

NORTH WEST TRANSIT ADVISORY COMMITTEE  
MINUTES

February 11, 2009

PRESENT: Philip Cox, Chair  
William Chaffey  
Michael Cormier  
Ian MacLaine  
John Merrick  
Stephen Scott  
Gunther Seyffarth

ABSENT: Councillor Brad Johns (regrets)  
Terry Churney

STAFF: Ms. Chris Newson, Legislative Assistant  
Mr. Dave Reage, Coordinator, Planning and Project Delivery, Metro  
Transit  
Mr. Edward Robar, Manager, Planning and Project Development,  
Metro Transit

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**1. CALL TO ORDER**

Mr. Phil Cox, Chair, called the meeting to order at 7:25 pm in Boardroom #1, 1<sup>st</sup> Floor Sackville Planning Office, 636 Sackville Drive, Lower Sackville.

The Committee extended a warm welcome to new members Mr. Michael Cormier and Mr. Ian MacLaine.

**2. APPROVAL OF THE MINUTES - November 12, 2008**

**MOVED BY Mr. John Merrick, seconded by Mr. Gunther Seyffarth that the minutes of November 12, 2008, as presented, be approved. MOTION PUT AND PASSED.**

**3. APPROVAL OF ORDER OF BUSINESS AND ADDITIONS/DELETIONS**

- Additions:**
- 8.1 Route 80 Schedule - Michael Cormier
  - 8.2 Route 89 - Phil Cox
  - 8.3 Election of Chair/Vice-Chair - Phil Cox
  - 8.4 Route 89 - Queuing of Buses at Cobequid Terminal
  - 8.5 Sackville to Bedford Transit Service via Lucasville Road/Hammonds Plains Road

The Committee agreed to the agenda as amended.

**4. BUSINESS ARISING OUT OF THE MINUTES**

**4.1.1 Letter to Wal-Mart re: Bus Shelter**

The Legislative Assistant advised that the North West Community Council had received a response to the letter. Wal-mart has expressed interest in the bus shelter project and has requested more information from staff in regard to cost estimates.

Mr. David Reage, Coordinator, Planning and Project Delivery, Metro Transit, offered to contact Wal-mart in regard to costing estimates for the shelter.

**4.1.2 Security On Buses**

Mr. Reage advised that within six months the entire Metro Transit fleet would be equipped with cameras. He noted that the system was extremely secure including restricted access to the data.

**4.1.3 Update on Tantallon Rural Express Transit Service**

Mr. Reage advised that:

- the buses were scheduled to arrive in late June or early July 2009.
- the style of bus would be slightly different as they would be a cut away vehicle, high floor buses, seats similar to the MetroLink seating, 35' length with thirty-two (32) seats.
- the run frequency would be thirty (30) minutes at peak time out of Tantallon.
- there would be five reserve buses available to ramp up service quickly if needed.
- two Park 'n Rides would be available one with parking for 187 vehicles and the other slightly smaller.
- the route would run direct from Tantallon to the downtown. In future, service may be offered at some exits along the route from Tantallon.
- consideration has been given to providing a stop at Albermarle Street (Scotia Square) that would provide an easy walk to transfer at the Scotia Square terminal on Barrington Street.

Mr. Edward Robar, Manager, Planning and Product Development, Metro Transit, in response to Mr. Cox, advised that Metro Transit would be watching for any required adjustments to the Route 33 in regard to ridership once the rural express route was in operation. He further advised that the fare would be part of Metro Transit's operational review. An update on the fares would be provided at a later date.

**5. CONSIDERATION OF DEFERRED BUSINESS**

**5.1 2007 Load/Ridership Counts - Executive Summary**

- A copy of the data prepared by Mr. William Chaffey was before the Committee.

Mr. Chaffey advised that he had combined two years of statistical data onto one graph. He further noted that the Executive Summary included, for consideration, the suggestion of acquiring small buses for those routes with low ridership counts thereby freeing the larger buses for use in alleviating capacity concerns on those routes currently at, or beyond, capacity.

Mr. Robar commented that the data provided in chart format by the Committee was very helpful to Metro Transit staff as the ridership information assisted in implementing required changes such as increasing/decreasing service frequency. He noted that the Route 81 originated from the statistical data and that the load profiles assisted in determining where the large loads were originating.

Mr. Cox noted that the original intent in compiling the data was to obtain more service and funding to provide that service.

Mr. Robar advised that, based on the data and issues shown in the load profiles, the Committee would be able to formalize recommendations to the Community Council.

In response to Mr. Merrick, Mr. Robar noted that new farebox technology being installed next year would assist Metro Transit staff in providing raw statistical data in a more timely manner for analysis by the Committee.

**MOVED BY Mr. John Merrick, seconded by Mr. Gunther Seyffarth that the Executive Summary, upon final revision by Mr. Chaffey, be forwarded to the North West Community Council for information purposes only. MOTION PUT AND PASSED.**

**6. CORRESPONDENCE, PETITIONS AND DELEGATIONS**

**6.1 Correspondence**

A letter from Mr. Robert Wilde acknowledging the need for better snow removal at the Cobequid Terminal was discussed. Mr. Robar offered to look into the snow removal process at the Cobequid Terminal.

Mr. Cox offered to provide an update at the next meeting on the land swap for that parcel of land abutting the Cobequid Terminal.

**6.2 Petitions - None**

**6.3 Delegations - None**

**7. REPORTS**

**7.1 Bedford Visioning**

Mr. John Merrick advised that he had attended the Ecology Action Centre's transportation workshop along with Mr. David McCusker. He noted that a group of principles was put forward in regard to general transportation improvements and that he would be attending a Transportation Seminar at Dalhousie University in early March where Consultants would review the information. Mr. Merrick further noted that the Bedford Waterfront Corporation had hired a Consultant to develop three plans that were to include transportation and waterfront development ideas for the Bedford Visioning Group's review by early fall 2009.

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In response to Mr. Cox, Mr. Robar advised that Metro Transit was hoping to be able to provide some type of service to Southgate once the interchange has been completed. The interchange would provide more flexibility along the Bedford Highway. He noted that currently, the average speed between Flamingo and Bayview was only 7 km per hour.

**7.2 APTA information**

Mr. Chaffey presented the information in regard to smaller buses and their fuel efficiency noting that some smaller buses provided a cost saving of 1/3 that of a traditional bus.

Mr. Reage noted that the data appeared to be from a free online publication available at [www.tcrponline.org](http://www.tcrponline.org) (Transit Cooperative Research Program).

**8. ADDED ITEMS**

**8.1 Route 80**

Mr. Michael Cormier inquired whether it would be possible to commence the first run on the Route 80 from Sackville five or ten minutes earlier so that those persons who commenced work at 6:00 a.m. in Bedford would be able to make their shift.

Mr. Robar offered to forward the suggestion to Ms. Amy Power, Supervisor, Scheduling and Service Planning, Transportation and Public Works, for consideration. He noted that typically first runs were easier to consider, however; any change would depend on how many people would be impacted by that change.

Mr. Reage offered to provide an update at the next meeting.

**8.2 Route 89**

Mr. Cox noted that the 7:15 a.m. Route 89 bus at the Cobequid Terminal blocks the Route 84 bus so that passengers are left waiting (outside) until the Route 89 bus moves. He commented that there were too many buses for the space.

Mr. Robar offered to send a Metro Transit Service Supervisor to review the situation.

**8.3 Election of Chair/Vice-Chair**

The Legislative Assistant called for nominations for Chair of the North West Transit Advisory Committee for the 2009 term to run until November 30, 2009.

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**MOVED BY Mr. Gunther Seyffarth, seconded by Mr. John Merrick that Mr. Phil Cox be nominated as Chair for the 2009 term.**

Mr. Michael Cormier offered to serve as Chair for the 2009 term.

Mr. Cox respectfully declined the nomination; **MOTION WAS LOST.**

The Legislative Assistant called for further nominations; hearing none, **Mr. Michael Cormier was appointed Chair of the North West Transit Advisory Committee for the 2009 term.**

The Legislative Assistant called for nominations for Vice-Chair of the North West Transit Advisory Committee for the 2009 term.

**MOVED BY Mr. Phil Cox, seconded by Mr. Gunther Seyffarth that Mr. John Merrick be nominated as Vice-Chair of the North West Transit Advisory Committee for the 2009 term.**

Mr. Merrick accepted the nomination.

The Legislative Assistant called for any further nominations for Vice-Chair; hearing none the **MOTION WAS PUT AND PASSED.**

**8.4            Route 89 - Queuing of Buses at Cobequid Terminal**

This item had been dealt with previously under Item 8.2.

**8.5            Sackville to Bedford Transit Service via Lucasville Road/Hammonds Plains Road**

**MOVED BY Mr. Ian MacLaine that the North West Transit Advisory Committee recommend that the North West Community Council request a staff report on providing a transit route from the Sackville METROLINK Terminal to the Sobey's in Bedford via the Lucasville Road and Hammonds Plains Road.**

Without a seconder for the motion, Mr. Robar explained that the Lucasville Road area fell outside the urban tax boundary therefore the area was not covered for transit service. The Hammonds Plains Road area has an area rate to cover their transit service. Mr. Robar suggested that the Lucasville Road area could arrange for Community Transit similar to Beaver Bank Community Transit service.

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Mr. Cox suggested that Mr. MacLaine discuss the issue further with Councillor Johns as the issue had been raised previously, however, due to the tax issue, the matter could not proceed further at that time.

Without a seconder, the **MOTION WAS LOST**.

**9.           NEXT MEETING DATE - Wednesday, March 11, 2009**

The Legislative Assistant advised that invitations had been extended to Ms. Patricia Soanes, General Manager, Metro Transit and to Mr. Philip Herritt, Superintendent, Transit Vehicle Tracking and Communications, Metro Transit for the March meeting.

Mr. MacLaine requested an opportunity to provide a presentation at the March meeting.

**10.           ADJOURNMENT**

The meeting was adjourned at 8:40 p.m.

Chris Newson  
Legislative Assistant