serve to provide transit service to communities outside of the Urban Transit Service Boundary. These routes provide connections between rural communities and transit service in the urban area, by bringing users to the nearest transit terminal.

All Rural Routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility (for more detailed discussion on ridership and trip productivity guidelines, see Part 5). If these guidelines are not attained then service reductions will be considered.

Level of Service Guidelines

There are no service spans or frequency guidelines for Rural Routes, due to the adoption of the Urban Transit Service Boundary which limits the amount of service available outside the boundary to that which currently exists. Therefore, no additional service will be introduced outside of the Urban Transit Service Boundary.

Introduction of a Rural Route

No new Rural Routes will be introduced due to the limits placed by the Urban Transit Service Boundary and the Regional Plan. Routes which currently operate outside the boundary can be modified however, only if there is no increase in service.

Rural Routes included in this Plan

401 Porters Lake

433 Tantallon

The previous Route 400 Beaver Bank will be modified and considered a Local Route.



Figure 8: Route 433 Tantallon

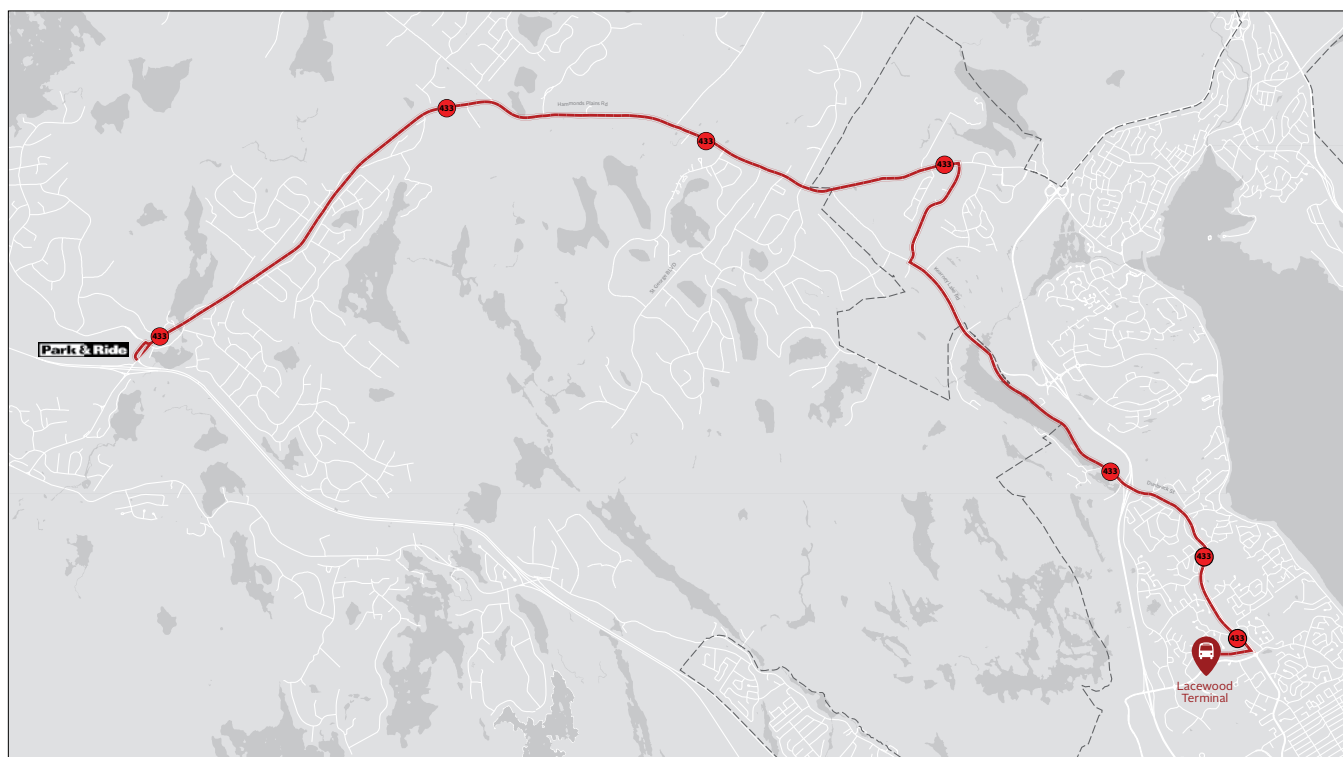
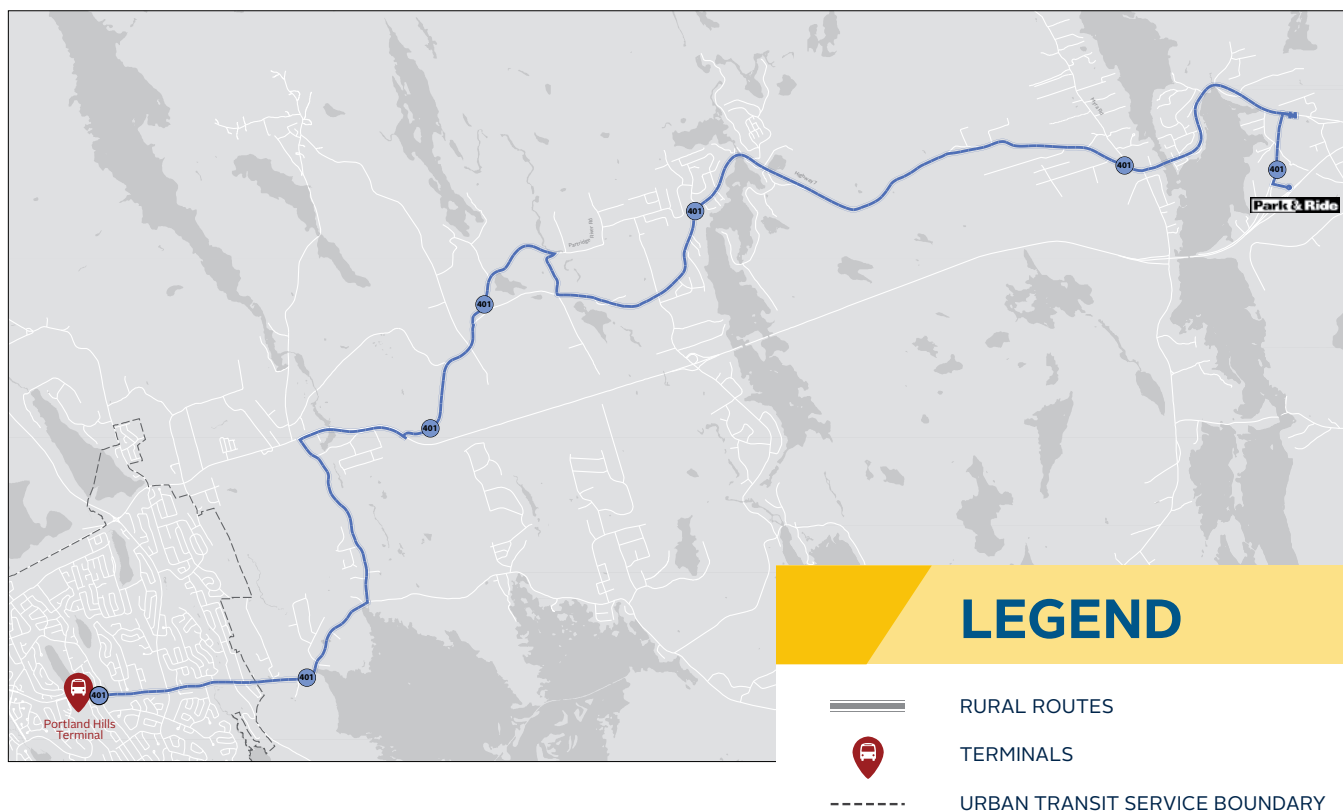


Figure 9: Route 401 Porters Lake





School Routes

Description of School Routes

Regular Halifax Transit service is often used by students to travel to and from school. In some specific cases in the past, Halifax Transit has introduced modified transit routing to better meet the needs of students, or provided an additional trip on an existing route that is aligned with school arrival and departure times. The majority of these customized services, called “School Specials” were not published in the public schedules as they were available only to students. The majority of the previous school routes have become redundant, or were not well used, and will be eliminated with the introduction of the *Moving Forward Together Plan*. However, a select few will be maintained. Those which are retained have established ridership, provide needed capacity to a particular neighbourhood, and provide a service which isn’t duplicated by another transit route.

As they are designed to meet the requirements of the academic calendar, School Routes only operate from September until the end of June. They do not operate on statutory holidays, school holidays, or during the summer months. Regular fares apply on all School Routes, and any paying customer is welcome to board.

Level of Service Guidelines

Typically, a School Route has only one or two trips per day, either to accommodate the arrival of students, the departure of students, or both.

When would a new School Route be introduced?

The introduction of new School Routes will not be considered in the future, however, where required Halifax Transit will consider scheduling additional trips on adjacent transit routes to ensure that there is adequate capacity provide at school arrival and departure times for students using transit.

Ridership Expectations

School Routes are expected to maintain a ridership of 20 passenger boardings per trip (for more detailed discussion on ridership and trip productivity guidelines, see Part 5).

School Routes included in this Plan

- 701 Halifax West
- 726 Citadel
- 735 Clayton Park



Access-A-Bus

Description of Access-A-Bus Services

Halifax Transit's Access-A-Bus service is a shared ride, door-to-door, transit service for persons who are unable to use the conventional transit system due to physical or cognitive disabilities and are declared eligible through a registration process. Those eligible for Access-A-Bus services must be picked up and dropped off within one kilometer of a fixed transit route. The Access-A-Bus service is meant to supplement the Halifax Transit fixed route system.

Level of Service Guidelines

Access-A-Bus clients must book rides 24 hours ahead of a planned trip. Trip requests received after the 24 hour booking window will be placed on a waiting list, on a first-come, first-serve basis and filled as vacancies become available. Access-A-Bus passengers are subject to a 30-minute pick up window at the time of trip confirmation. This window allows for more scheduling flexibility due to unexpected traffic delays or detours, and to allow Halifax Transit to make more bookings.

Ridership Expectations

Access-A-Bus Service is not intended to be a high ridership service, but is intended to be a service for members of the community who are unable to make use of conventional transit service, and meet the eligibility criteria. As a result, there is no ridership guideline for this service.



Service Areas

Halifax Peninsula

The Halifax Peninsula is a major destination for many residents for work, school, appointments, errands and entertainment. As there is large transit demand to and throughout the Peninsula over the course of the day and on evenings and weekends, is serviced by nine Corridor Routes, six Local Routes, and 19 Link Routes.

Corridor Routes

The Halifax Peninsula is served by the following Corridor Routes:

1	Spring Garden	4	Lacewood	8	Sackville
2	Main	5	Portland	9	Herring Cove
3	Crosstown	7	Peninsula	10	Micmac

These Corridor Routes provide a high level of service all day along major streets on the Peninsula, including Gottingen Street, Robie Street, Quinpool Road, Windsor Street, Oxford Street, Spring Garden Road, Chebucto Road, North Street, Barrington Street, South Street, South Park Street, and Inglis Street. They provide direct connections to all of the terminals in the Halifax Transit network.

Local Routes

The peninsula is served by six Local Routes:

24	Leiblin Park	29	Barrington	50	Dockyard (peak only)
28	Bayers	31	Washmill	84	Glendale

These routes provide regular, all day circulation amongst neighbourhoods on the Peninsula, and provide connections to Sackville, Mainland South, and Bayers Lake Business Park.

Link Routes

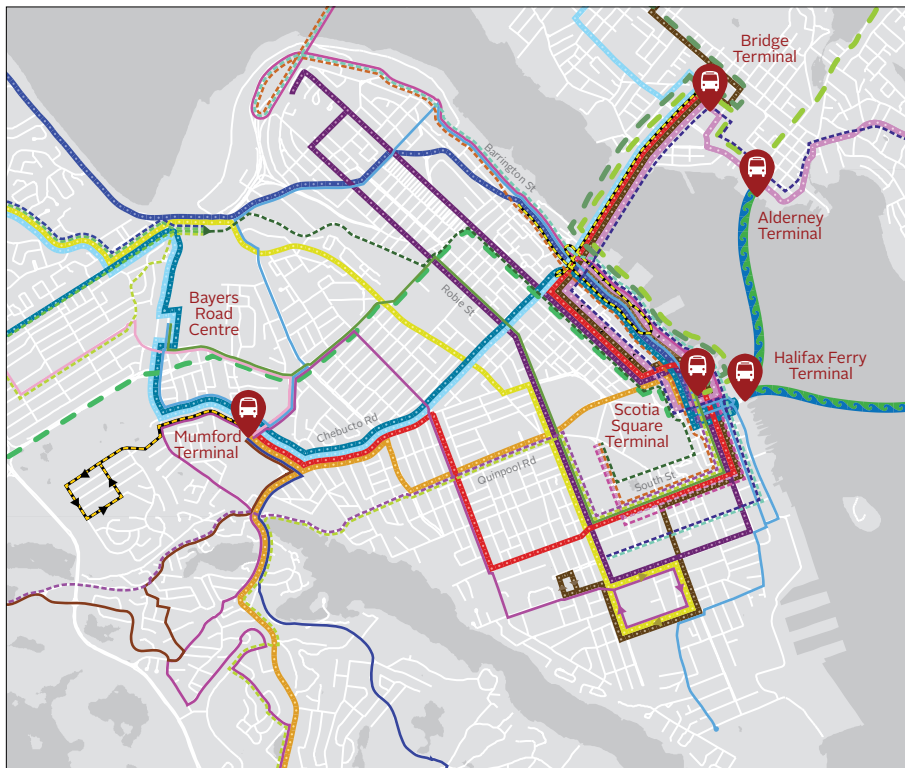
Downtown Halifax is the convergence of most peak-focused services. As a result, there are 16 Link routes that bring passengers from other parts of Halifax to the downtown during peak commuting periods. These Link Routes are:

121	Timberlea Link	159	Colby Link	185	Millwood Link
124	Leiblin Link	161A	North Preston Link	186	Basinview Link
134	Parkland Link	161B	Auburn Link	189	Beaver Bank Link
135	Flamingo Link	165	Caldwell Link	190	Hemlock Link
136	Farnham Link	168	Cherry Brook Link	191	Southgate Link
154	Westphal Link	182	First Lake Link		
158	Woodlawn Link	183	Springfield Link		

These routes provide direct connections to many residential neighbourhoods outside of the Peninsula and provide local drop offs and pickups at regional destinations on the Peninsula including large employers, shopping destinations, and medical centres.



Peninsula: Peak



LEGEND

CORRIDOR ROUTES

- 1 – Spring Garden
- 2 – Main
- 3 – Crosstown
- 4 – Lacewood
- 5 – Portland
- 5 EXT – Portland Peak Extension
- 7 – Peninsula
- 8 – Sackville
- 9 – Herring Cove
- 10 – MicMac

LINK ROUTES

- 121 – Timberlea Link
- 124 – Leiblin Link
- 134 – Parkland Link
- 135 – Flamingo
- 136 – Farnham Link
- Bedford Express
186 Basinview, 190 Hemlock, 191 Southgate
- Clayton Park Downtown Express
- 154 – Westphal Link
- Dartmouth Express
158 Woodlawn, 159 Colby, 161A Auburn, 161B North Preston,
165 Caldwell, 168 Cherry Brook
- Sackville Downtown Express
182 First Lake, 183 Springfield, 185 Millwood, 189 Beaver Bank

LOCAL ROUTES

- 22 – Armdale
- 24 – Leiblin Park
- 25 – Williams Lake
- 26 – Springvale
- 28 – Bayers
- 29 – Barrington
- 31 – Washmill
- 84 – Glendale
- 84 EXT – Glendale Peak Extension

REGIONAL EXPRESS ROUTES

- 320 – Airport
- 330 – Tantallon
- 370 – Porters Lake

FERRY ROUTES

TERMINALS

Peninsula: Off-Peak





Mainland South

Mainland South includes the communities of Armdale, Spryfield, and Herring Cove and is serviced by one Corridor Route, four Local Routes, and one Link Route.

Corridor Routes

Mainland South is served by the following Corridor Route:

9 Herring Cove

This Corridor Route provides all day, frequent service along the Herring Cove Road corridor, providing a direct connection to downtown Halifax via Mumford Terminal and Quinpool Road.

Local Routes

Mainland South is served by four Local Routes:

22	Armdale	25	Williams Lake
24	Leiblin Park	26	Springvale (peak only)

The Routes 22, 24 and 25 provide regular, all day circulation amongst area neighbourhoods and take users to local destinations such as South Centre Mall, and regional destinations such as universities and hospitals. The Route 26 is a peak-only route that connects the community of Springvale with the Mumford Terminal, where passengers can transfer to/from other routes to reach their destination.

Link Routes

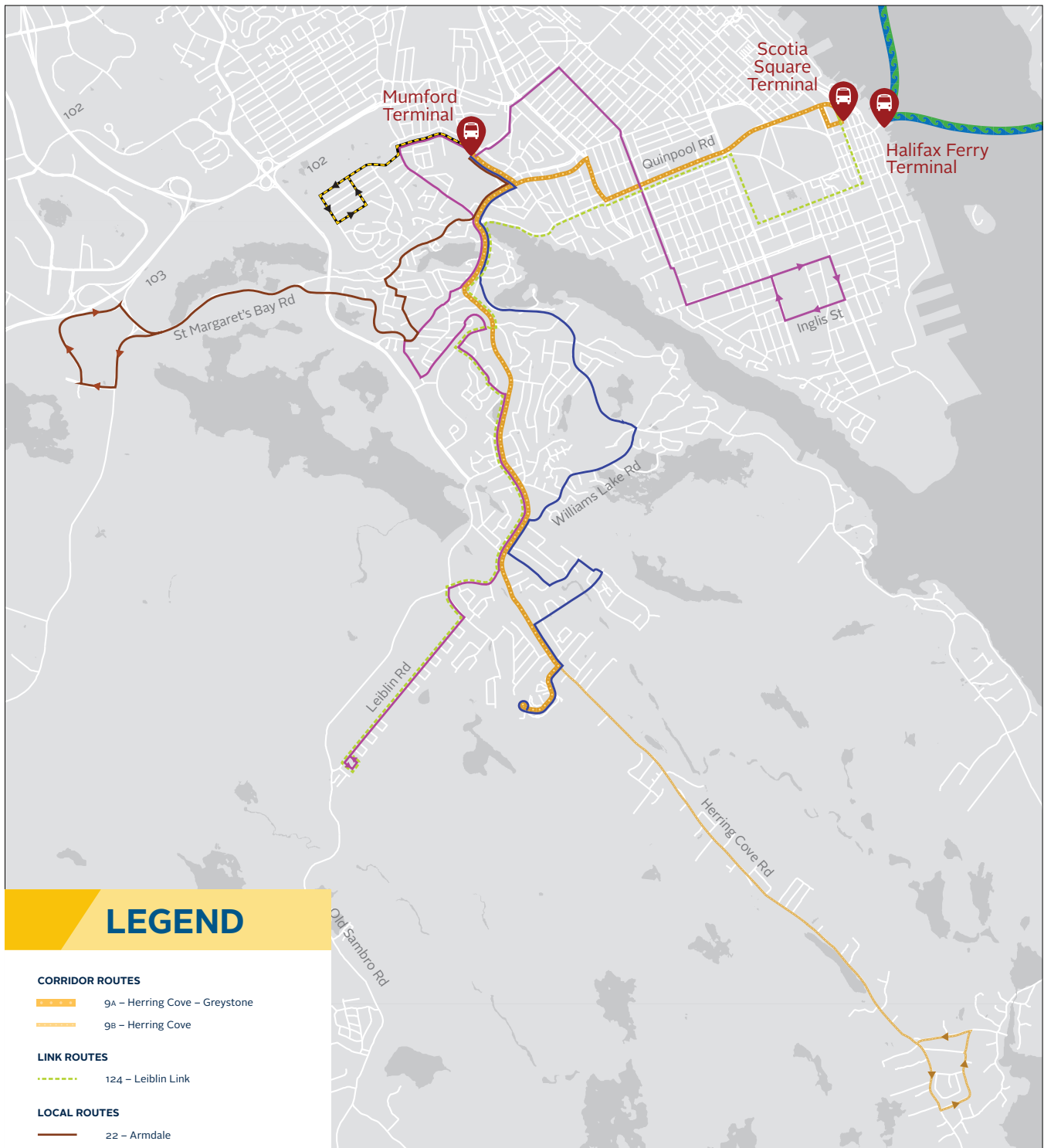
Mainland South is served by one Link Route:

124 Leiblin Link

This route provides an express connection to Downtown Halifax and the hospitals during peak periods.



Mainland South: Peak



LEGEND

CORRIDOR ROUTES

- 9A – Herring Cove – Greystone
- 9B – Herring Cove

LINK ROUTES

- 124 – Leblin Link

LOCAL ROUTES

- 22 – Armdale
- 24 – Leblin Park
- 25 – Williams Lake
- 26 – Springvale

FERRY ROUTES

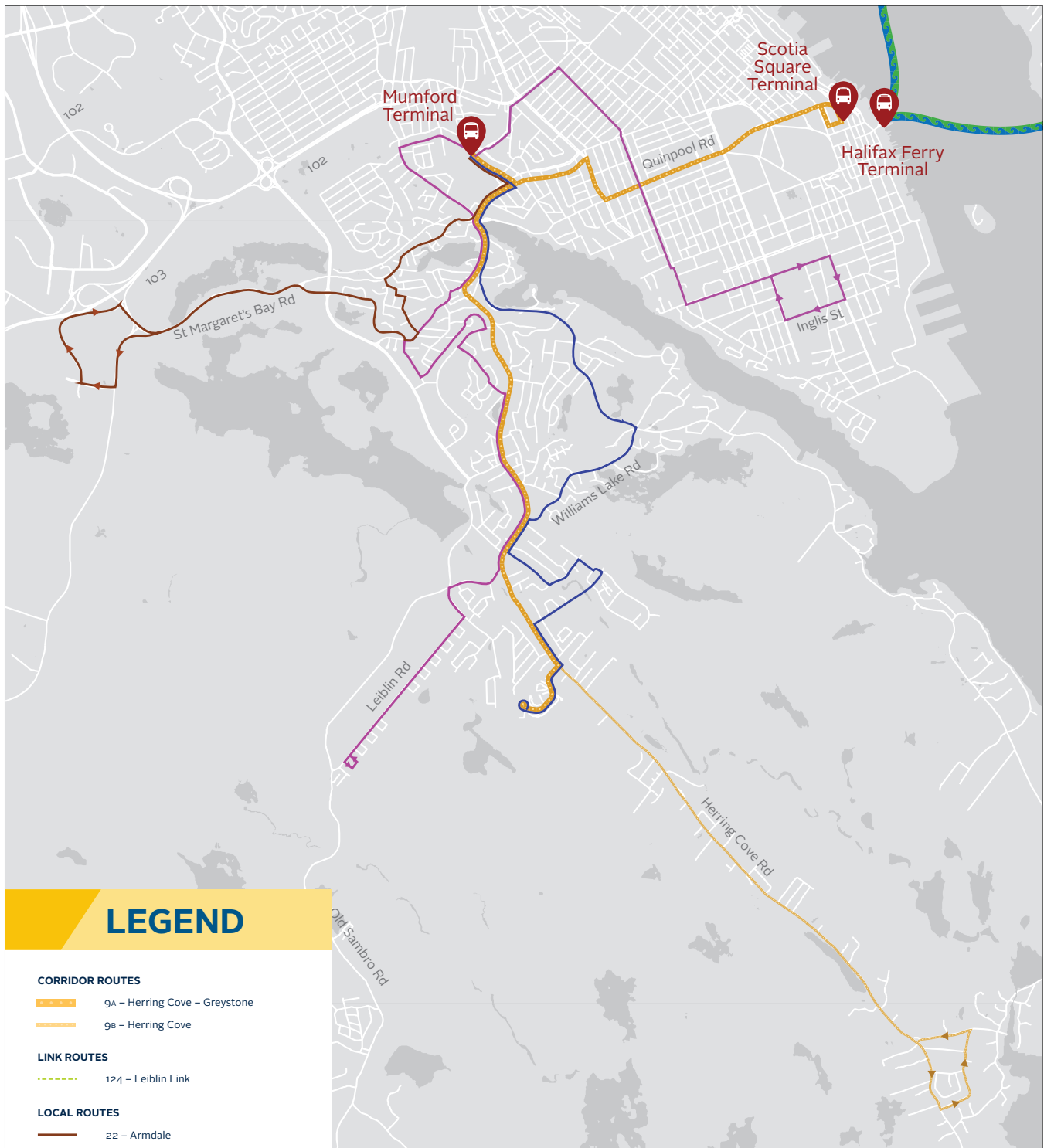
- Halifax Ferry Terminal

TERMINALS

- URBAN TRANSIT SERVICE BOUNDARY



Mainland South: Off-Peak



LEGEND

CORRIDOR ROUTES

- 9A - Herring Cove - Greystone
- 9B - Herring Cove

LINK ROUTES

- 124 - Leblin Link

LOCAL ROUTES

- 22 - Armdale
- 24 - Leblin Park
- 25 - Williams Lake
- 26 - Springvale

FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY



Mainland North

Mainland North, including the communities of Fairview, Clayton Park, Bayers Lake, Beechville, Lakeside, and Timberlea, will be serviced by four Corridor Routes, six Local Routes, and six Link Routes.

Corridor Routes

Mainland North, is served by the following Corridor Routes:

2	Main	4	Lacewood
3	Crosstown	8	Sackville

These Corridor Routes are intended to provide all day service along the Bedford Highway, Lacewood Drive, Willett Street, Main Avenue, Rosedale Avenue, Joseph Howe Drive and Bayers Road. They provide direct connections to most Halifax Transit Terminals as well as Downtown Halifax. Two travel into Downtown servicing Scotia Square and Water Street Terminal, one travels to Dalhousie and one travels across the Macdonald Bridge to the Bridge Terminal and on to Highfield Terminal and Burnside.

Local Routes

Mainland North is served by six Local Routes:

21	Timberlea	37	Flamingo
31	Washmill	39	Larry Uteck
34	Parkland	81	Hemlock Ravine

These routes provide regular, all day circulation within Mainland North, and connections to local amenities, adjacent communities and regional destinations including the Halifax Shopping Centre.

Link Routes

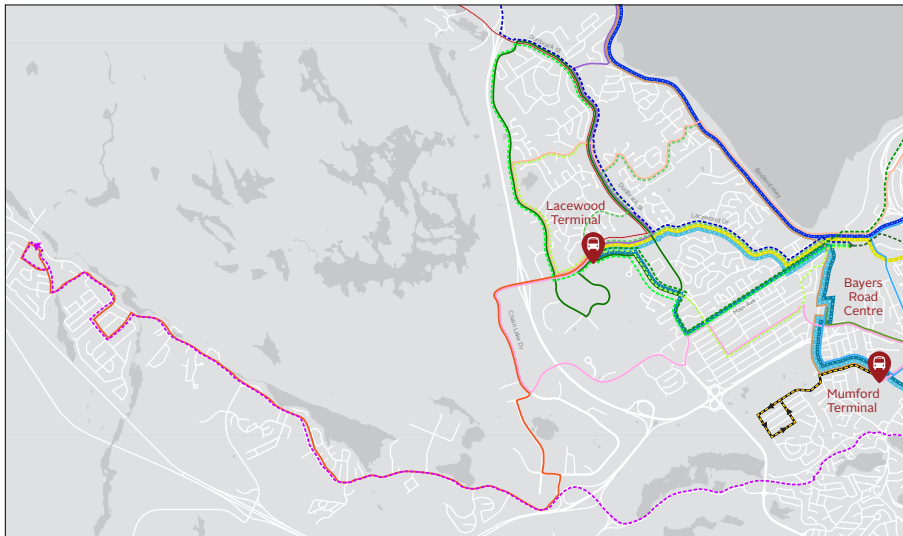
Mainland North is served by six Link Routes:

121	Timberlea Link	134	Parkland Link	136	Farnham Link
124	Leiblin Link	135	Flamingo Link	237	Lacewood—Burnside Link

Six of the seven Link Routes provide direct, express, peak hour service to Downtown Halifax, the hospitals, and the universities. One Link Route provides a direct peak hour express connection to Burnside Business Park.



Mainland North: Peak



LEGEND

CORRIDOR ROUTES

- 2 – Main
- 3 – Crosstown
- 4 – Lacewood
- 8 – Sackville

LINK ROUTES

- 121 – Timberlea Link
- 134 – Parkland Link
- 135 – Flamingo Link
- 136 – Farnham Link
- Bedford Express
186 Basinview, 190 Hemlock, 191 Southgate
- Clayton Park Downtown Express
- 237 – Lacewood/Burnside Link

LOCAL ROUTES

- 21 – Timberlea
- 26 – Springvale
- 28 – Bayers
- 29 – Barrington
- 31 – Washmill
- 34 – Parkland
- 37 – Flamingo
- 39 – Larry Uteck
- 81 – Hemlock Ravine

RURAL ROUTES

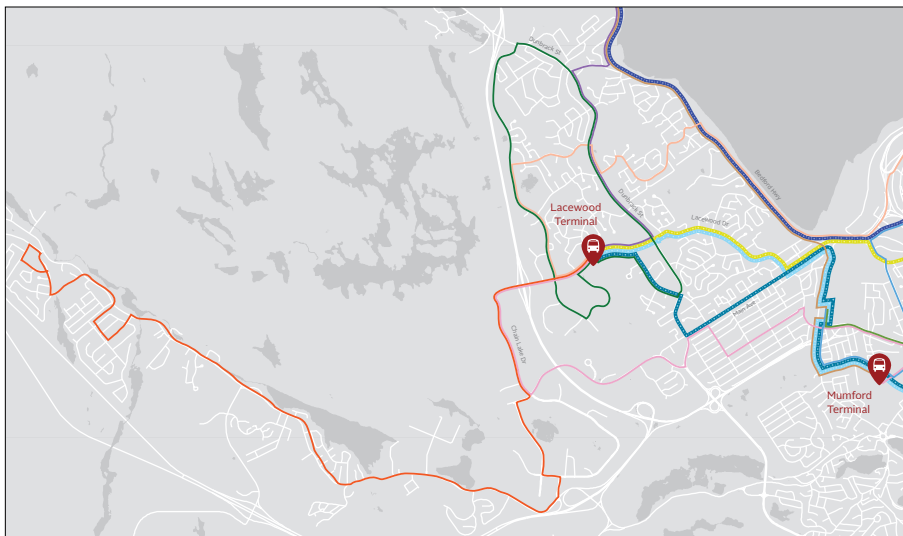
- 433 – Tantallon

FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY

Mainland North: Off-Peak





Bedford

Bedford is served by one Corridor Route, three Local Routes, and three Link Routes.

Corridor Routes

The community of Bedford is served by one Corridor Route:

8 Sackville

This Corridor Route provides regular all day service along the Bedford Highway, connecting Downtown Halifax with Sackville.

Local Routes

Bedford is served by three Local Routes:

39 Larry Uteck

81 Hemlock Ravine

87 Dartmouth

These three Local Routes provide direct connections to Mumford Terminal, Sackville, Burnside, Dartmouth, Bluewater Road, and Hammonds Plains Road. They also allow opportunities for transfers at Lacewood Terminal, Sackville Terminal, Wrights Cove Terminal, Bridge Terminal, and Mumford Terminal.

Link Routes

Bedford is served by three Link Routes:

186 Basinview Link

190 Hemlock Link

191 Southgate Link

All three Link Routes provide direct, express, peak hour service to Downtown Halifax.



Bedford: Peak

LEGEND

CORRIDOR ROUTES



8 – Sackville

LINK ROUTES



186 – Basinview Link

190 – Hemlock Link

191 – SouthgateLink



Bedford Express

LOCAL ROUTES



39 – Larry Uteck



81 – Hemlock Ravine



84 – Glendale



87 – Dartmouth

RURAL ROUTES



433 – Tantallon



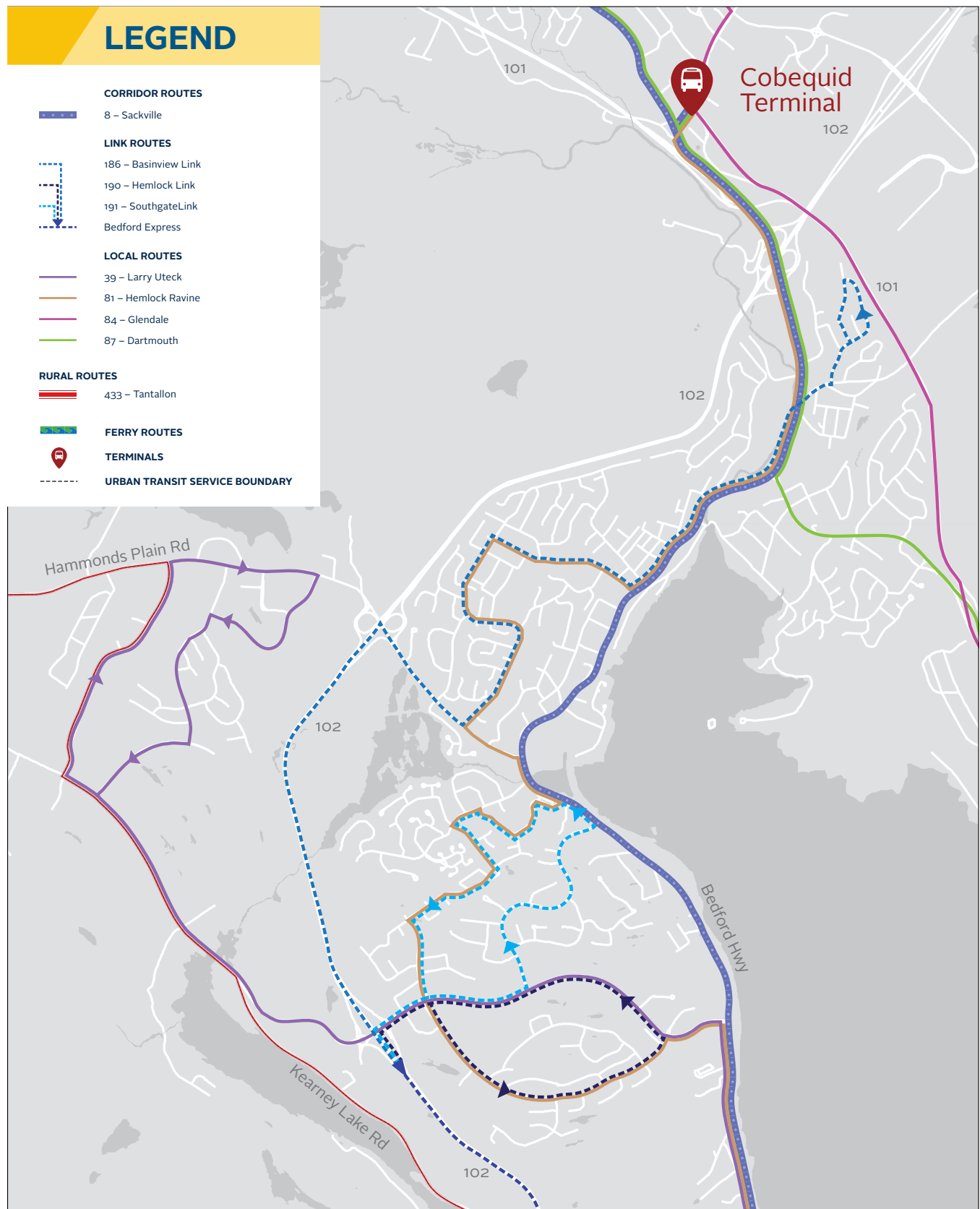
FERRY ROUTES



TERMINALS



URBAN TRANSIT SERVICE BOUNDARY





Bedford: Off-Peak

LEGEND

CORRIDOR ROUTES



8 – Sackville

LINK ROUTES



186 – Basinview Link

190 – Hemlock Link

191 – SouthgateLink

Bedford Express

LOCAL ROUTES



39 – Larry Uteck



81 – Hemlock Ravine



84 – Glendale



87 – Dartmouth

RURAL ROUTES



433 – Tantallon



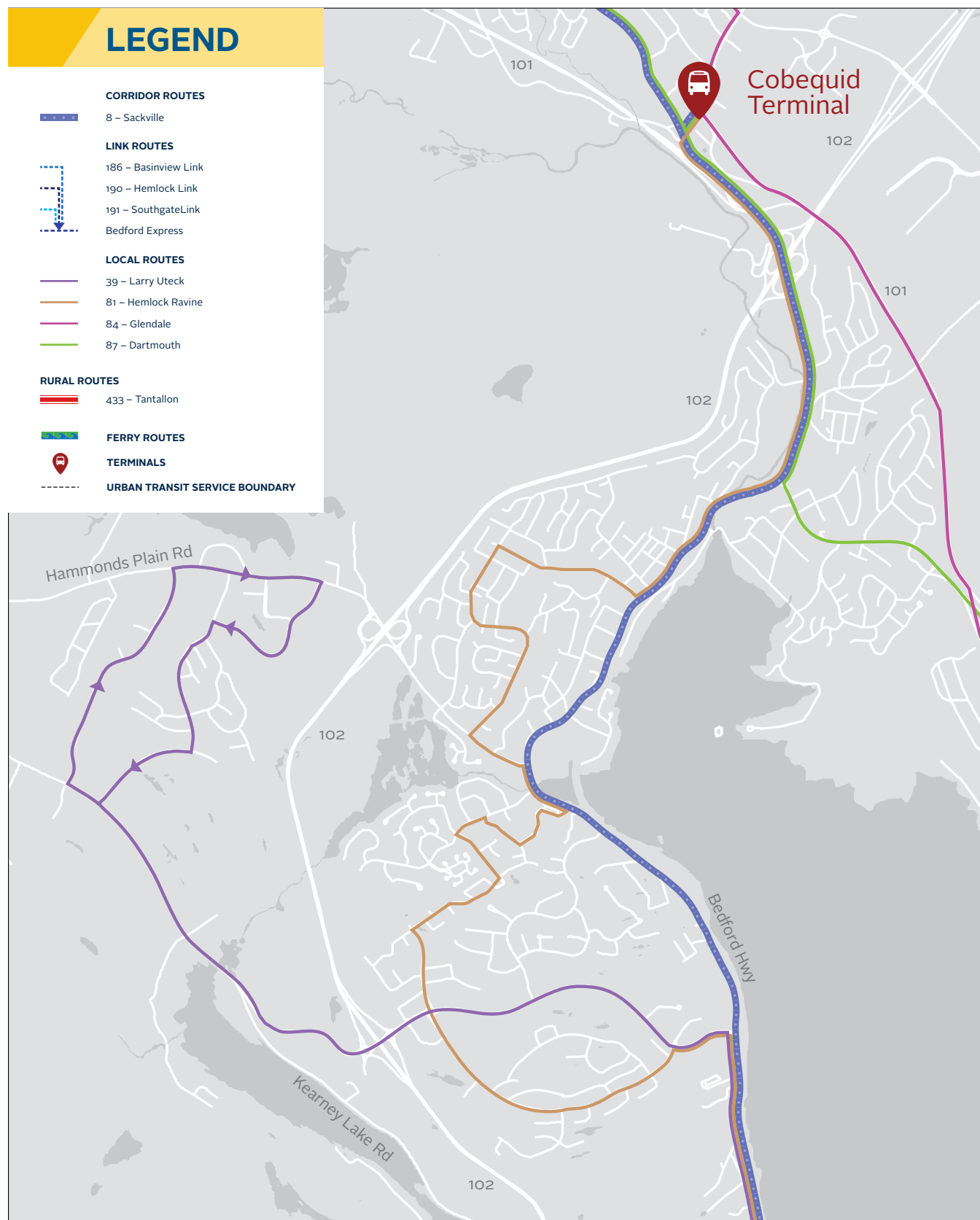
FERRY ROUTES



TERMINALS



URBAN TRANSIT SERVICE BOUNDARY





Sackville

Sackville is served by one Corridor Route, eight Local Routes and four Link Routes.

Corridor Routes

The community of Sackville is served by one Corridor Route:

8 Sackville

This Corridor Route provides regular all day service along the Bedford Highway, connecting Downtown Halifax with Sackville and the Sackville Drive corridor.

Local Routes

Sackville is served by eight Local Routes. Those marked with an asterisk are replaced by Link Routes during peak periods in order to provide express service into and out of Downtown Halifax:

81	Hemlock Ravine	84	Glendale	88	Bedford Common
82	First Lake*	85	Millwood*	89	Beaver Bank*
83	Springfield*	87	Dartmouth		

These eight Local Routes provide direct connections to Halifax, Dartmouth, Bedford Commons, and the communities of Springfield Lake, Millwood, and Beaver Bank. They also allow opportunities for transfers at Cobequid Terminal, Sackville Terminal, Wrights Cove Terminal, and Bridge Terminal.

Link Routes

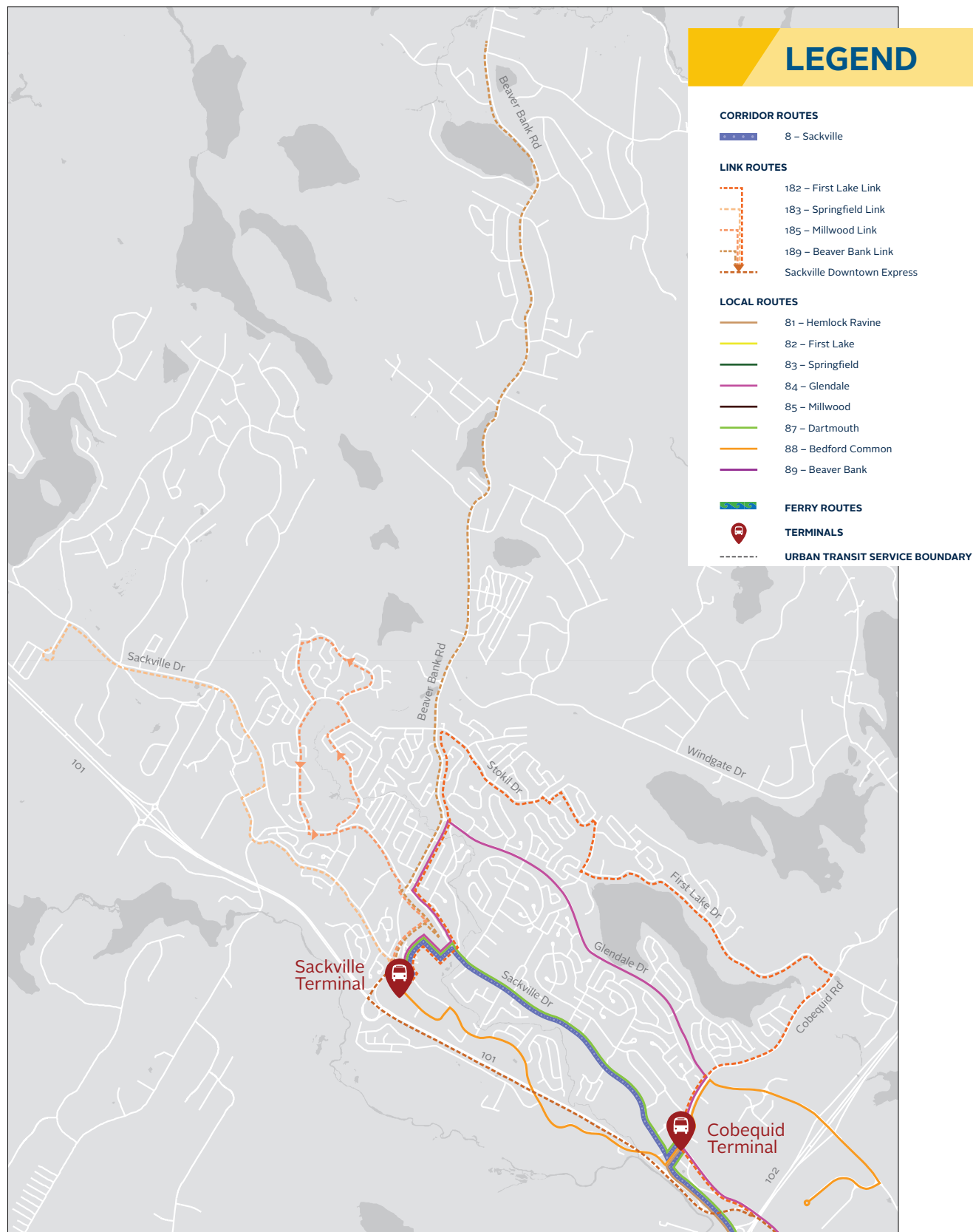
Sackville is served by four Link Routes, which replace Routes 82 First Lake, 83 Springfield, 85 Millwood, and 89 Beaver Bank during peak periods:

182	First Lake Link	185	Millwood Link
183	Springfield Link	189	Beaver Bank Link

All four provide express, limited-stop peak hour service to Downtown Halifax.

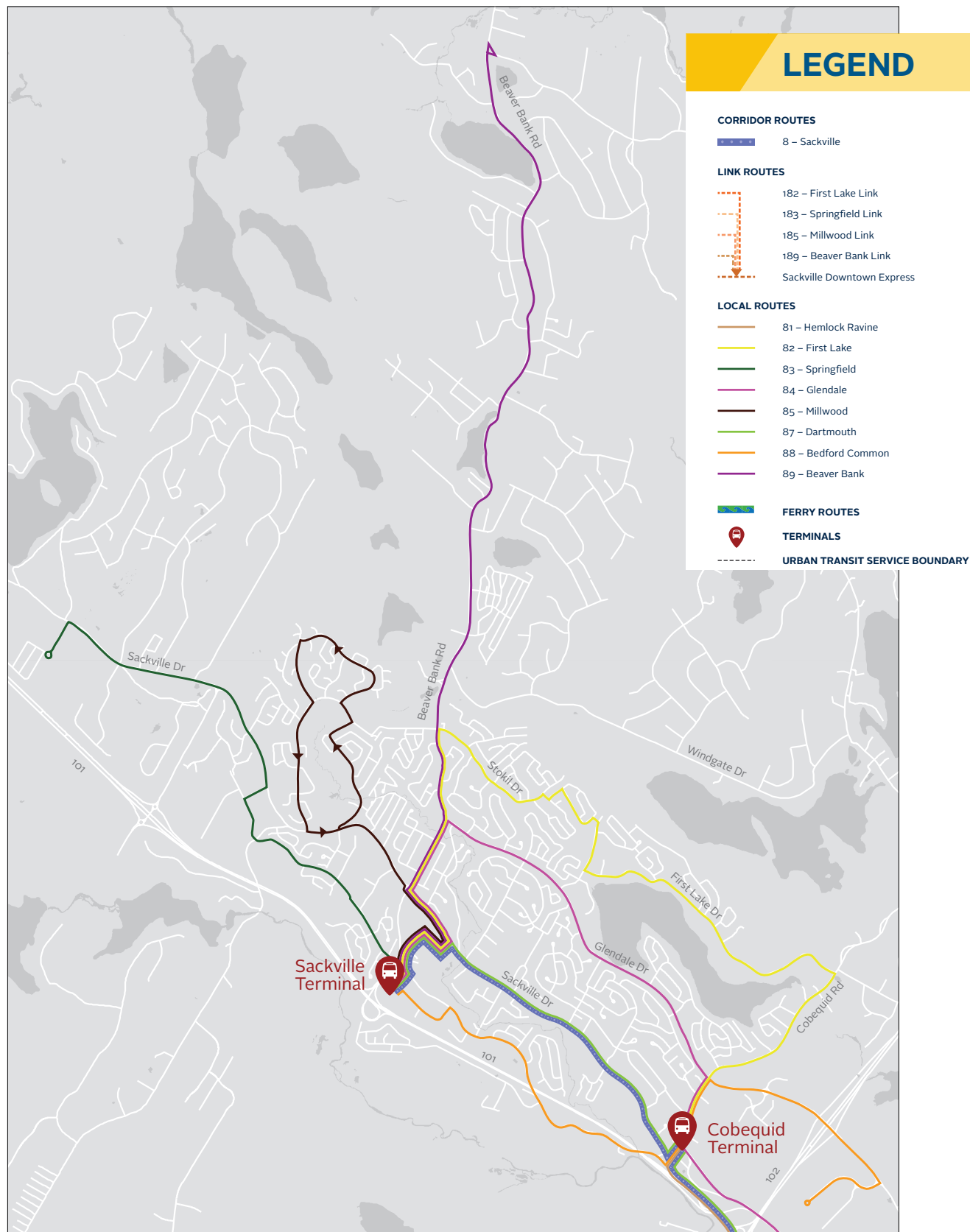


Sackville: Peak





Sackville: Off-Peak





Burnside & Dartmouth Crossing

Burnside and Dartmouth Crossing are served by one Corridor Route, four Local Routes, and one Link Route.

Corridor Routes

Burnside Business Park is served by one Corridor Route:

3 Crosstown

This Corridor Route provides regular all day service from Lacewood Terminal through Mumford, Bridge and Highfield Terminals before entering the Burnside Industrial Park and terminating at the new Wrights Cove Terminal.

Local Routes

Burnside and Dartmouth Crossing are served by the following four Local Routes

51	Windmill (peak only)	64	Burnside
56	Dartmouth Crossing	72	Dartmouth Crosstown

These four Local Routes provide direct connections to Bridge Terminal, Micmac Terminal, Highfield Terminal, and Wrights Cove Terminal as well as the communities of North Dartmouth, Crichton Park, and Cole Harbour. The 51 Windmill provides a peak period extension to Wrights Cove Terminal.

Link Routes

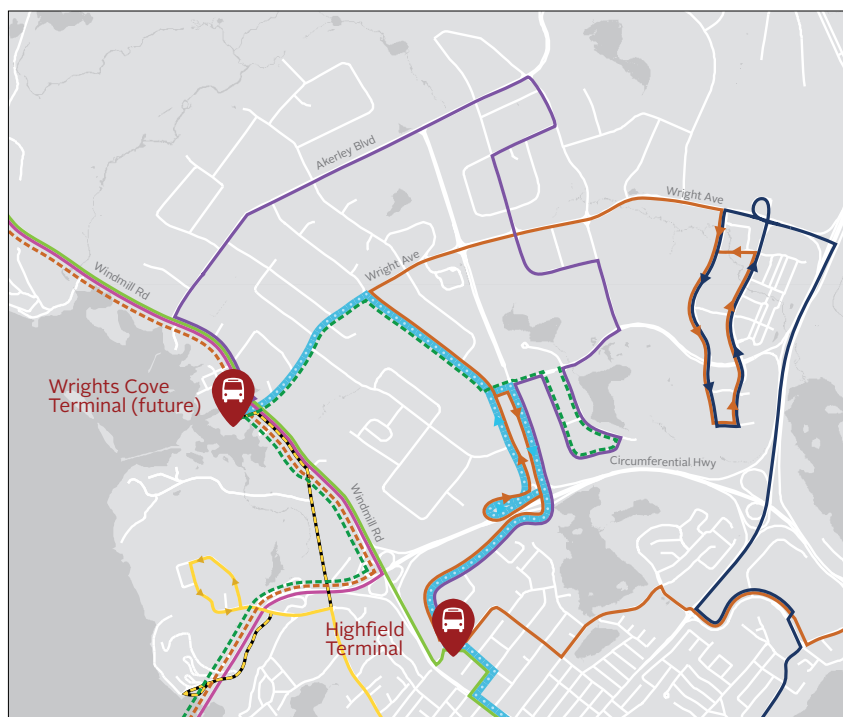
Burnside Business Park is served by one Link Routes:

237 Lacewood–Burnside Link

This route provides direct, limited-stop connections between Clayton Park and Burnside Business Park.



Burnside/Dartmouth Crossing: Peak



LEGEND

CORRIDOR ROUTES

3 - Crosstown

LINK ROUTES

237 - Lacewood/Burnside Link

Sackville Downtown Express

182 First Lake, 183 Springfield, 185 Millwood, 189 Beaver Bank

LOCAL ROUTES

51 - Windmill

56 - Dartmouth Crossing

64 - Burnside

72 - Dartmouth Crosstown

84 - Glendale

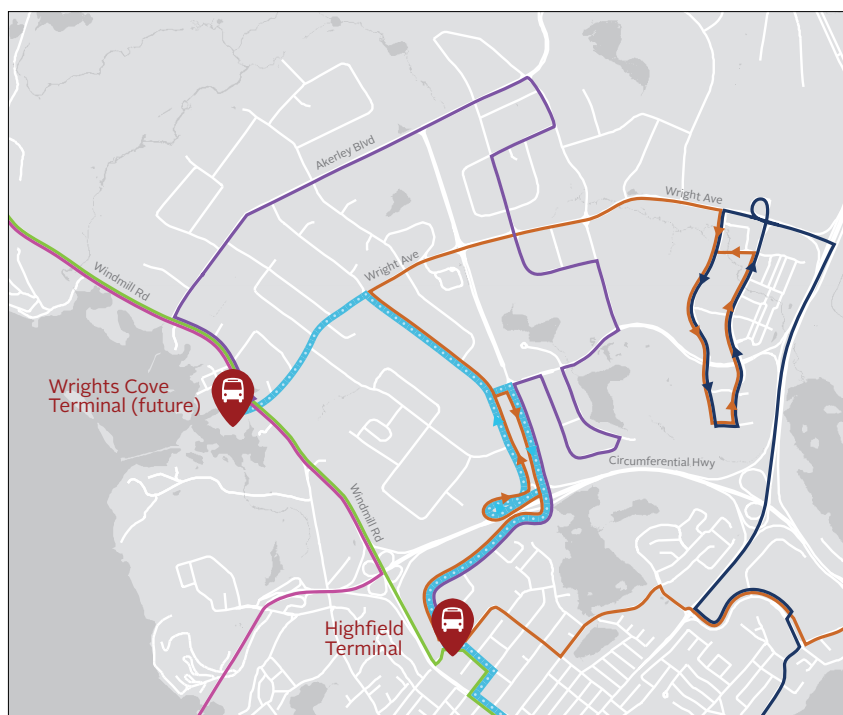
87 - Dartmouth

FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY

Burnside/Dartmouth Crossing: Off-Peak





Dartmouth, Westphal, and Eastern Passage

The communities of Dartmouth, Westphal, and Eastern Passage are served by five Corridor Routes, nine Local Routes, and eight Link Routes.

Corridor Routes

The community of Dartmouth is served by five Corridor Routes

1	Spring Garden	5	Portland	10	Micmac
3	Crosstown	6	Woodside		

Corridor Routes provide regular all day connections between Dartmouth within the Regional Centre and Mainland Halifax, the Halifax Peninsula, Downtown Halifax, Cole Harbour, Westphal, Burnside, Woodside, and Eastern Passage. They also provide circulation within these communities.

Local Routes

These communities are served by the following nine Local Routes:

51	Windmill	56	Dartmouth Crossing	63	Mount Edward
53	Highfield—Bridge	57	Russell Lake	67	Baker
55	Port Wallace	62	Grahams Grove	72	Dartmouth Crosstown

These routes provide direct connections to major employers and regional destinations including Burnside and Dartmouth Crossing, the Woodside Ferry Terminal, and communities within the Dartmouth Regional Centre.

Link Routes

Two Link Routes start in Dartmouth and Westphal:

- 154 Westphal Link
- 158 Woodlawn Link

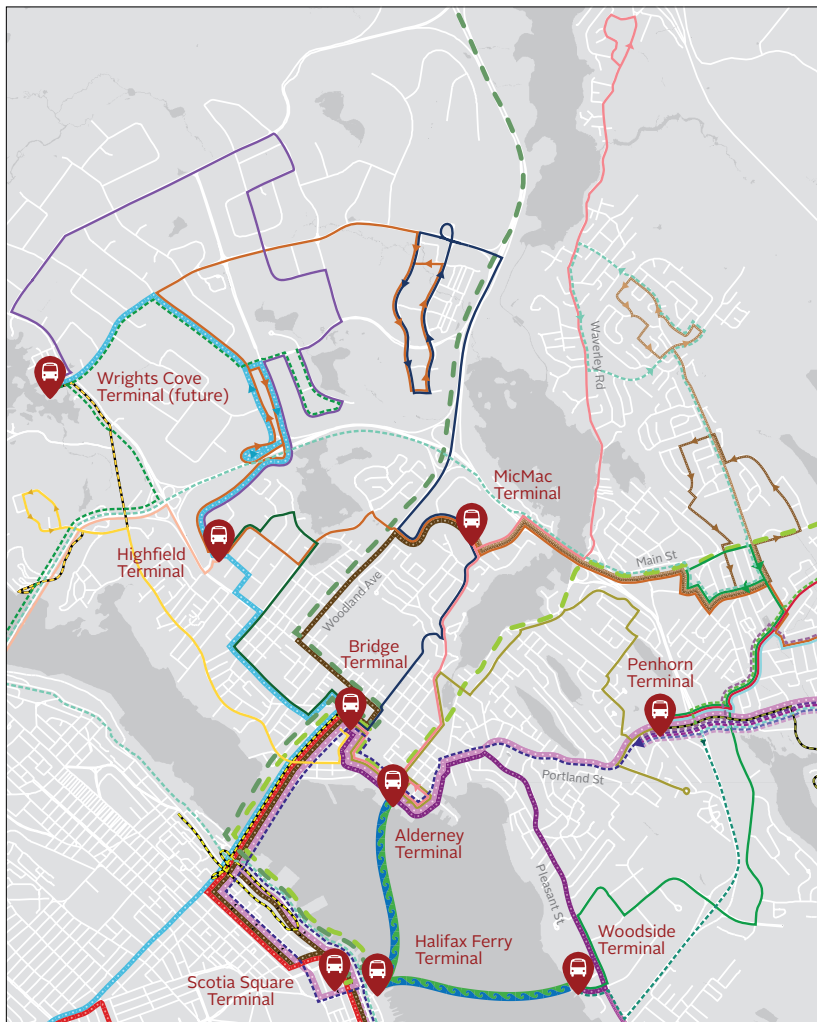
An additional six Link Routes pass through Dartmouth, allowing users to transfer to these express services at Bridge Terminal, Alderney Terminal, or Penhorn Terminal. These Link Routes are:

159	Colby Link	161A	North Preston Link	165	Caldwell Link
168	Cherrybrook Link	161B	Auburn Link	263	Mount Edward Ferry Link

Five of the Link Routes listed above provide direct, express, peak hour service to Downtown Halifax and the Hospitals and Universities district, and one provides express, peak hour service to the Woodside Ferry Terminal.



Dartmouth, Westphal, Eastern Passage: Peak



LEGEND

CORRIDOR ROUTES

- 1 – Spring Garden
- 3 – Crosstown
- 5 – Portland
- 5 EXT – Portland Peak Extension
- 6 – Woodside
- 6A – Eastern Passage
- 6B – Heritage Hills
- 10 – MicMac
- 10A – Westphal
- 10B – Montebello

LINK ROUTES

- 154 – Westphal Link
- 158 – Woodlawn Link
- 159 – Colby Link
- 161A – North Preston Link
- 161B – Auburn Link
- 165 – Caldwell Link
- 168 – Cherry Brook Link
- Dartmouth Express
- 237 – Lacewood/Burnside Link
- 259 – Cole Harbour Ferry Link
- 263 – Mount Edward Ferry Link
- Woodside Express

LOCAL ROUTES

- 37 – Flamingo
- 50 – Dockyard
- 51 – Windmill
- 53 – Notting Park
- 55 – Waverley
- 56 – Dartmouth Crossing
- 57 – Russell Lake
- 58 – Woodlawn
- 59 – Colby
- 62 – Grahams Grove
- 63 – Mount Edwards
- 64 – Akerley
- 67 – Baker
- 72 – Dartmouth Crosstown

REGIONAL EXPRESS ROUTES

- 320 – Airport
- 370 – Porters Lake

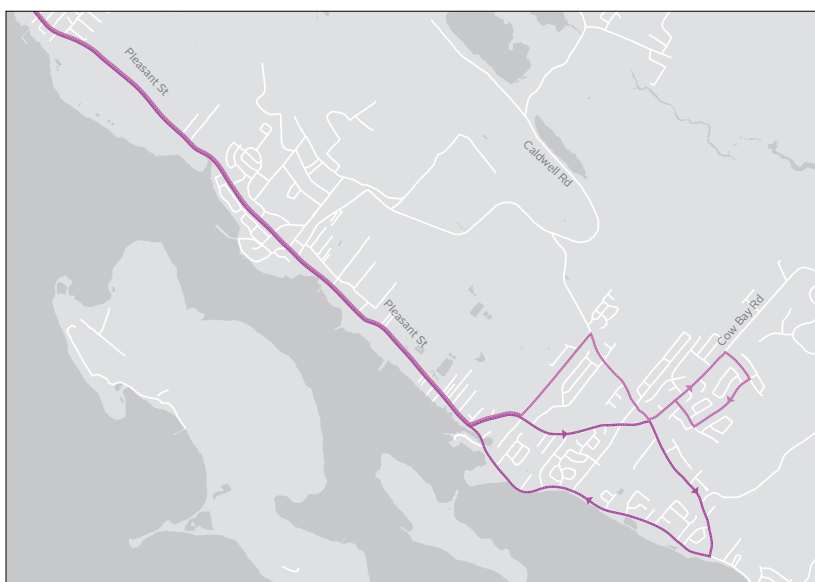
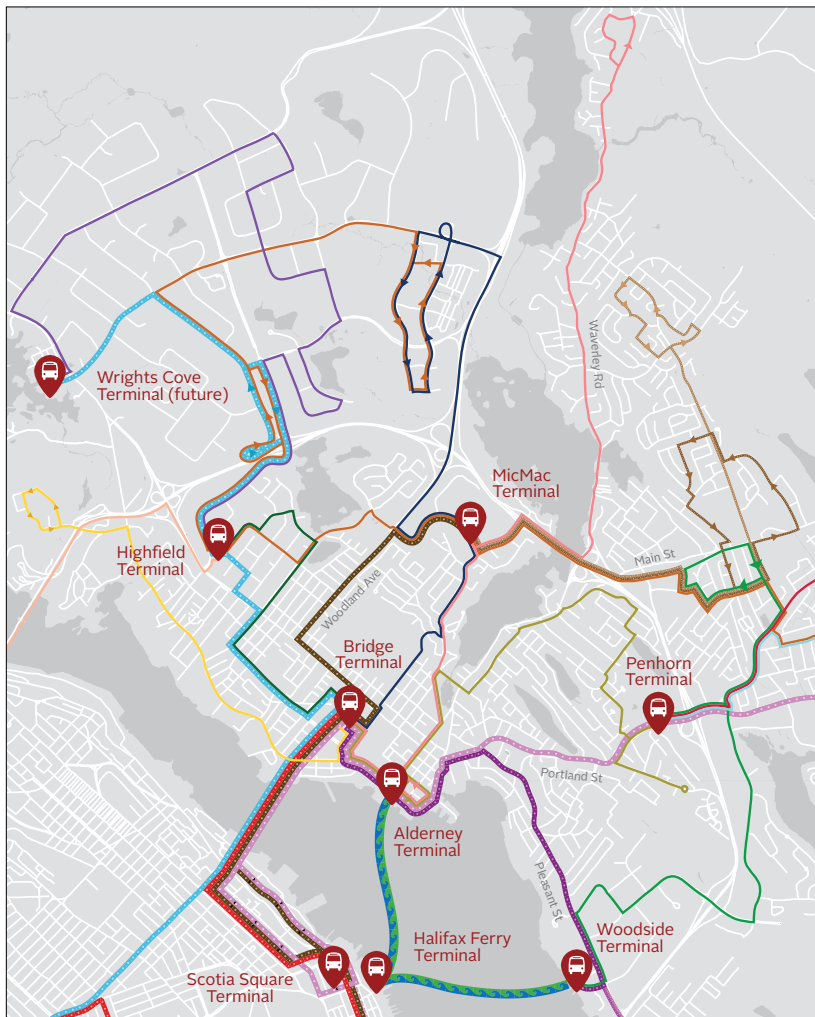
FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY



Dartmouth, Westphal, Eastern Passage: Off-Peak



LEGEND

CORRIDOR ROUTES

- 1 – Spring Garden
- 3 – Crosstown
- 5 – Portland
- 5 EXT – Portland Peak Extension
- 6 – Woodside
- 6A – Eastern Passage
- 6B – Heritage Hills
- 10 – MicMac
- 10A – Westphal
- 10B – Montebello

LINK ROUTES

- 154 – Westphal Link
- 158 – Woodlawn Link
- 159 – Colby Link
- 161A – North Preston Link
- 161B – Auburn Link
- 165 – Caldwell Link
- 168 – Cherry Brook Link
- Dartmouth Express
- 237 – Lacewood/Burnside Link
- 259 – Cole Harbour Ferry Link
- 263 – Mount Edward Ferry Link
- Woodside Express

LOCAL ROUTES

- 37 – Flamingo
- 50 – Dockyard
- 51 – Windmill
- 53 – Notting Park
- 55 – Waverley
- 56 – Dartmouth Crossing
- 57 – Russell Lake
- 58 – Woodlawn
- 59 – Colby
- 62 – Grahams Grove
- 63 – Mount Edwards
- 64 – Akerley
- 67 – Baker
- 72 – Dartmouth Crosstown

REGIONAL EXPRESS ROUTES

- 320 – Airport
- 370 – Porters Lake

FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY



Cole Harbour, Cherrybrook and North Preston

Cole Harbour, Cherrybrook and North Preston are served by one Corridor Route, seven Local Routes, and eight Link Routes.

Corridor Routes

The community of Cole Harbour is served by one Corridor Route:

8 Portland

This Corridor routes provides regular all day connections between Cole Harbour and Downtown Halifax via Portland Street and Alderney Drive, and during peak periods, continues past Scotia Square to Barrington Street, Spring Garden Road, and Summer Street.

Cherrybrook and North Preston are not serviced by any Corridor Routes.

Local Routes

The Cole Harbour, Cherrybrook and North Preston communities are served by the following seven Local Routes. Those marked with an asterisk are replaced by Link Routes during peak periods to provide express service into Downtown Halifax:

57	Russell Lake (peak only)	63	Mount Edward	72	Dartmouth Crosstown
59	Colby*	65	Caldwell*		
61	North Preston*	68	Cherrybrook*		

These routes provide circulation within the communities they serve, and make connections at major terminals such as Highfield Terminal, Penhorn Terminal, and Portland Hills Terminal

Link Routes

Cole Harbour, North Preston, and Cherrybrook are served by six Link Routes. They are:

158	Woodlawn Link	161A	North Preston Link	165	Caldwell Link
159	Colby Link	161B	Auburn Link	168	Cherrybrook Link

These Link Routes replace Local Routes 58 Woodlawn, 59 Colby, 61 North Preston, 65 Caldwell, and 68 Cherrybrook respectively during peak periods, providing direct service to and from Downtown Halifax.

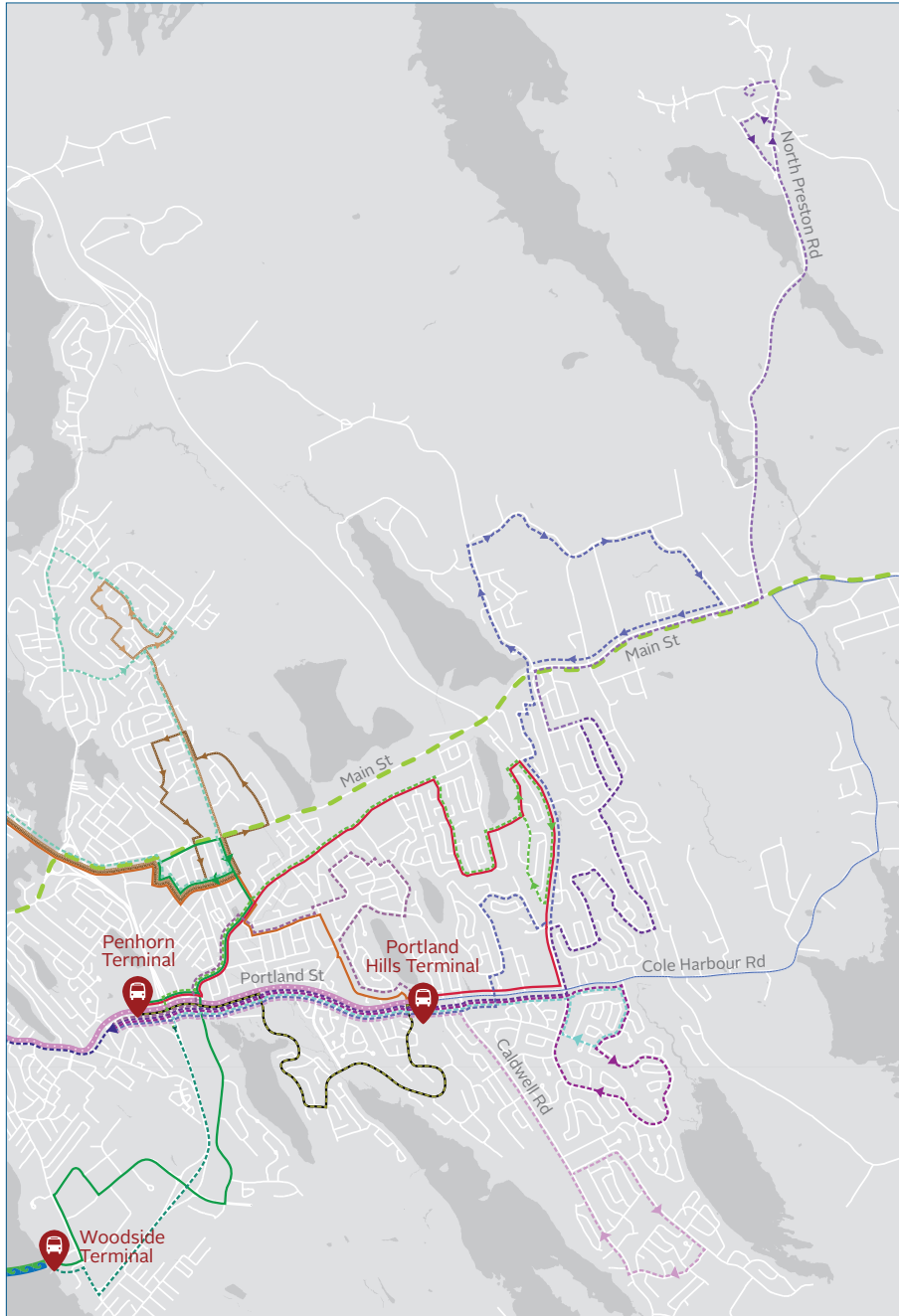
Two additional Link Routes also operate in Cole Harbour. These are:

259 Cole Harbour Ferry Link
263 Mount Edward Ferry Link

These Link Routes provide direct, peak only service to the Woodside Ferry Terminal.



North Preston, Cole Harbour: Peak



LEGEND

CORRIDOR ROUTES

- 5 – Portland
- 10A – Westphal
- 10B – Montebello

LINK ROUTES

- 154 – Westphal Link
- 158 – Woodlawn Link
- 159 – Colby Link
- 161A – North Preston Link
- 161B – Auburn Link
- 165 – Caldwell Link
- 168 – Cherry Brook Link
- Dartmouth Express
- 259 – Cole Harbour Ferry Link
- 263 – Mount Edward Ferry Link
- Woodside Express

LOCAL ROUTES

- 58 – Woodlawn
- 57 – Russell Lake
- 59 – Colby
- 61 – North Preston
- 63 – Mount Edwards
- 65 – Astral/Caldwell Loop
- 67 – Baker
- 68 – Cherry Brook
- 72 – Dartmouth Crosstown

RURAL ROUTES

- 401 – Porters Lake

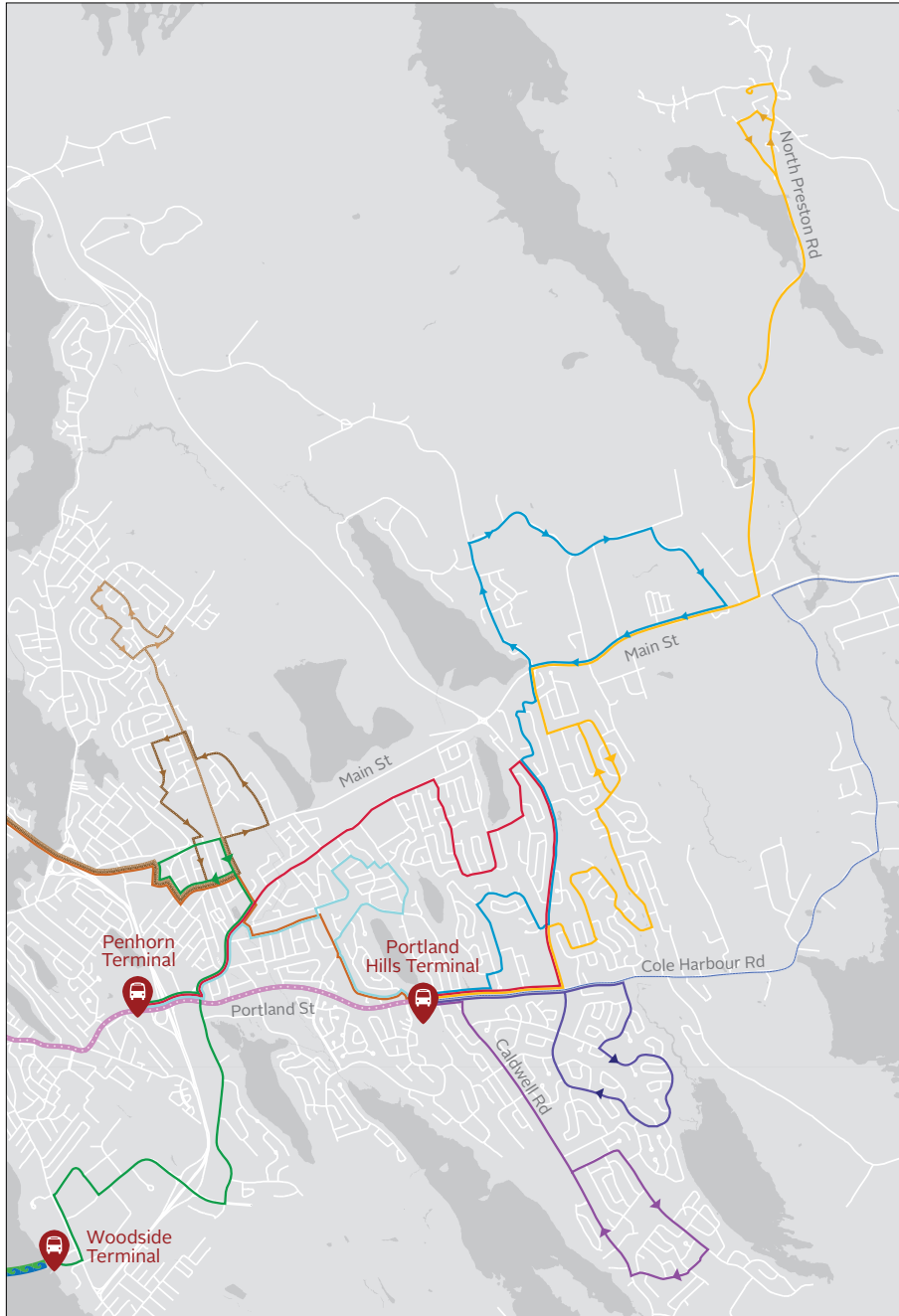
FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY



North Preston, Cole Harbour: Off-Peak



LEGEND

CORRIDOR ROUTES

- 5 – Portland
- 10A – Westphal
- 10B – Montebello

LINK ROUTES

- 154 – Westphal Link
- 158 – Woodlawn Link
- 159 – Colby Link
- 161A – North Preston Link
- 161B – Auburn Link
- 165 – Caldwell Link
- 168 – Cherry Brook Link
- Dartmouth Express
- 259 – Cole Harbour Ferry Link
- 263 – Mount Edward Ferry Link
- Woodside Express

LOCAL ROUTES

- 58 – Woodlawn
- 57 – Russell Lake
- 59 – Colby
- 61 – North Preston
- 63 – Mount Edwards
- 65 – Astral/Caldwell Loop
- 67 – Baker
- 68 – Cherry Brook
- 72 – Dartmouth Crosstown

RURAL ROUTES

- 401 – Porters Lake

FERRY ROUTES

TERMINALS

URBAN TRANSIT SERVICE BOUNDARY



Service Outside the Urban Transit Service Boundary

Porters Lake

The community of Porters Lake will be served by one Rural Route and one Regional Express:

401 Porters Lake

370 Porters Lake Regional Express

Tantallon

The community of Tantallon will be served by one Rural Route and one Regional Express:

433 Tantallon

330 Tantallon Regional Express

Fall River/Airport

Fall River and the Halifax Stanfield International Airport are serviced by one Regional Express:

320 Airport/Fall River Regional Express

Part 4: Transit Infrastructure





Transit Facilities

Transit facilities range from bus stops to terminals and are the interface between public transit and transit users. It's important that they have a strong presence in the urban landscape, and make a positive impression on both current and potential transit users. To accommodate transfer connections within the new network, high quality facilities that provide weather-protection to waiting passengers, route and schedule information, convenient pedestrian and cycling access, and safe bus operations are required.

In recent years, there has been substantial investment in improving the customer experience at transit facilities, including the Bridge Terminal, Highfield Terminal, Alderney Ferry Terminal, and Lacewood Terminal. This will continue into the future as improvements will be made to make transit more accessible, attractive, comfortable and easy to use.





Passenger Amenity Classifications

There are over 2500 locations in Halifax where passengers access transit service, some of which average over 2,000 boardings a day, some with fewer than 10. The following guidelines outline the level of passenger amenities which may be provided at these locations based on the number of passengers using the facility, the number of routes servicing the stop, and environmental conditions.

Level 1: Regular Bus Stop

Basic bus stop amenities are found at all locations where passengers can board or exit a transit vehicle. These bus stops can be served by any number of routes, and all bus stops are marked by a bus stop sign with route information and a phone number to access scheduling information.





Level 2: Sheltered Stop

In addition to a marked bus stop, these locations include a concrete landing pad and passenger shelter. A regular bus stop is a candidate to have a shelter installed if there are more than 100 passenger boardings per day. Shelters may be considered in some circumstances with lower volumes (i.e. stops with 50–99 boardings per day), such as when the stop is adjacent to seniors manors or community centre, or if environmental conditions warrant a passenger shelter (i.e. the stop is located in a particularly exposed or windy location). Due to maintenance contracts, resource availability, and space constraints, not all stops which meet these criteria can receive shelters.

Level 3: Enhanced Stop

Enhanced bus stops are typically found at major destinations and/or a transfer location for a large volume of passengers. This classification represents a new level of investment in bus stops for Halifax Transit, meant to facilitate the transfers required to complete a trip in the transit network. A bus stop is a candidate to become an enhanced bus stop if there are more than 250 boardings per day, and the stop is serviced by at least two routes and/or is located at a regional destination or intermodal transportation hub. Bus stops will be upgraded to enhanced bus stops based on resource availability.

The amenities at each enhanced bus stop will vary based on site conditions, but in addition to a shelter, they may be equipped with additional seating, lighting, passenger information (route maps or schedule information), waste receptacles, or additional/larger shelters. An example of a candidate to become enhanced bus stops is the bus stop on Joseph Howe Drive at Dutch Village Road, which has on average 420 boardings per day.

Level 4: Transit Centre

This level of bus stop amenity is often found at transit terminals that do not have indoor passenger waiting areas, and also in other major transit centres/transfer locations with more than 500 boardings per day. This level of stop is a transfer node, and may also have a Park & Ride facility. In addition to Level 3 amenities, these locations could be candidates to be fitted with electronic message boards, bike racks, and pay phones, where space permits. Halifax Transit will also investigate the potential for heated shelters at these locations. Examples of locations that could be considered for Level 4 amenities includes Cobequid Terminal, Penhorn Terminal, Bayers Road Centre, Tacoma Centre, and major stops at universities.

Level 5: Interior Passenger Space

This level only exists at transit terminals that have interior passenger waiting space. Amenities can include a protected interior waiting space, public washrooms, drinking fountains, availability of refreshments, and interior seating. There are currently seven Halifax transit terminals that have interior passenger waiting space, including ferry terminals.



Transit Terminals

The Halifax Transit network has 16 off-street transit facilities. Providing terminal and Park & Ride facilities in a state of good repair is essential to providing a comfortable, convenient location for passengers to access transit service, and to increase ridership.

Terminals/Park & Rides that are new, or that have been recently upgraded, include: Alderney Ferry Terminal (2014), Highfield Terminal (2014), Porters Lake Park & Ride (2013), Bridge Terminal (2012), Sheldrake Lake Park & Ride (2012), Fall River Park & Ride (2012), Tantallon Park & Ride (2009), Sackville Terminal (2006), Micmac Terminal (2005) and Portland Hills Terminal (2005).

In addition, the existing Lacewood Terminal will be replaced in summer 2015, and the Woodside Ferry Terminal and Halifax Ferry Terminal are expected to undergo renovations in the near future.

Halifax Transit does have several older facilities including the Mumford Terminal, Cobequid Terminal, and Penhorn Terminal. The following outlines planned improvements to these facilities:

Mumford Terminal (2019-2022): The existing Mumford Terminal is overcapacity, and needs to be replaced before any additional service or frequency can be introduced beyond what is described by this plan. This terminal is a key facility in the new network, and existing capacity constraints and minimal passenger amenities reduce the desirability of transferring at this location. The terminal is tentatively scheduled for replacement in 2020/21, with design work starting in 2019/20.

Cobequid & Penhorn Terminals (2020-2022): The existing Cobequid and Penhorn Terminals are scheduled for rehabilitation work necessary to maintain the terminals in a state of good repair. The Penhorn Terminal is scheduled for repair in 2020/21, and the Cobequid Terminal is scheduled for repair in 2021/22.

Wrights Cove Terminal

Based on the network proposed in the *Moving Forward Together Plan*, a new terminal is required to facilitate transfers into the Burnside Business Park. This new terminal should be located on Bancroft Lane near the intersection with Windmill Road. This will be a smaller facility, featuring four to six bus bays, layover space for vehicles, and passenger and Operator amenities. This facility is slated to open in the 2017/2018 fiscal year to coincide with implementation of this plan.

Park & Rides

Currently, Halifax Transit provides over 1700 parking spaces at 15 locations, primarily at transit terminals. Park & Ride facilities complement transit by providing an option for those who would like to travel by transit but need a vehicle to complete some portion of their trip. These facilities are also important for those who do not have another option to access transit service, for example those living outside the Halifax Transit service area. Many Park & Ride passengers are travelling to downtown, and Park & Rides can help to manage roadway congestion, preserve the environment, and protect the character of established inner city communities by intercepting transit users at the earliest opportunity.

However, the implementation of new Park & Rides require careful consideration, for several reasons:

- 1. Reliance on Private Vehicles:** The introduction of too much parking can detract from the overarching goal of minimizing private vehicle use, and the introduction of high traffic volumes to a new Park & Ride could have a negative impact on the local community. It could also have the impact of reduced ridership on local routes.



2. **Cost:** Building and maintaining Park & Ride facilities often requires large capital investments, typically ranging from \$3,000–\$9,000 per stall. This is costly, considering only about 3% of Halifax Transit users make use of Park & Ride facilities.
3. **Transit Oriented Design:** In some cases, Park & Ride facilities are not the highest and best use of land adjacent to transit terminals. Land near transit facilities is ideal for Transit Oriented Design development which would include a mixture of land uses, designed to support active transportation and transit. This type of development can result in significantly higher transit ridership than would be generated from a Park & Ride facility.

Introducing a new Park & Ride

Despite their drawbacks, Park & Rides can have an important role in encouraging sustainable transportation in key locations. The following outlines the conditions in which the creation of a new Park & Ride facility may be considered:

- **New Regional Express Service:** Regional Express Services are designed to serve rural, outlying communities in which no local Halifax Transit service exists. These commuter-focused services are dependent on the Park & Rides to allow passengers to access them.
- **Near the periphery of the Regional Centre or near Transportation Corridors which Carry Commuters from outside the Regional Centre:** New Park & Ride facilities may be considered at or near the edge of the Regional Centre, as identified in the Regional Plan. This will allow potential transit users the option of driving to a Park & Ride and boarding a transit vehicle to complete their trip.
- **Adjacent to Higher Order Transit:** New Park & Ride facilities may be considered adjacent to a transit facility served by a higher order transit service such as ferry, rail, or Bus Rapid Transit (BRT).
- **Where a High Level of Transit Service is provided adjacent to the Proposed Location:** In addition to the conditions listed above, new Park & Rides will only be considered where a high level of transit service is provided.

Part 5: Measuring Success





Performance Measures

Halifax Transit will maintain a process to evaluate the performance of the transit system using guidelines for productivity. These are the primary criteria for route evaluation and are applied to both service changes and the design and monitoring of new routes.

There are two performance measures used:

- Ridership Guidelines; and a
- Trip Productivity Guideline.

The purpose of these guidelines is to inform decision makers about the relative success of a route, and provide an objective basis for planning new services or the evaluation of existing service.

Applying Performance Measures

The performance of each route is evaluated on an annual basis as part of the Halifax Transit Annual Service Plan. Routes are evaluated using the following:

Ridership Guidelines

The following table summarizes the ridership guidelines by service type. It's important to note that each service type has a different metric for measuring success, meant to reflect the cost of the providing the service, but also the importance of providing coverage based service in Halifax's communities.

Table 4: Ridership Guidelines

Service Type	Ridership Guideline	Measured by
Corridor Routes, Local Routes ⁵ & Rural Routes	15 passengers per service hour	Average number of passengers per service hour from the start of service day to the end of PM peak.
Link Routes & School Routes	20 passengers per trip	Average number of passengers per trip over the whole service day.
Regional Express Routes ⁶	15 passengers per trip	Average number of passengers per trip during peak period only, travelling in the peak direction (excluding midday and evening trips).

⁵ For Local Routes that are replaced by Link service at peak, the ridership along the local part of the route will be attributed to the Local Route. For the purpose of this calculation, in the AM peak passengers who boarded in the suburban area, (ie Route 59 Colby) and continue to Downtown via a Link service, will be counted as boarding a Local Route, and then transferring to a Link Route (ie, Route 159 Colby Link) at the terminal.

⁶ The Route 320 Airport/Fall River Regional Express Route is exempt from this standard.



Trip Productivity Guideline

The Ridership Guidelines above do not prescribe ridership expectations during the evenings or on weekends. Ridership is traditionally lower during these periods; however, the availability of transit is still important for providing access to employment, and for meeting the recreational, social, and cultural needs of the city. Therefore, there is a level of acceptance for the provision of transit services with lower ridership than during peak periods.

However, in order to ensure Halifax Transit is not allocating resources when and where they are not being utilized, a trip productivity guideline is being introduced. The trip productivity guideline can be applied to any transit route in the network, during any time period.

The trip productivity guideline is as follows:

- The trip must be utilized by a minimum of three passengers per one way trip; or
- The trip must be utilized by a minimum of one passenger for every five kilometers of the one way trip, whichever is higher.

For example, if a one way trip is 10 kilometers, to meet the guideline it must carry at least three passengers per one way trip. If a one way trip on a different route is 35 kilometers, it must carry at least seven passengers per one way trip to meet the guideline.

Operations below the Trip Productivity Guideline

When there are trips that do not meet the Trip Productivity Guideline, Halifax Transit may, where possible, consider:

- Modify the schedule to better meet the needs of the community;
- Changing routing to better meet the needs of the community; or
- Leading a promotional campaign to raise awareness about the service.

If there are trips on a route that are consistently⁷ not meeting the Trip Productivity Guideline, service reductions may be considered. The service reductions proposed will vary depending on the time of day and number of consecutive trips that do not meet the guideline. Every effort will be made to ensure that the reductions do not result in uneven or irregular transit schedules. As such:

- When the trip(s) not meeting the guideline are the first or last trip(s) of the day, individual round trips can be removed such that the service day begins later or ends earlier, but no gaps in service are created.
- When the trip(s) not meeting the guideline are during the peak periods, midday, early evening, or during the day on weekends, the frequency of trips could be reduced (where possible), or the provision of service during that time period could be eliminated. The removal of individual round trips resulting in irregular schedules will not be considered.
- If trip(s) in one direction are meeting the guideline, but trip(s) in the reverse direction are not, two way service will be maintained, unless the one way trip not meeting the guideline is the first or last one way trip of the day, and can be eliminated without creating a gap in service.
- If the trip not meeting the guideline is the only midday or evening trip on a Regional Express Route, it will be maintained.

⁷ Unable to meet the Guideline for a minimum of two consecutive years



New or Significantly Modified Routes

When a new route is introduced, it often takes time for ridership to grow to expected levels. Similarly, when a route is subject to significant modifications, there is often a transition period when ridership can decline before slowly increasing. As such, any new routes or significantly modified routes are not expected to meet ridership or trip productivity guidelines for a period of 18 to 24 months after being implemented. This timeframe may be extended in developing areas where it is expected that ridership will continue to grow beyond the 24 month timeframe. Routes displaying ridership below the guidelines during this timeframe may be modified in attempts to attract new riders, but should not be significantly altered or discontinued.

Productivity and Economic Measures

While using ridership as an approximation of the success of a transit route is one industry standard, this measure in itself it does not capture the true success of a route as it does not incorporate its financial viability. In order to provide a more complete picture of the success of a route, Halifax Transit staff will use the following composite measures to measure the overall productivity of a route as compared to other routes of the same service type.

Table 5: Ridership Productivity and Economic Measures

Ridership Productivity Measure	Passenger boardings per revenue hour (Corridor Routes, Local Routes, Rural Routes)	The number of average daily boardings per route, divided by the daily number of revenue hours of service. The standard is calculated as the average of all routes in each service category.
	OR	
	Passenger boardings per revenue trip (Link Routes, Regional Express Routes, School Routes)	This measure is appropriate to measure the success of these route types, as they may vary significantly in route length and one way travel times. This measure is defined as the number of average daily boardings divided by the number of daily revenue trips. The standard is calculated as the average of all express routes' passenger boardings per revenue trip.
Economic Measure	Cost per passenger boarding (all service types)	The average cost of providing a route divided by the number of passenger boardings. The standard is calculated as the average of all routes in each service category

In each year's Annual Service Plan, these two measures will be generated for each route. These measures will be indexed against the average for all routes in that service type, generating a Ridership Productivity Index and an Economic Standard Index. These two indices would be averaged to get the **Combined Index**, a well-rounded measure to evaluate the performance of a route type against others in that service category.

The table below provides an example output for three fictional routes:



Table 6: Example Route Productivity Table

Route Number	Ridership Productivity Measure		Economic Measure		Combined Index
	# Boardings per revenue hour	Productivity Index ⁸	Cost per passenger	Cost Index ⁹	
Route A	31.41	0.98	\$1.13	0.95	0.97
Route B	33.16	1.04	\$1.04	1.11	1.07
Route C	30.71	0.96	\$0.96	0.91	0.94
Average for Route Type	31.93	1.00	\$1.07	1.00	1.00

In the above example, according to the Combined Index, overall, the Route B is performing above average, and Routes A and C performing slightly below average.

This measure will be used to rank the productivity of routes in comparison to other routes in the same service type. While this index will not be used directly to inform service changes, it will be used to inform Halifax Transit staff, Regional Council and the public on the relative performance of routes.

Quality of Service Guidelines

The intent of service quality guidelines is to establish a level of customer convenience that Halifax Transit users can expect from the transit network. These are a commitment to Halifax Transit passengers to improve the quality of service over the life of this plan. The *Moving Forward Together Plan's* Quality of Service Guidelines include on-time performance, loading guidelines, and span of service.

On-Time Performance

A transit vehicle is considered “on-time” when its arrival at a published timepoint is within three minutes of the scheduled time. A vehicle is considered “late” when it arrives more than three minutes after the scheduled time.

While it is impossible to achieve and maintain 100% on-time performance due to traffic and weather conditions, every effort will be made to ensure all Halifax Transit buses operate on time. To ensure transit users have confidence that service will perform in accordance with public timetables, the following on-time performance guidelines have been established:

- 90% of trips will depart from a time point not more than three minutes after the published schedule
- No trips will depart from a published time point ahead of schedule.

It's important to note that at the present, Halifax Transit has no reliable way to continuously measure on-time performance. It is anticipated that the new Automatic Vehicle Location system will provide baseline data.

⁸ Calculated by dividing the number of boardings per revenue hour for that route by the average number of boardings per revenue hour for the service type.

⁹ Calculated by dividing the cost per passenger for that route by the average cost per passenger for the service type.



Vehicle Load Guidelines

The intent of a vehicle load guideline is to balance passenger comfort with Halifax Transit's operating costs, and is calculated by the total number of passengers on a route divided by the number of seats on a transit vehicle¹⁰.

Vehicle loading is a significant comfort factor for passengers, and affects the availability of transit service when there is no room on the vehicle for additional passengers to board. It can also negatively impact the travel time of a trip because it takes longer for passengers to board and alight an overcrowded bus.

Halifax Transit's vehicle load guidelines are as follows:

Table 7: Vehicle Load Guidelines

Vehicle Load Guidelines by Service Type ¹¹			
Corridor Routes	Local Routes	Link Routes	Regional Express Routes
150%	150%	125%	115%

These load guidelines are intended to be calculated based on the average ridership and number of seats per bus for a period of 30 minutes.

If the vehicle load guidelines are exceeded, consideration will be given to options for reducing overcrowding. Options will vary depending on circumstances and resource availability, and may include assigning a larger vehicle to the route or trips as needed, adjusting schedule times to better disperse ridership demand, or adding more service to the route.

Due to technological limitations, Halifax Transit cannot currently continuously monitor for overloads without conducting manual counts. However, through the implementation of new Automatic Vehicle Location Technology and Automatic Passenger Counters on all buses in the coming years, this type of continuous monitoring will become possible. As there is no baseline data beyond the annual passenger count data.

Span of Service

Providing a base span of service is important in order to ensure there is some level of service during periods of

¹¹For example, if the transit vehicle has 40 seats, if there were 60 people on the bus it would be 150% full.

¹¹Rural Routes are excluded from vehicle loading guidelines as no further service will be provided on these routes due to the provisions of the The Regional Plan.



time which do not typically have very high ridership. Subject to resource availability, Halifax Transit will strive to ensure that Corridor Routes and Local Routes meet the following service spans:

Table 8: Span of Service

Span of Service ¹²		
Corridor Routes	Weekday Span of Service	6am–1am
	Saturday Span of Service	6am–12am
	Sunday Span of Service	6am–12am
Local Routes	Weekday Span of Service	6am–11pm
	Saturday Span of Service	6:30am–11pm
	Sunday Span of Service	7am–11pm

The Span of Service guidelines outlined in the table do not apply to the limited-service Local Routes identified in Part 3 of this Plan, as they only operate during peak periods, and/or do not operate on weekends. Due to the peak-oriented nature of Link Routes, Rural Routes, and Regional Express Routes, these service types do not have a set span of service.

As noted above, all new routes will be subject to ridership and trip productivity guidelines to ensure a basic level of ridership and utility, which may result in reductions to the span of service for individual routes.

Measuring Success

In order to ensure Halifax Transit's continuous commitment to the four Moving Forward Principles, the following key performance indicators will be measured annually over the life of the plan to highlight successes and identify opportunities for improvement.

- 1. Resource Allocation:** This measure compares the percentage of resources being allocated to high ridership services. High ridership services are those which attain a minimum of 30 passengers per hour during a given time period. Services that attain less than 30 passengers per hour will be considered as coverage services.

It is expected that some routes will be classified as high ridership during the entire service day, and some routes will be classified as coverage routes during the entire service day. Other routes will be classified as high ridership during certain time periods (ie. peak periods), and classified as coverage during other time periods (ie. evenings).

Currently, approximately 65% of Halifax Transit's resources are allocated to ridership services, and 35% are allocated to coverage services. It is the intent of this Plan to increase the proportion of resources allocated towards high ridership services.

- 2. Increase in Ridership:** In the short term, it is expected that overall ridership in the transit network may decline as passengers adjust to the significant changes required to adopt the redesigned network. It is

¹²Represents minimum span of service. Routes may exceed these guidelines based on demand.



expected that ridership will begin to rebound following the complete adoption of the proposed transit network. Once full implementation has been achieved, the HRM Vissim Transportation Model has indicated that it is possible transit ridership will increase between 8% and 10%. It's important to note that the traffic model is just one tool to estimate changes in transit ridership, and it's very difficult to predict potential ridership growth when such significant changes will be undertaken over the life of the plan.

Table 9: Net Ridership Increase

Annual Ridership (2013/2014)	Target Ridership (2 years following full implementation)
19,306,998	20,851,558–21,237,698

3. **Meeting Service Guidelines:** This plan outlines level of service guidelines for each service type. This metric will track the percentage of routes that meet each of these guidelines. The exception to this metric are limited-service Local Routes which do not operate in off-peak periods and/or on weekends.
4. **Meeting Vehicle Load Guideline:** This metric will indicate what percentage of trips are meeting or exceeding the vehicle load guidelines as an indication of customer service. This metric will be tracked once Automatic Passenger Counter and Automatic Vehicle Location systems are installed on all transit vehicles.
5. **Cost Recovery:** A number of external factors, such as fuel costs, can have significant impacts on the cost recovery of the transit network. However, adherence to the four Moving Forward Principles should have a positive impact on overall cost recovery, and as such, cost recovery targets will be established, with progress reported annually.
6. **Average Trip Time and Variability of Trip Time:** This metric will indicate how the average running time and variability in trip times has been impacted both by allocated resources to resolve schedule adherence issues, and by the introduction of Transit Priority Measures. A reduction in this metric indicates a faster and more reliable trip for transit users. This metric will be tracked once Automatic Passenger Counter and Automatic Vehicle Location systems are installed on all transit vehicles.

Part 6: Implementation





The *Moving Forward Together Plan* is intended to guide Halifax Transit service improvements for the next 20 years or more. In short term, implementation of the Plan will be focused on reconfiguring the existing route network to adopt the proposed redesigned network. This will take place over approximately five years, in phases based loosely on geographic areas. In the longer term, implementation of the Plan will consist of balancing investments in service quality and reliability with the introduction of new services, both in developing areas, and within the existing network.

Stage I: Adopting the Proposed Network

The following represents a proposed schedule for the phased implementation of the *Moving Forward Together Plan*, contingent on resource availability, and subject to change:

Fiscal Year 2016/2017: The first phase of implementation for the *Moving Forward Together Plan* will be undertaken. This will primarily include changes to routes on the Halifax Peninsula and Mainland South. It will also include changes to improve efficiency of the Halifax Transit network including the removal of several low ridership routes.

Fiscal Year 2017/2018: The second phase of implementation for the *Moving Forward Together Plan* will be undertaken. This will primarily include implementation of proposed modifications in Dartmouth, Cole Harbour, North Preston, and Cherrybrook.

Fiscal Year 2018/2019: The third phase of implementation for the *Moving Forward Together Plan* will be undertaken. This will primarily include changes to routes in Sackville, Burnside & Dartmouth Crossing to coincide with the opening of the new Wrights Cove Terminal near Windmill Road.

Fiscal Year 2019/2020: The fourth phase of implementation for the *Moving Forward Together Plan* will be undertaken. This will primarily include implementation in Clayton Park, Fairview, Timberlea, and Bedford.

Fiscal Year 2020/2021: The last phase of adopting the new transit network will be undertaken in 2020/2021. This will primarily include the implementation of routes travelling from Dartmouth to Eastern Passage along with any remaining modifications required to complete the network.

External Factors

There are a number of factors external to the *Moving Forward Together Plan* which impact the timing and phasing of network implementation. These include:

- 1. The Halifax Transit Technology Plan:** This plan will see the installation of new Automatic Vehicle Location units on all Halifax Transit vehicles in 2016. These new AVL units will provide Halifax Transit staff with detailed information on ridership and running times of routes over the course of the day. This data will inform the development and refinement of schedules for routes adopted under the *Moving Forward Together Plan*.
- 2. The Big Lift:** This project is being undertaken by Halifax Harbour Bridges to extend the life of the Macdonald Bridge by replacing the bridge decking. This project includes continuous overnight closures on the Macdonald Bridge, beginning March 1, 2015, and taking place five nights a week. For the duration of the bridge redecking project, significant resources will be invested by Halifax Transit to provide passengers travelling across the harbour with as seamless a trip as possible. Modifications to routes impacted by The Big Lift will not occur until after the completion of this project, anticipated for November 2016.



3. **Wrights Cove Terminal Construction:** A number of routes proposed as part of the *Moving Forward Together Plan* rely on the existence of a transit terminal adjacent to the Burnside Business Park. Changes to the proposed timeline for the construction of this terminal may impact the implementation of the Plan.

Routing Variability

Images and maps in the *Moving Forward Together Plan* are for illustrative purposes, to demonstrate the purpose of routes and connectivity. Proposed routing is subject to change during detailed implementation. Minor modifications to routes based on operational needs, demand, or integration with land uses are anticipated. More substantial modifications are possible to accommodate a significant change to the transportation network or circumstances.

Stage II: Expansion of the Network

During the second stage of implementation, tentatively beginning in 2021, resources must be divided between re-investment in existing routes as needed to maintain the quality and reliability of the service, and the introduction of new services. It is possible that, during Stage II, new and developing areas could see new transit routes, and existing areas could see the introduction of new routes or services.

Developing Areas: There are a number of growing and developing areas that may be candidates for Halifax Transit service in the future, following the adoption of the redesigned transit network. Transit service in these areas would be designed in alignment with the four Moving Forward Principles, and subject to resource and road infrastructure availability.

Areas that are developing, or scheduled for further development, that were considered as part of this Plan as potential candidates for future transit service, in addition to what has already been proposed in this Plan. These areas include: Port Wallace, the Regency Park Drive connection, Long Lake Village, Brunello Estates, Seton Ridge, Bedford South (Moirs Mill/Nine Mile Drive), Bedford West, Millwood (currently undeveloped portions), Bayers Lake, and Burnside Business Park expansions.

Future Link Routes: There are some areas that are serviced with Local Routes in this Plan, which are considered potential candidates for future Link Routes. The introduction of Link Routes would be based on observed ridership demands on the existing Local Routes in the communities. These areas include: Williams Lake Drive, Washmill Lake Drive, and Gary Martin Drive.

In addition, future Link Routes connecting Sackville to Burnside, and connecting Cole Harbour to Burnside should be considered.



Annual Service Plans

The specific timing of implementation of service changes proposed in this Plan will be determined through the preparation of Halifax Transit's Annual Service Plans.

An Annual Service Plan is a one year action plan which identifies detailed route and service changes for the forthcoming fiscal year and is developed consistent with the *Moving Forward Together Plan*. In the development of Annual Service Plans, proposals for service changes are reviewed and prioritized.

Annual Service Plans also incorporate the results of several on-going activities, including:

- Regular route assessments based on performance measures and including feedback from employees and consideration of operational issues;
- Review and evaluation of customer requests for new and/or changes to existing services; and
- The effect of external influences such as land-use changes, development proposals and ridership changes.

Five Year Plan Reviews

To ensure that the *Moving Forward Together Plan* remains current and reflective of the existing needs of Halifax residents, this Plan will be subject to a review approximately every five years, with the first review occurring five years after the adoption of the Plan. In addition, should there be substantial changes to the transportation network that were not anticipated in this Plan, a review should occur that is reflective of the scale of the change.

Appendix





Route Descriptions

The following are general descriptions of the proposed transit routes, and are not intended to provide turn by turn directions. Unless otherwise noted, the routes travel along the same path in the reverse direction.

1. Corridor Routes

Route 1 Spring Garden: This route provides high frequency service between Mumford Terminal and downtown Halifax via Chebucto Road, to Oxford Street, to Coburg Road, to Spring Garden Road, and to Barrington Street. From the Scotia Square Terminal, it continues on to the Dartmouth Bridge Terminal via Cogswell Street, to Gottingen Street, to the Macdonald Bridge, continuing up Nantucket Avenue to the Dartmouth Bridge Terminal.

Route 2 Main: This route connects Lacewood Terminal to downtown Halifax via Lacewood Drive, to Willett Street, to Dunbrack Street, to Main Avenue, to Joseph Howe Drive, to Mumford Terminal via Mumford Road, to Chebucto Road, to North Street, and to Barrington Street at the Scotia Square Terminal, looping down to terminate at the Water Street Terminal, allowing for connections at the Halifax Ferry Terminal.

Route 3 Crosstown: This route connects the Lacewood Terminal and Clayton Park to the Mumford Terminal, to the Dartmouth Bridge Terminal, to the Highfield Terminal, and to Wrights Cove Terminal in Burnside. It travels via Lacewood Drive, to Main Avenue, to Titus Avenue, to Joseph Howe Drive, to Scot Street, to Desmond Street, to Bayers Road, to Joseph Howe Drive, to Mumford Road to the Mumford Terminal. From the Mumford Terminal, it continues along Mumford Road, to Chebucto Road, to North Street and across the Macdonald Bridge to the Dartmouth Bridge Terminal. From the Dartmouth Bridge Terminal this route continues along Wyse Road, to Albro Lake Road, to Victoria Road and to the Highfield Terminal. From the Highfield Terminal, to Highfield Park Drive, through the Burnside Transit Centre, to Ilsley Avenue, to Wright Avenue and to the Wrights Cove Terminal.

Route 4 Lacewood: This route connects the Lacewood Terminal to the southern end of the Halifax Peninsula via Lacewood Drive, to the Fairview Overpass, to Windsor Street, to Chebucto Road, to Robie Street, to Inglis Street, to South Park Street, and to South Street.

Route 5 Portland: This route connects the Portland Hills Terminal with downtown Halifax via Portland Street. (with connections at the Penhorn Terminal), to Alderney Drive. (with connections at the Alderney Ferry Terminal), to Wyse Road and to the Dartmouth Bridge Terminal. From the Dartmouth Bridge Terminal, over the Macdonald Bridge to Barrington Street (outbound via Gottingen Street) and to the Scotia Square Terminal. During AM and PM peak, the Route 5 will be extended to serve Dalhousie and the Institutional District via Spring Garden Road and Robie Street.

Route 6 Woodside: This route connects the Dartmouth Bridge Terminal to the Woodside Ferry Terminal and the community of Eastern Passage via Wyse Road, Alderney Drive, and Pleasant Street; with connections at the Woodside Ferry Terminal.

From the Woodside terminal, there are two branches:

6B Eastern Passage: This branch provides service to Eastern Passage via Cow Bay Road, to Caldwell Road, and to Shore Road.

6C Heritage Hills: This branch provides service to Heritage Hills via Cow Bay Road, to Hornes Road, to Caldwell Road, and to Cow Bay Road to Samuel Danial Drive, to Melrose Street, and to Heritage Hills Drive.

Route 7 Peninsula: This route provides service throughout the peninsula on North Ridge Road, Novalea Drive, to Gottingen Street, to Cogswell Street, to Barrington Street, to South Street to Robie Street, to Leeds Street. This route is a closed loop, but provides service in both directions.



Route 8 Sackville: This route provides a connection between the Halifax Ferry Terminal, the Cobequid Terminal and the Sackville Terminal via Barrington Street, to Devonshire Avenue, to Duffus Street, to Lady Hammond Road, to the Fairview Overpass to the Bedford Highway and to Cobequid Terminal. From Cobequid Terminal, this route travels to the Sackville Terminal via Sackville Drive and Downsview Plaza.

Route 9 Herring Cove: This route travels from the community of Herring Cove to downtown Halifax and the Scotia Square Terminal via Barrington Street, to Cogswell Street, to Quinpool Road, to Connaught Avenue, to Chebucto Road and to the Mumford Terminal. From the Mumford Terminal this route has two branches:

9A Herring Cove: This route travels to the community of Herring Cove, through the Armdale Roundabout, Herring Cove Road, to Lancaster Drive and to Hebridean Drive. This is a one way loop through Lancaster Drive and Hebridean Drive back to Herring Cove Rd.

9B Greystone: From the Mumford Terminal, this route travels through the Armdale Roundabout, to Herring Cove Road and to Greystone Drive.

Route 10 Dalhousie: This route connects the community of Westphal in Dartmouth to downtown Halifax and Dalhousie University. From Dalhousie to South Street, to Robie Street, to Inglis Street, and to South Park Street to Spring Garden Road, to Barrington Street and to the Scotia Square Terminal. From the Scotia Square Terminal, to Cogswell Street, to Gottingen Street (inbound via Barrington Street), to the Macdonald Bridge, to Wyse Road and to the Dartmouth Bridge Terminal. From the Dartmouth Bridge Terminal, to Tacoma Centre, via Nantucket Avenue to Victoria Road, to Woodland Avenue, and to Micmac Boulevard, to the Micmac Terminal to Highway 111, to Main Street and to Tacoma Centre. This route branches past Tacoma Centre:

10B Westphal: The Westphal branch travels via Main Street and Hartlen Street, to Tacoma Drive, to Valleyfield Road, to Tacoma Drive, to Spikenard Street, to Woodlawn Road, to Main Street, to Booth Avenue, to Caledonia Road, to Dumbarton Avenue, to Kincardine Drive, to Inverary Drive, to Strath Lane, to Weyburn Road, Spikenard Street, to Valleyfield Road to Tacoma Drive, returning to Tacoma Centre and the Micmac Terminal.

10C Montebello: From Tacoma Centre, the Montebello Branch travels up Hartlen Street, to Tacoma Drive, to Valleyfield Road, to Tacoma Drive, to Spikenard Street, to Woodlawn Road, Caledonia Road, turning at Avenue du Portage, to Madeline Place, to Lexington Avenue, to Breeze Drive, to Columbo Drive, to Appian Way, to Colonna Place to Montebello Drive and back to Caledonia Drive to Spikenard Street, to Valleyfield Road to Tacoma Drive, returning to the Micmac Terminal.

2. Local Routes

Route 21 Timberlea: This route connects the communities of Beechville, Lakeside and Timberlea with the Lacewood Transit Terminal via the Bayers Lake Business Park. It travels from Fraser Road, to Charles Road, to Richard Street, to Forest Glen Drive, to James Street in Timberlea, to St. Margarets Bay Road, to Maplewood Drive, to Eisener Street, and to Brentwood Avenue, returning to St. Margarets Bay Road. From St. Margarets Bay Road, this route continues onto Lakelands Boulevard, to Chain Lake Drive, to Horseshoe Lake Drive, to Susie Lake Crescent, to Chain Lake Drive to Lacewood Drive and to the Lacewood Terminal.

Route 22 Armdale: This route connects Armdale to the Mumford Terminal, and extending to the Ragged Lake Business Park. It travels from Ragged Lake Boulevard to St. Margarets Bay Road, to Albert Walker Drive, to Walter Havill Drive, to Osborne Street, to Kelly Street, to Alton Drive, to Stonehaven Road, to Glemore Avenue, to Edgehill Road, returning to St. Margarets Bay Road, to the Armdale Roundabout, to Chebucto Road, to the Mumford Terminal via Mumford Road.

Route 24 Leiblin Park: This route connects Leiblin Park to the Universities and Hospitals via the Mumford Terminal. Beginning on Leiblin Drive, it travels to the Mumford Terminal via Rockingstone Road, to Sussex Street, and to Herring Cove Road, to Highfield Street, to Ridge Valley Road, to Cowie Hill Road, to Margaret



Road, to Mountain Road, to Tamarack Drive, to Osborne Street, and to the Armdale Roundabout via Herring Cove Road. Exiting the Armdale Roundabout via Joseph Howe Drive, it travels to the Mumford Terminal via Mumford Road. From the Mumford Terminal, this route travels through the Halifax Shopping Centre (East Perimeter Road) to Bayers Road, to Oxford Street, to the university campuses via a one way loop on South Street, to South Park Street, to Inglis Street and to Robie Street.

Route 25 Williams Lake: This route connects the Governors Brook subdivision and Williams Lake Road to the Mumford Terminal. Starting at the top of Greystone Drive, this route travels down Herring Cove Road to Drysdale Road, to Katrina Crescent, to Danforth Road, to Theakston Avenue, to Pinegrove Drive, before returning to Herring Cove Road. From Herring Cove Road, it travels along Williams Lake Road to Purcells Cove Road, returning to Herring Cove Road near the Armdale Roundabout. From the Armdale Roundabout, this route travels to the Mumford Terminal via Chebucto Road and Mumford Road.

Route 26 Springvale: This peak only route connects the area of Springvale Avenue to Mumford, via Winter Street, to Downs Avenue, to Milsom Street and to the Mumford Terminal via Springvale Avenue, to Joseph Howe Drive, and to Mumford Road.

Route 28 Bayers: This route provides service from the Bayers Road Centre to downtown Halifax along Bayers Road, to Young Street, to Robie Street, to Spring Garden Road, and to Barrington Street to the Scotia Square Terminal.

Route 29 Barrington: This route provides service from the Bayers Road Centre to the Mumford Terminal, Halifax Shopping Centre, downtown Halifax and Point Pleasant Park. Leaving from Bayers Road Centre this route takes Desmond Avenue, to Bayers Road, to Joseph Howe Drive to Mumford Road. From the Mumford Terminal the route travels through the Halifax Shopping Centre (East Perimeter Road) to Bayers Road, to Connaught Avenue, to Windsor Street, to Lady Hammond Road to Barrington Street. Leaving from Scotia Square Terminal, the route continues along Barrington Street, to George Street, and to the Halifax Ferry Terminal. The route continues from the Halifax Ferry Terminal, to Duke Street, to Hollis Street (reverse routing via Lower Water Street to the Halifax Ferry Terminal to Duke Street, and Barrington Street), to Point Pleasant Park via Barrington Street, to Inglis Street and to Tower Road.

Route 31 Washmill: This route connects the Lacewood Terminal and the Mumford Terminal via Bayers Lake and the communities along Washmill Lake Drive. From the Lacewood Terminal, this route travels via Lacewood Drive, to Chain Lake Drive, to Washmill Lake Drive, to Dunbrack Street to Main Avenue, to Rosedale Avenue, to Dutch Village Road to Bayers Road and to the Mumford Terminal via the Halifax Shopping Centre (East Perimeter Road).

Route 34 Parkland: This route is a two-way loop which serves as a local circulator in Clayton Park and allowing for transfers at the Lacewood Terminal. It departs the Lacewood Terminal on Lacewood Drive and travels through Thomas Raddall Drive, to Regency Park Drive and to Parkland Drive, to Kearney Lake Road, to Dunbrack Street, to Willett Street, returning to Lacewood Drive and the Lacewood Terminal.

Route 37 Flamingo: This route connects Clayton Park to North Dartmouth, facilitating transfers into the Burnside Industrial Park at the Highfield Terminal. This route starts at the Lacewood Terminal, to Lacewood Drive, to Parkland Drive, to Farnham Gate Road, to Dunbrack Street, to Knightsridge Drive, to Flamingo Drive and to the Bedford Highway. From the Bedford Highway, this route travels through the Fairview Overpass, to the MacKay Bridge, to Victoria Road, to Highfield Park Drive and to the Highfield Terminal.

Route 39 Larry Uteck: This route runs between the Lacewood Terminal and the BMO Centre at Hammonds Plains Road and Gary Martin Drive. Leaving from the Lacewood Terminal this route takes Lacewood Drive to Dunbrack Street, to Kearney Lake Road, to the Bedford Highway, to Larry Uteck Boulevard, through the roundabouts to Kearney Lake Road. The route continues along Kearney Lake Road to Bluewater Road, to Hammonds Plains Road, and providing one way service to Innovation Drive, to Gary Martin Drive and to Broad Street.



Route 50 Dockyards: This peak only route travels from the Dartmouth Bridge Terminal to both the Naval Dockyards and the Irving Shipyards, via Wyse Road, to Macdonald Bridge, to Valour Way, to Upper Water Street, to Barrington Street, to terminate near the Shipyard entrance at the Niobe Gate Bridge.

Route 51 Windmill: This route runs between the Dartmouth Bridge Terminal and Princess Margaret Boulevard in Wallace Heights, with peak extensions to the Bedford Institute of Oceanography (BIO) and the Wrights Cove Terminal. This route will leave the Dartmouth Bridge Terminal and travel to Thistle Street, to Wyse Road, to Windmill Road, to Princess Margaret Boulevard, to the Kilkee Gate loop, returning to Windmill Road and the Dartmouth Bridge Terminal.

At peak, this route will take Baffin Boulevard to BIO, before completing the remaining section of Princess Margaret Boulevard and Kilkee Gate loop. The route will then head back to Windmill Road, toward the Burnside Industrial Park, terminating at the Wrights Cove Terminal.

Route 53 Highfield–Bridge: This route travels from the Dartmouth Bridge Terminal to Highfield Terminal via Thistle Street, to Wyse Road, to Albro Lake Road, to Leaman Drive, to Crystal Drive, to Pinecrest Drive terminating at the Highfield Terminal.

Route 55 Port Wallace: This route connects the community of Port Wallace to the Dartmouth Bridge Terminal via the Alderney Terminal and the Micmac Terminal. It travels via Wyse Road to Alderney Drive, to King Street, to Ochterloney Street, to Crichton Avenue, to Glen Manor Drive, to Micmac Mall, to Micmac Boulevard, to Highway 111, to Braemar Drive, and to continue on Waverley Road, turning around at Charles Keating Drive to Craighburn Drive.

Route 56 Dartmouth Crossing: This route provides service between the Dartmouth Bridge Terminal and Dartmouth Crossing via the Micmac Terminal. This route services Thistle Street to Crichton Park Road, to Crichton Avenue, to Glen Manor Drive, Micmac Mall to Micmac Boulevard, to Woodland Avenue, to the Highway 118, to Wright Avenue, to Countryview Drive, to Gale Terrace, to Finnian Row, to Lamont Terrace and to Finlay Drive.

Route 57 Russell Lake: This peak only route provides service between the Penhorn Terminal and the Portland Hills Terminal via Portland Street to Eisener Boulevard, to Russell Lake Drive, to Portland Estates Boulevard West, to Portland Hills Drive, and taking Portland Street to the Portland Hills Terminal.

Route 58 Woodlawn: This route provides service between the Penhorn Terminal and Portland Hills Terminal via Portland Street to Woodlawn Road, to Waltdale Drive, to Ellenvale Avenue, to Spring Avenue, to Belle Vista Drive, to Plaza Drive, to Topsail Road, to Lea Street, to Windward Avenue, to Lucien Drive, to Dorothea Drive, to Spring Avenue, to Collins Grove, and to Regal Road, to Portland Street and Portland Hills Terminal. This route is complemented by the Route 158 at peak.

Route 59 Colby: This route provides local one way service to Colby Drive from the Portland Hills Terminal via Portland Street, to Cole Harbour Road, to Ashgrove Avenue to Colby Drive, to Cumberland Drive, and to Cole Harbour Road. This route is replaced by the Route 159 at peak.

Route 61 North Preston: This route will provide local service from the Portland Hills Terminal to Cole Harbour via Portland Street to Forest Hills Parkway, to Merrimac Drive, to Arklow Drive, to John Stewart Drive, to Auburn Drive to Bradorian Drive, to Auburn Drive, to Hillsboro Drive to Main Street, this route will provide local service to North Preston via Lake Major Road, turning at the North Preston Community Centre and servicing Cain Street, to Clarence St, to Johnson Road inbound. At peak, this route will be replaced by the route 161A and 161B.

Route 62 Grahams Grove: This route provides local service between the Dartmouth Bridge Terminal and the Penhorn Terminal via Thistle Street, Wyse Road to Alderney Drive, to King Street, to Ochterloney Street, to



Crichton Avenue, to Hawthorne Street, to Sinclair Street, to Prince Albert Road, to Harris Road, to Beacon Street, to Penhorn Drive, to Somerset Street, to Oathill Crescent, to Peddars Way, to Manor Drive, to the Penhorn Terminal. Beyond the Penhorn Terminal, service will also be provided to Gaston Road.

Route 63 Mount Edward: This route provides local service between the Portland Hills Terminal and the Penhorn Terminal via Portland Street to Woodlawn Road, to Mount Edward Road, to Cranberry Crescent, to Wildwood Boulevard, to Gregory Drive, to Flying Cloud Drive, to Forest Hills Parkway, to Circassion Drive, to Poplar Drive, to Otago Drive and to Cole Harbour Road, to Portland Street and Portland Hills Terminal.

Route 64 Burnside: This route provides circulation around the Burnside Industrial Park. This route travels from the Highfield Terminal along Highfield Park Drive, to Burnside Drive, to Commodore Drive, to Brownlow Avenue, to Eileen Stubbs Avenue, returning to Commodore Drive, to John Savage Avenue, to Garland Avenue, to Williams Avenue, to Frazee Avenue, back to John Savage Avenue, to Akerley Boulevard, to Windmill Road and terminating at the Wrights Cove Terminal.

Route 65 Caldwell: This route provides local service on Portland Street, to Caldwell Road and one-way service to Astral Drive and Sherwood Street, to Caldwell Rd. This route is replaced by the Route 165 at peak.

Route 67 Baker: This route connects the Woodside Ferry Terminal to Tacoma Centre via the Penhorn Terminal. It services Atlantic Street, to Pleasant Street to Acadia Street, to Mount Hope Avenue, to Baker Drive, to Portland Street, to the Penhorn Terminal. From the Penhorn Terminal it continues to Portland Street, to Woodlawn Road, looping on Spikenard Street, to Valleyfield Road, to Tacoma Drive, to Hartlen Street.

Route 68 Cherrybrook: This route will provide local service from the Portland Hills Terminal to Cole Harbour and Cherry Brook via via Otago Drive, Circassion Drive, Forest Hills Parkway, to Taranaki Drive, to Karen Drive, to Hillsboro Drive, continuing on Montague Road, this route will provide local one-way service on Lake Loon Road to Cherry Brook Road, and to Highway 7. This route is complemented by Route 168 at peak.

Route 72 Dartmouth Crosstown: This route travels from the Portland Hills Terminal to Dartmouth Crossing. Leaving the Portland Hills Terminal, to Portland Street, to Regal Road, to Collins Grove, to Spring Avenue, to Ellenvale Avenue, to Waltdale Drive, to Belle Vista Drive, to Woodlawn Road, to Spikenard Street, to Valleyfield Road, to Tacoma Drive, to Hartlen Street, to Main Street, to the Highway 111, to Micmac Boulevard, to Lancaster Drive, to Sea King Drive, to Pinecrest Drive and to the Highfield Terminal. Leaving the Highfield Terminal, to Highfield Park Drive, to the Burnside Transit ramp, and through the Burnside Transit Centre, to Ilsley Avenue, to Wright Avenue, and into Dartmouth Crossing, via Finlay Drive, to Lamont Terrace, to Finnian Row, to Gale Terrace, to Countryview Drive and to Shubie Drive to complete the loop in Dartmouth Crossing.

Route 81 Hemlock Ravine: This route connects the Cobequid Terminal with Bayers Road Centre and the Mumford Terminal via the community of Bedford and the Bedford Highway. It provides local service on Cobequid Road, to Bedford Highway, to Meadowbrook Drive, to Basinview Drive, to Hammonds Plains Road, to the Bedford Highway, to Nelson's Landing Boulevard, to Amin Street, to Moirs Mill Road, to Royal Masts Way, to Oceanview Drive, to Nine Mile Drive, to Starboard Drive, to Larry Uteck Boulevard, returning to Bedford Highway, to Joseph Howe Drive, to Mumford Road and to the Mumford Terminal.

Route 82 First Lake: This route connects the Sackville Terminal and the Cobequid Terminal via Walker Avenue, to Downsview Drive, to Sackville Drive to Beaver Bank Road, to Stokil Drive, to Nordic Crescent, to Nictaux Drive, to Nappan Drive, to Metropolitan Avenue, to First Lake Drive, and to Cobequid Road to Cobequid Terminal. This route is replaced by the Route 182 at peak.

Route 83 Springfield: This route connects the Sackville Terminal and Springfield Avenue in Middle Sackville. Leaving from the Sackville Terminal, the route travels Walker Avenue and Old Sackville Road, to Melham Drive. The route continues on Melham Drive to Sackville Drive, to Springfield Avenue. This route is replaced by Route 183 at peak.



Route 84 Glendale: This route serves the dual purpose of providing local service on Glendale Drive and providing an all-day connection between Sackville and downtown Halifax. Departing from the Sackville Terminal, through the Downsview Shopping Centre, to Sackville Drive, to Beaver Bank Road, to Glendale Drive and to the Cobequid Terminal via Cobequid Road. From the Cobequid Terminal, the route travels into downtown Halifax via the Magazine Hill and Windmill Road to the Wrights Cove Terminal, then over the MacKay Bridge to Barrington Street and the Scotia Square Terminal.

During the peak period, this route will extend to the university and Institutional District via Barrington Street and Spring Garden Road.

Route 85 Millwood: This route provides local circulator service from the Sackville Terminal to Walker Avenue, to Downsview Drive, to Sackville Drive, to Millwood Drive, to Jackladder Drive, to Rossing Drive, to Millwood Drive, and to the Beaver Bank Cross Road to Sackville Drive. This route is replaced by the Route 185 at peak.

Route 87 Dartmouth: This route connects the Sackville Terminal and the Cobequid Terminal to Wrights Cove Terminal, Highfield Terminal and Dartmouth Bridge Terminal. It travels from Sackville Terminal via Walker Avenue, to Downsview Drive, to Sackville Drive, to Cobequid Drive, to Cobequid Terminal, to Cobequid Rd, to the Bedford Highway, to Dartmouth Road, to Victoria Road and to Windmill Road to Wrights Cove Terminal, to Windmill Road, to Victoria Road Extension, to Highfield Park Drive, and Highfield Terminal. From Highfield Terminal, this route services Pinecrest Drive, to Robert Burns Drive, to Primrose Street, to Victoria Road, to Thistle Street, to Bridge Terminal.

Route 88 Bedford Common: This route connects the Sackville Terminal and the Cobequid Terminal to the Bedford Commons via Walker Avenue to Old Sackville Road, to Cobequid Road, to Cobequid Terminal, to Glendale Avenue, to Duke Street, and to Damascus Road.

Route 89 Beaver Bank: This route connects the community of Beaver Bank to the Sackville Terminal via Walker Avenue, to Downsview Drive, to Sackville Drive, to Beaver Bank Road to Kinsac Community Centre. This route is replaced by the route 189 at peak.

3. Link Routes

Note: These routes provide service during AM and PM peak only and operate only in the peak direction (towards downtown in the AM peak, and out of downtown in the PM peak). These routes provide local service in a local neighbourhood and then provide express, limited stop service to their destination.

Route 121 Timberlea Link: This route provides local service in Timberlea, then providing express service into downtown Halifax via St. Margarets Bay Road, to Quinpool Road, to Robie Street and to Spring Garden Road.

Route 124 Leblin Link: This route provides local service in Leblin Park and Mainland Halifax before providing express service into downtown Halifax via St. Margarets Bay Road, to Quinpool Road, to Robie Street and to Spring Garden Road.

Route 134 Parkland Link: This route provides local service on Dunbrack Street and Parkland Drive to the Lacewood Terminal. After the Lacewood Terminal service is provided to downtown Halifax via Willett Street, to Main Avenue, to the Fairview Overpass. After the Fairview overpass, limited stop express service is provided into the Institutional District via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.

Route 135 Flamingo Link: This route provides local service on Flamingo Drive, to Knightsridge Drive to Dunbrack Street, to Radcliffe Drive to the Lacewood Terminal. This route continues from the Lacewood Terminal to downtown Halifax via Lacewood Drive, to Main Avenue, to the Fairview Overpass. After the Fairview overpass, limited stop express service is provided into the Institutional District via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.



Route 136 Farnham Link: This route will begin local service on Farnham Gate Road and service to Parkland Drive, to Lacewood Drive, to Willett Street, to Rosedale Avenue to the Fairview Overpass. After the Fairview overpass, limited stop express service is provided into the Institutional District via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.

Route 154 Westphal Link: This route will begin local service on Avenue du Portage, left on Madeline Place, and left on Lexington Avenue, right on Breeze Drive to Waverley Road. It will loop back to Breeze Drive via Montebello Drive, continuing down Caledonia Road, to Woodlawn Road, to Spikenard Street, to Valleyfield Road, to Tacoma Centre. From Tacoma Centre, this route continues via Main Street, to the Circumferential Highway. This route will provide an express, limited stop service into downtown via the MacKay Bridge, Barrington Street, Spring Garden Road and Summer Street.

Route 158 Woodlawn Link: This route provides local service on the Route 58 as described above, and provides an express, limited stop service between the Penhorn Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. This route complements route 58 at peak.

Route 159 Colby Link: This Link route provides local service on the Route 59 as described above, and provides an express, limited stop service between the Portland Hills Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. This route replaces route 59 at peak

Route 161A North Preston: This route provides local service on the Route 61 as described above, and provides an express, limited stop service between the Portland Hills Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. Along with the Route 161B Auburn, this route replaces the Route 61 at peak.

Route 161B Auburn: This route provides local service on the Route 61 between Auburn Drive. and Bradorian Drive to Portland Hills Terminal and express, limited stop service between the Portland Hills Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. This route does not provide service between Auburn Drive and North Preston. Along with the Route 161A North Preston, this route replaces the route 61 at peak.

Route 165 Caldwell Link: This route provides local service on the Route 65 as described above, and provides limited stop, express service between the Portland Hills Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. This route replaces the route 65 at peak.

Route 168 Cherry Brook: This route provides local service on the Route 68 as described above, and provides a limited stop, express service between the Portland Hills Terminal and downtown Halifax during peak via Gottingen Street (Barrington Street outbound), Cogswell Street, Hollis Street (Lower Water Street outbound), Morris Street, and University Avenue. This route replaces the route 68 at peak.

Route 182 First Lake Link: This Link route provides local service on the Route 82 as described above, and provides a direct, limited stop service between the Cobequid Terminal and downtown Halifax during peak via Barrington Street, Spring Garden Road, and Summer Street. This route replaces the Route 82 at peak.

Route 183 Springfield Link: This route provides local service on the Route 83 as described above, and provides a limited stop, express service between the Sackville Terminal and downtown Halifax during peak via Barrington Street, Spring Garden Road, and Summer Street. This route replaces the Route 83 at Peak.



Route 185 Millwood Link: This route provides local service on the Route 85 as described above, and provides a direct, limited stop service between the Sackville Terminal and downtown Halifax during peak via Barrington Street, Spring Garden Road, and Summer Street. This route replaces the Route 85 at peak.

Route 186 Basinview Link: This route provides direct limited stop service between the Bedford area and downtown Halifax. The route starts on Rockmanor Drive to Riverview Crescent, to Rockmanor Drive, to the Bedford Highway to Meadowbrook Drive, to Basinview Drive, to Hammonds Plains Road to the Highway 102. After the Fairview overpass, limited stop express service is provided into the Institutional District via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.

Route 189 Beaver Bank Link: This Link route provides local service on the Route 89 as and provides a limited stop, express service between the Sackville Terminal and downtown Halifax during peak via Barrington Street, Spring Garden Road, and Summer Street. This route replaces the Route 89 at Peak.

Route 190 Hemlock Link: This route provides one way service on Starboard Drive and Larry Uteck Boulevard with limited stop service to downtown Halifax via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.

Route 191 Southgate Link: This route provides local one-way service on Southgate Drive to Nelsons Landing Boulevard, to Amin Street, to Royal Masts Way, to Oceanview Drive, to Nine Mile Drive, to Larry Uteck Boulevard and to Highway 102. Exiting at Kearney Lake Road, this route continues along Dunbrack Street to Lacewood Drive, to Main Avenue, to the Fairview Overpass. After the Fairview overpass, limited stop express service is provided into the Institutional District via Kempt Road, Young Street, Gottingen Street to Brunswick Street, to Sackville Street, and terminating on Summer Street.

Route 237 Clayton Park to Burnside Link: This route provides express service from the Lacewood Terminal to the Burnside Industrial Park via Lacewood Drive to Willett Street, to Dunbrack Street, to Main Avenue to the Fairview Overpass and to the MacKay Bridge, to Windmill Avenue to the Burnside Industrial Park, to the Wrights Cove Terminal, to Wright Avenue, to Ilsley Avenue, to Ronald Smith Avenue, to Commodore Drive, to Brownlow Avenue, to Eileen Stubbs Avenue and to Commodore Drive.

Route 259 Cole Harbour Ferry Link: This route provides express service connecting Colby to the Woodside Ferry Terminal via Ashgrove Avenue, to Colby Drive, to Cumberland Drive, to Cole Harbour Road, to Portland Street and to the Woodside Ferry Terminal via the Highway 111 and to Pleasant Street.

Route 263 Mount Edward Ferry Link: This route provides express service connecting Woodlawn to the Woodside Ferry Terminal via Gregory Drive, to Flying Cloud Drive, to Forest Hills Parkway, to Gregory Drive, to Wildwood Boulevard, to Cranberry Crescent, and to Mount Edward Road, the Woodside Ferry Terminal via Highway 111 and to Pleasant Street.

4. Rural Routes

Route 401 Porters Lake: This route provides local service from the Portland Hills Terminal to the Porters Lake Park & Ride via Portland Street, to Cole Harbour Road, to Ross Road, to Highway 7, to Brooks Drive, to Upper Partridge River Road, to Highway 7, to the Lakeview Shopping Centre, to the Porters Lake Park & Ride via the William Porter Connector.

Route 433 Tantallon: This route provides rural transit service during the peak period between Tantallon and the Lacewood Terminal. The bus leaves the Tantallon Park & Ride and takes the Hammonds Plains Road, to Bluewater Road, to Kearney Lake Road, to Dunbrack Street, to Lacewood Drive and to the Lacewood Terminal.



5. Regional Express Routes

Route 320 Airport/Fall River Regional Express: This route connects downtown Halifax and the Dartmouth Bridge Terminal with the community of Fall River (Fall River Park & Ride) and the Halifax Stanfield International Airport via the Highway 118 and the Highway 102. It also provides limited stops in the Aerotech Business Park.

Route 330 Tantallon Regional Express: This route connects downtown Halifax, Bayers Road (near the Halifax Shopping Centre), and the communities of Tantallon and Sheldrake Lake via the Highway 102 and the Highway 103.

Route 370 Porters Lake Regional Express: This route connects downtown Halifax, Main Street Business District, the community of Cherry Brook, and the community of Porters Lake via Main Street, the Highway 7 and the Highway 107.

6. School Specials

Route 701 Halifax West: This route provides service to Halifax West High School during the morning and afternoon school start and end times only. This route begins on Mumford Road across from the Mumford Terminal, to Joseph Howe Drive, to Bayers Road, to Desmond Avenue, to Scot Street, to Joseph Howe Drive, to Dutch Village Road, to Rosedale Avenue, to Willett Street, to Lacewood Drive, to Thomas Raddall Drive and to the Halifax West High School bus only entrance.

Route 726 Citadel: This route provides service to Citadel High School during the morning and afternoon school start and end times only. This route begins on Fenwood Road, to Stonehaven Road, to Glenmore Avenue, to Edgehill Road, to Quarry Road, to St. Margarets Bay Road, to Joseph Howe Drive, to Mumford Road, to the Mumford Terminal, stopping on-street, to Chebucto Road, to Quinpool Road and to Cogswell Street.

Route 735 Clayton Park: This route provides service to Clayton Park Junior High during the morning and afternoon school start and end times only. This route begins on Dunbrack Street to Kearney Lake Road. The bus takes Kearney Lake Road to the Bedford Highway, to Flamingo Drive, to Knightsridge Drive, to Dunbrack Street, to Willett Street, to Glenforest Drive, to Plateau Crescent and to Clayton Park Junior High.

