

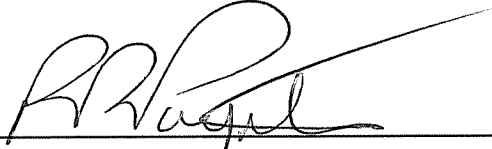


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Halifax Regional Council  
June 29, 2004

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

  
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Rick Paynter, P. Eng., Director, Public Works & Transportation

**DATE:** June 17, 2004

**SUBJECT:** Transit Service - District 11

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## INFORMATION REPORT

### ORIGIN

In April 2003 Halifax Regional Council raised two issues regarding transit service in the Halifax Peninsula area of District 11. These issues centred on changes made to the transit service in the Novalea Drive area and the closure of the Bank of Montreal on Young Street.

## **BACKGROUND**

In 2002 Metro Transit completed a strategic review of the conventional bus service that included developing transit service standards and a multi-year plan aimed at improving service to meet these standards. In May of 2003 Metro Transit began implementing the recommendations by introducing direct service from Halifax Mainland North to North Dartmouth, including Burnside, and increasing service to the hospitals and Peninsula universities. Over the last year Metro Transit has continued to address the study's recommendations by:

- increasing service from Spryfield, Timberlea, and Cole Harbour/Dartmouth East to Peninsula Halifax,
- increasing late evening service on several routes, and
- increasing the week-end service frequency on routes 20 Herring Cove, 21 Timberlea, 60 Eastern Passage, 61 North Preston, 68 Cherrybrook, 80 Sackville, 82 Millwood, 83 Springfield, and 87 Downsview.

The next changes are planned for the Cole Harbour area and will coincide with the anticipated completion of the Portland Hills Transit Terminal this fall.

## **DISCUSSION**

At the April 8, 2003 Council Meeting, Councillor Blumenthal asked if Metro Transit could donate a bus to facilitate the banking needs of District 11 residents. Metro Transit has several routes that operate in District 11. These routes provide direct access to many of the banks throughout Peninsula Halifax. With a transfer, District 11 residents could also access many of the banks throughout the urban areas of HRM. This access is similar to most urban areas and does not require additional bus service.

At their April 15, 2003 meeting, Halifax Regional Council asked for an update on Metro Transit's meeting with residents of Samuel Prince Manor. Staff met with residents May 15, 2003 to discuss the planned transit service changes including discontinuing the route 12 Young and introducing the route 52 Crosstown. Staff answered questions and explained the change to those attending the meeting and were able to address most of the concerns that were raised.

Although the route 12 Young service was discontinued (May 2003) all areas served by the route continue to be within Metro Transit's walk distance standards. A passenger survey conducted shortly after the changes showed one-third of the route 52 Crosstown passengers no longer had to transfer and twenty percent had not used transit prior to the changes.

**BUDGET IMPLICATIONS**

There are no budget implications.

**FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

**ALTERNATIVES**

There are no recommended alternatives.

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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