

Welcome

Mumford Terminal Replacement Opportunities Neighbourhood Open House.

AGENDA

- 1. **REVIEW** the information boards
- 2. **DISCUSS** aspects of the project with the project team
- 3. **SHARE** your thoughts on replacement opportunities for Mumford Terminal on the poster boards
- 4. **STAY INVOLVED** as the project progresses on the project portal:
shapeyourcityhalifax.ca/mumford-terminal

PURPOSE

At today’s open house we would like to get your thoughts on:

**CRITERIA USED TO IDENTIFY
CANDIDATE SITES**

TERMINAL SITE OPTIONS

PROJECT SCHEDULE



Project Goal

Halifax Transit is currently working to identify a new terminal location and design to replace the existing Mumford Terminal.

- In 2016 Council approved the ***Moving Forward Together Plan***, which found Mumford Terminal to be over-capacity and in need of replacement.
- The new facility requires a larger footprint than the existing terminal and will feature improved amenities for passengers and Halifax Transit bus operators.
- The new facility needs to be state-of-the-art, incorporate sustainable design, and have an effective lifespan of 50 years.

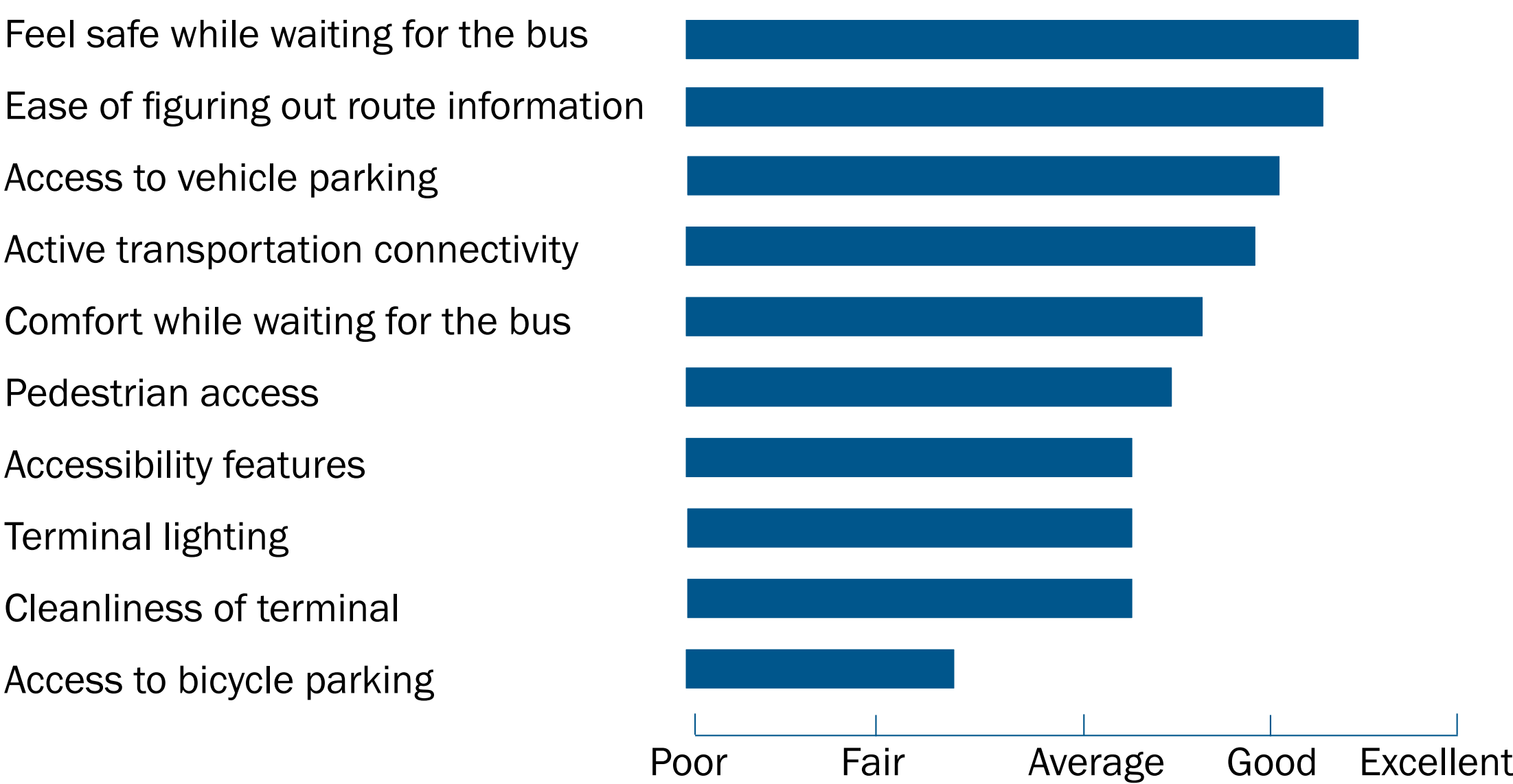


Current challenges with Mumford Terminal include: lack of passenger amenities, accessibility, and no capacity for growth. ***Simply, it does not meet the current or future needs of transit passengers or operations.***

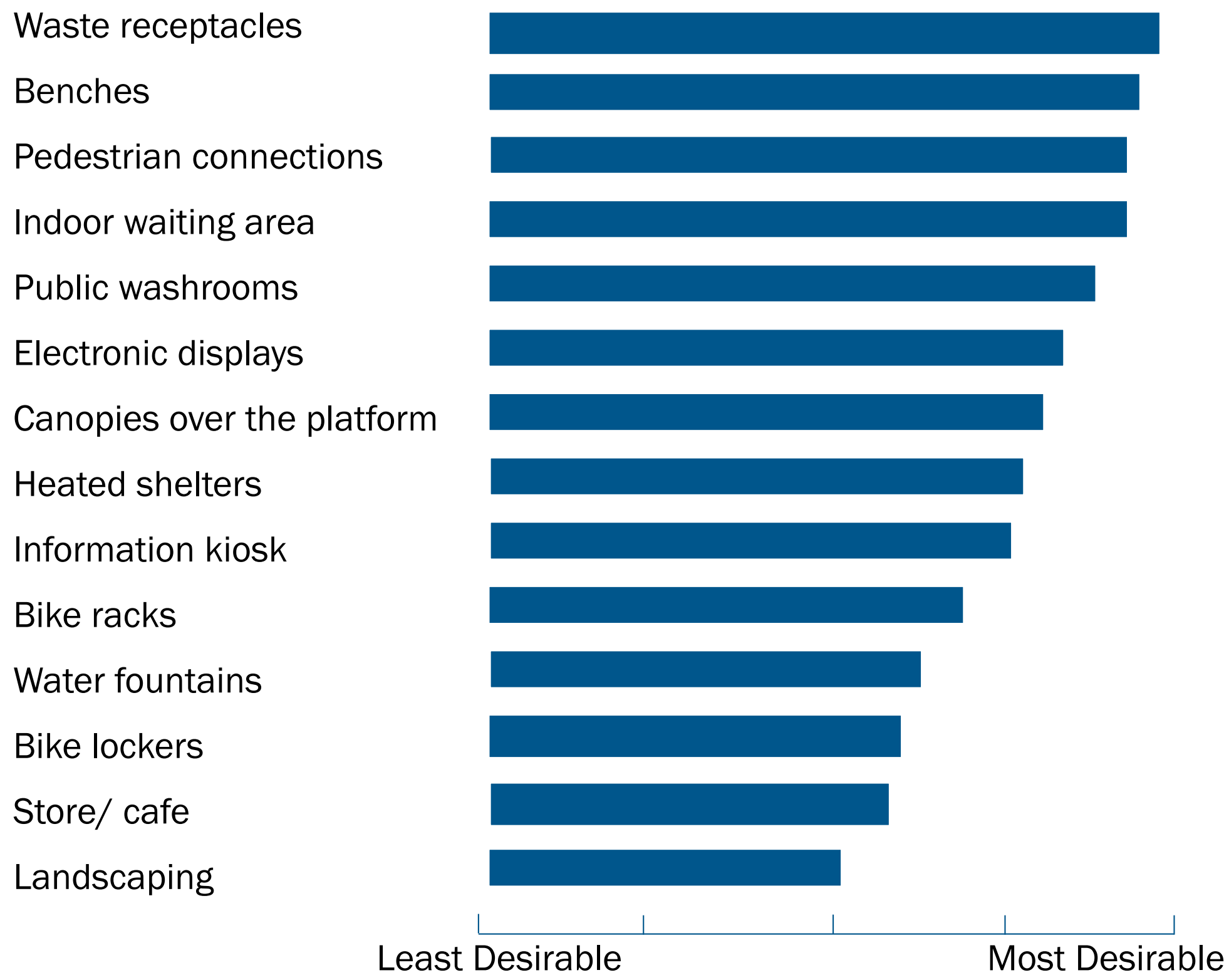
What We Heard

In June, we surveyed transit users at Mumford Terminal and met with community groups. This is what we heard.

Transit Users’ Perception of Mumford’s Existing Conditions



Users’ Amenity Preference within New Terminal



Community groups told us...

“Mumford terminal is confusing. There are no route directions displayed”

“The road at Mumford Terminal is too narrow for buses”

“Mumford Terminal is not safe at night”

“Mumford Terminal is too crowded, buses can’t park at proper bays, which causes missed connections”

“The existing terminal is too congested”

“There is an opportunity to further develop land around the existing Mumford Terminal”

“There is a lack of seating and shelter at Mumford Terminal”

“The Location of Mumford Terminal is a big strength”

“The Terminal needs better pedestrian access”

Terminal Comparison

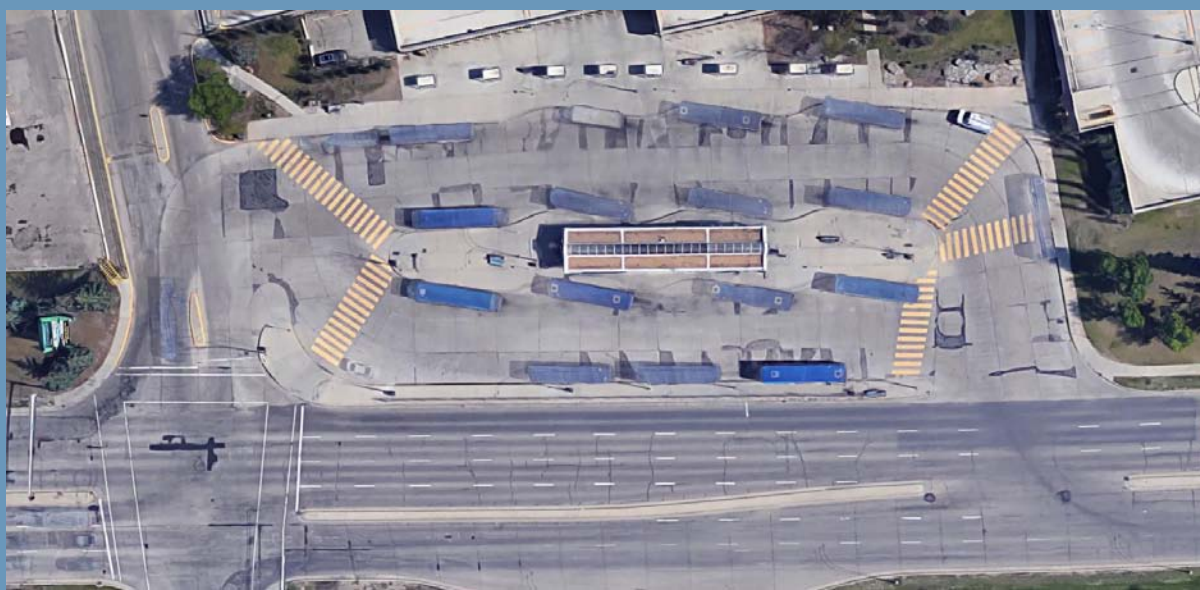
Here are how amenities and features of our other terminals compare.

Terminal	Area	Stops	Connections					Comfort				Convenience			
			Electronic Displays	Ticket Sales	Bike Racks	Bike Lockers	Bike Repair Station	Washrooms	Indoor Waiting Area	Benches	Heated Shelters	Platform Canopy	Store/Cafe	Water Fountains	Waste Receptacles
Lacewood		14													
Bridge		16													
Mumford (existing)		4													
New Terminal		10													



Sample Terminals from Across Canada

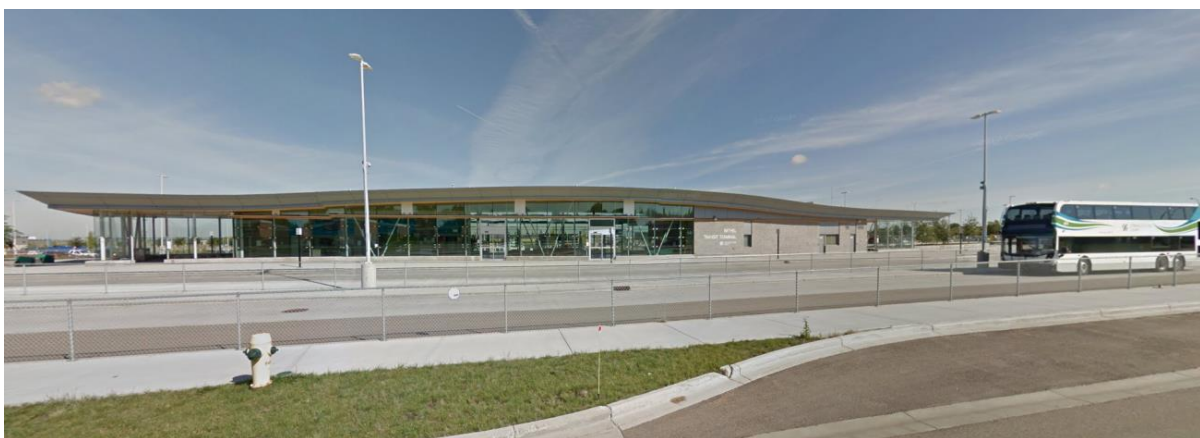
West Edmonton Mall | Edmonton, AB



- ✓ Large weather protected shelter
- ✓ High standard of design
- ✗ Bicycle parking facilities
- ✗ Direct pedestrian connections (to West Edmonton Mall only)
- ✗ Park-and-ride spots
- ✓ Integration with surrounding development

Bethel Transit Terminal | Strathcona County, AB

- ✓ Large weather protected shelter
- ✓ High standard of design
- ✓ Bicycle parking facilities
- ✓ Direct pedestrian connections
- ✓ Park-and-ride spots
- ✗ Integration with surrounding development



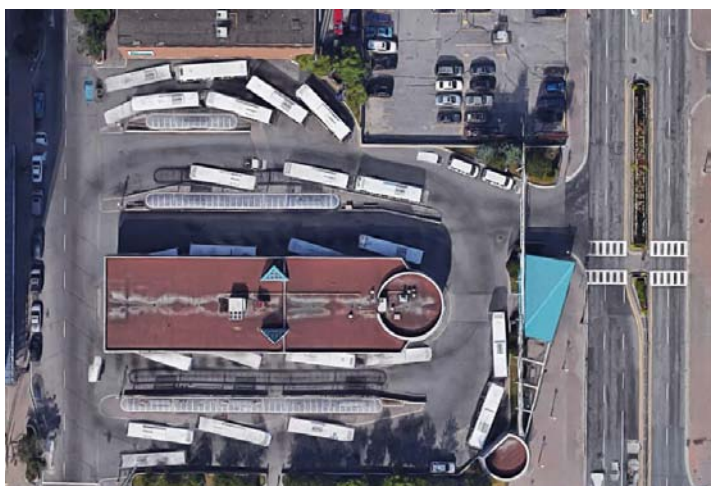
St. Vital Centre Transit Terminal | Winnipeg, MB



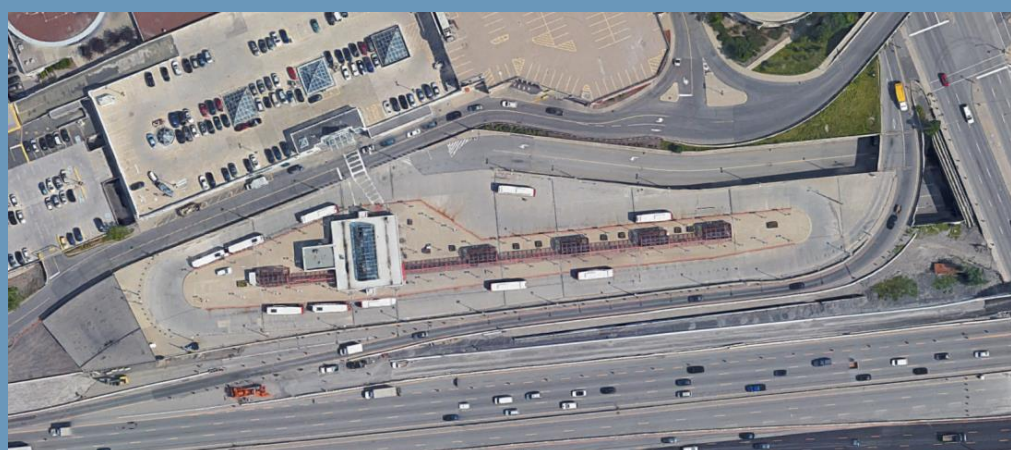
- ✓ Heated shelters
- ✓ High standard of design
- ✓ Bicycle parking facilities
- ✓ Direct pedestrian connections
- ✗ Park-and-ride spots (Stadium events only)
- ✗ Integration with surrounding development

Sudbury Transit Centre | Sudbury, Ontario

- ✓ Large weather protected shelter
- ✓ High standard of design
- ✓ Bicycle parking facilities
- ✓ Direct pedestrian connections
- ✗ Park-and-ride spots (located downtown)
- ✓ Integration with surrounding developmen



St. Laurent Station | Ottawa, ON



- ✓ Large weather protected shelter
- ✓ High standard of design (currently under renovation)
- ✗ Bicycle parking facilities
- ✗ Direct pedestrian connections (to St. Laurent Shopping Centre only)
- ✗ Park-and-ride spots
- ✓ Integration with surrounding development

King's Place Transit Terminal | Fredericton, NB

- ✓ Large weather protected shelter
- ✗ High standard of design
- ✗ Bicycle parking facilities
- ✓ Direct pedestrian connections
- ✗ Park-and-ride spots
- ✓ Integration with surrounding development



On Street vs. Off Street Transit terminals

When evaluating potential locations for a new terminal, we looked at potential On Street and Off Street options. Here is the difference.

On Street Terminals

An on street terminal is defined as a transit terminal that is located within a street right-of-way. This right-of-way through the terminal can be restricted to transit vehicles or used by all traffic; however, generally the lane closest to the curb is reserved for transit use

Advantages of On Street Terminals:

- Reduces the need for property acquisition;
- Direct access to the pedestrian network;
- Reduces bus running times;
- High visibility for the transit system; and
- Enhances the ability for area intensification/development

Disadvantages of On Street Terminals:

- Hard to accomodate through-routes (without layovers) and terminating routes (with layovers)
- Passengers can be required to cross the street to make connections with other routes;
- Higher potential for conflict between buses and traffic and pedestrians and vehicles; and
- Often limited space within right-of-way to accommodate station needs.



Scotia Square on Barrington is an example of an on street terminal

Off Street Terminals

An off street terminal is defined as a transit terminal that is located on a parcel of land not within the street right-of-way.

Advantages of Off Street Terminals:

- Reduces conflict between vehicles, transit vehicles, and passengers;
- Provides a sense of permanence;
- Provides an amenity to the adjacent neighbourhood;
- High visibility for the transit system; and
- Enhances the ability for area intensification/development

Disadvantages of Off Street Terminals:

- Diminished visibility of the transit system if the station is located too far from the surrounding community or if it is hidden;
- Additional security measures may be required;
- Additional costs if property acquisition is required; and
- Increased operating costs to maintain the terminal.



Lacewood Terminal is an example of an off street terminal

Evaluation Criteria

To help us identify candidate sites for the new terminal, the following criteria have been developed.

we are here

next steps

Step 1.

Step 2.

Step 3.

Creating the Long List

Determining initial locations, which are shown on the map today.

Initial Criteria:



Complete

Evaluating the Long List

Narrowing down the options.

Long List Criteria:

- **Number of Existing Routes Served** - How well does the location serve existing transit routes?
- **Number of *Moving Forward Together* Plan Routes Served** - How well does the location serve the future transit routes?
- **Proximity to Mixed Land Uses** - Is the station location surrounded by a mix of land uses?
- **Land Acquisition** - How difficult will it be to acquire the land or work with the land owner?
- **Pedestrian Environment** - What is the quality of the pedestrian experience in the area surrounding the station?
- **Cycling Environment** - What is the quality of the cycling experience in the area surrounding the station?
- **Bus Access/ Bus Egress** - How easy will it be for buses to enter and exit the location?
- **Layout and function of terminal facilities** - Does the location provide enough space in such a way that the terminal can be well laid out?

***We are looking for your
feedback on this evaluation
criteria today!***

Evaluating the Short list

Choosing the best location for the new terminal.

New Terminal Design Goals:

Outcome:

A long list of potential on and off-street terminal locations (shown on map).

Outcome:

A short list of potential on and off-street terminal locations.

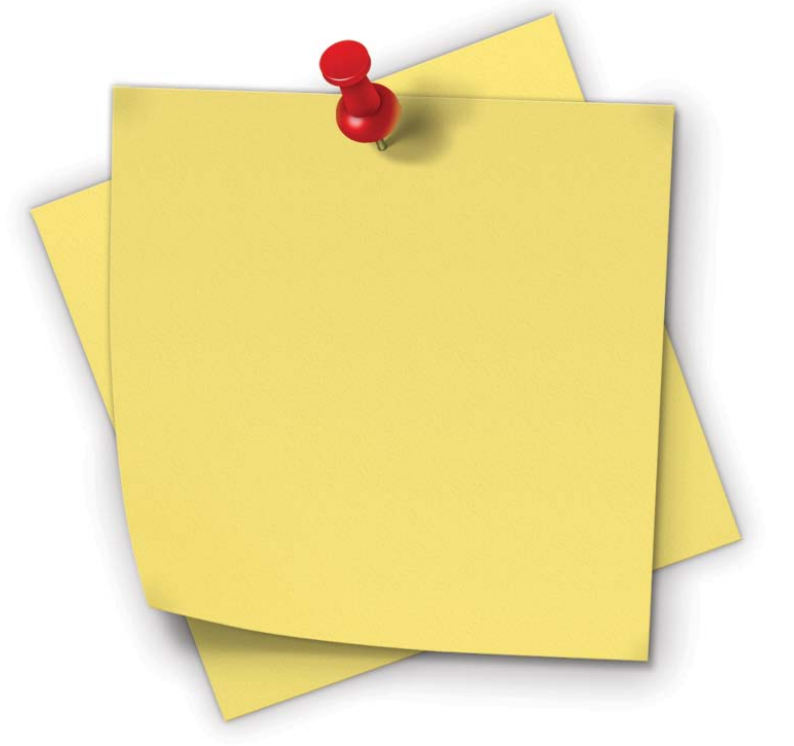
Outcome:

A final recommended Terminal location and design

Mumford Terminal Replacement Opportunities Study

The logo for Halifax Transit, featuring the word "HALIFAX" in a large, bold, blue sans-serif font, with the word "TRANSIT" in a smaller, blue sans-serif font directly below it.

Evaluation Criteria

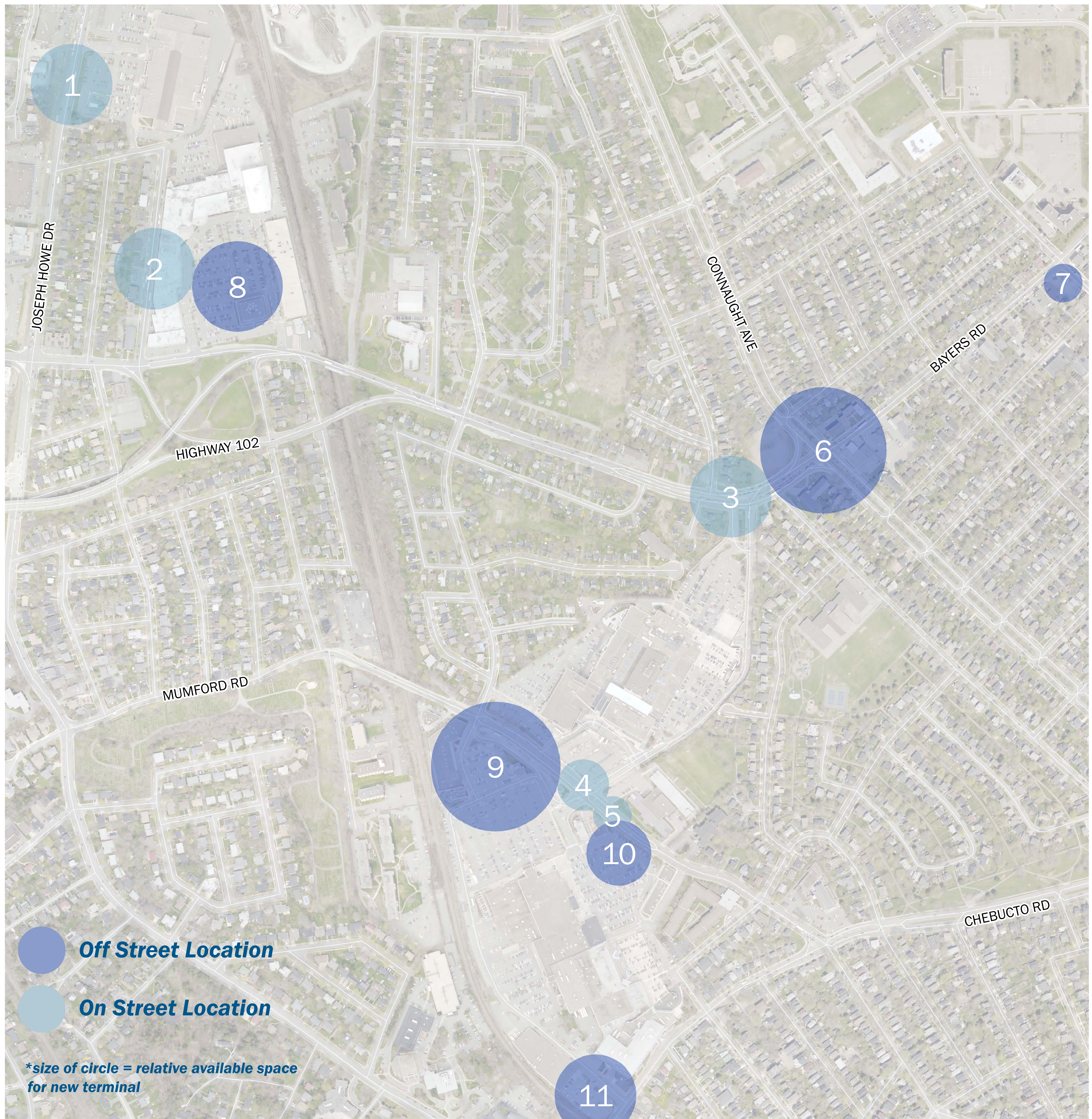


Post your thoughts!

- Do you agree with our long list of evaluation criteria*
- Are there other criteria that should be included?*

Location Opportunities

Following our initial criteria, we have selected the following as potential locations for a new terminal to replace Mumford.



Location Opportunities

On Street Opportunities

1

Joseph Howe Drive at Superstore



2

Desmond Avenue



3

Bayers Road Centre



4

Mumford Road Opposite Sears



5

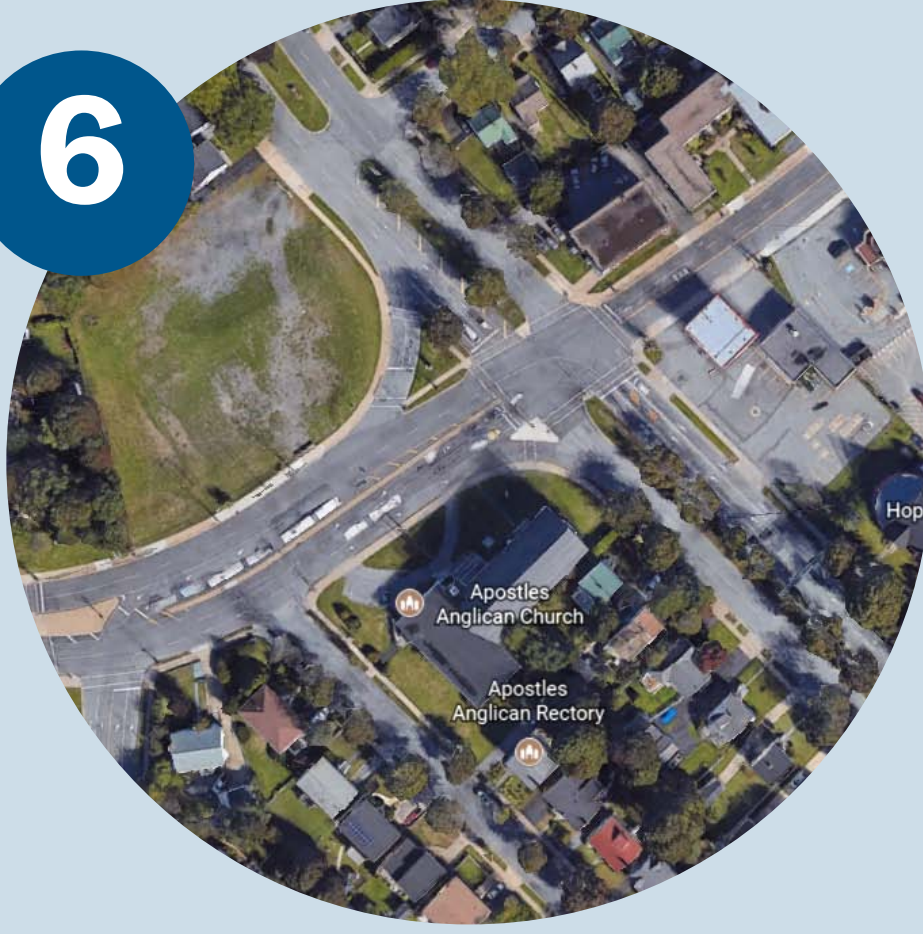
Mumford Road Opposite Sobeys



Off Street Opportunities

6

Bayers Road & Connaught Avenue



7

Bayers Road & Oxford Street



8

Bayers Road Centre



9

Expansion on Existing Site



10

HSC - Sobeys Off-street

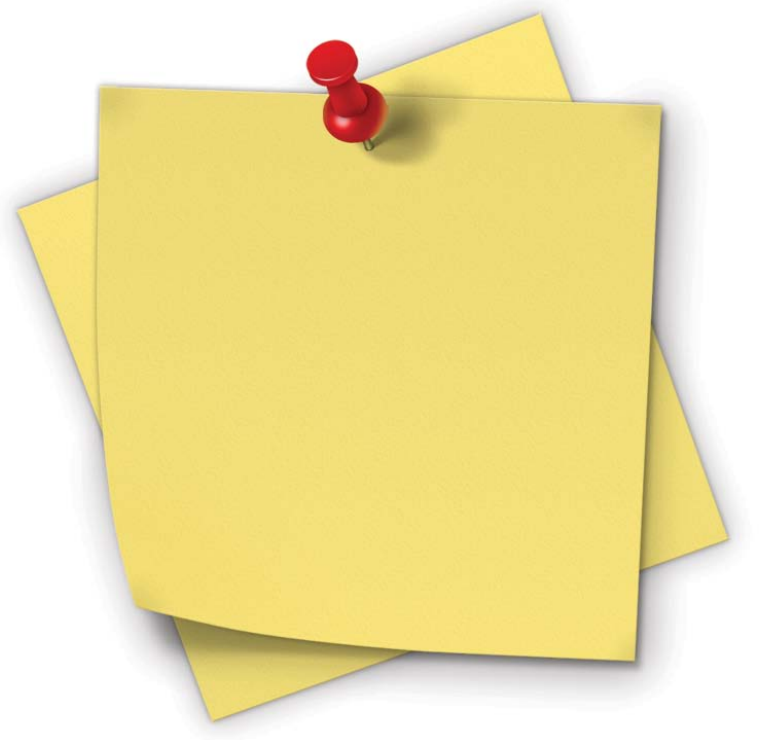


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Adjacent to Chebucto Road



Location Opportunities



Post your thoughts!

- Do you agree with our location opportunities?*
- Are there other locations that should be included?*

Location Preference

Place a sticker on the location you prefer for a new Terminal or location(s) you believe Halifax Transit should investigate further

