

**Transportation Standing Committee
June 4, 2014**

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: Original signed

Eddie Robar, Director, Metro Transit

DATE: April 3, 2014

SUBJECT: Integration of Transit Routes 401 & 370 and Re-route of Route 401

INFORMATION REPORT

ORIGIN

On February 5, 2014, the Transportation Standing Committee meeting, Item 7.1.1, directed staff to prepare a report.

MOVED by Councillor Hendsbee, seconded by Councillor Walker, that the Transportation Standing Committee request a staff report to re-evaluate the possibility of integrating Route 370 and 401, to redirect the routes to merge at the park and ride at Exit 20 (Highway 107), including looking at rerouting through Lake Echo along Bell Street, Thomas Street, and down Beech Hill Drive to the No. 7 Highway.

LEGISLATIVE AUTHORITY

There is no Legislative Authority associated with this information report.

BACKGROUND

On October 22, 2013, Halifax Regional Council requested a staff report investigating the possibility of having Route 401 & 370 integrate at the Exit 20 Park & Ride:

Moved by Councillor Hendsbee, seconded by Councillor Whitman, that Halifax Regional Council request a staff a report on the possibility of having the local community transit service (route 401) integrate a scheduled stop-over transfer rendezvous at the Park & Ride terminal at Porters Lake

An Information Report dated December 19, 2013 (Attachment A) was provided to Halifax Regional Council at the January 14, 2014 meeting discussing the integration of Route 401 and 370 at the new Exit 20 Park & Ride.

DISCUSSION

On April 30, 2013 Halifax Regional Council approved Metro Transit's 2013-14 Annual Service Plan including recommended service adjustments. The approved service adjustments included new Porters Lake MetroX service from a new Park & Ride location on Inspiration Drive to the Bridge Terminal in Dartmouth and Albemarle Street in downtown Halifax.

Metro Transit's 2013-14 Annual Service Plan did not include adjustments and budget for Community Transit Route 401 to integrate with Route 370 MetroX at the new Park & Ride or adjust the routing of Route 401 to service Bell Street, Thomas Street and Beech Hill Drive.

The Route 401 Porters Lake Community Transit currently provides service on Highway #7 in both directions during the Weekdays. Adjusting Route 401 to provide service to Bell Street, Walker Street, Thomas Street and Beech Hill Drive would require implementing a route adjustment. The proposed route adjustment would require the removal of service on Highway #7 between Bell Street and Beech Hill Drive in both directions impacting approximately 5 to 7 daily customers. The proposed route adjustment will also require additional travel time and combined with a proposed integration of route 401 & 370 at the Porters Lake Park & Ride may result in considerable schedule adjustments for some customers using route 401. (Attachment B).

Metro Transit Operational Supervisors and Metro Transit Trainers have also reviewed the proposed route adjustment and there are various operational concerns. It has been noted the roads are in poor condition and daily use of a heavy transit vehicle may deteriorate the roads further. In addition Thomas Street is a winding and narrow road and Beech Hill Drive is a steep road; the disposition of these two roads will require Metro Transit to implement a snow plan route when adverse weather conditions are present including the condition of the road's winter condition. It should be noted that Bell Street, Walker Street, Thomas Street, and Beech Hill Drive are not maintained by the Halifax Regional Municipality.

Integrating the schedule for Route 370 and Route 401 would be possible for specific A.M. and P.M. peak trips including beginning the first outbound trip at Highway #7 and Ross Road, however it would shift the departure and arrival times for other trips in the Route 401 schedule; as a result the schedule would vary from the existing schedule, which was created through community engagement. It should be noted that passengers who currently travel on Route 401 can now transfer at Portland Hills Terminal to MetroLink Route 159 with comparable travel times to the proposed schedule integration and route adjustment.

If the schedules were integrated it would be possible to provide a connection at the Porters Lake Park & Ride for the first two Route 401 trips departing from Seaforth to Portland Hills Terminal with the Route 370 trips departing at 5:53am and 7:55am.

During the P.M peak hours connections could also be provided for the first two P.M. Route 401 trips from Portland Hills Terminal with the Route 370 arriving at 4:35pm and 6:35pm at Porters Lake Park & Ride.

Integrating Route 370 & Route 401 including a proposed route adjustment is possible to a limited extent as stated in this report. The high-level projected operating cost for these service adjustments is approximately \$45,000 per year subjected to detailed scheduling and service planning.

Moving Forward Principles

The Moving Forward Principles were endorsed by Regional Council on January 8, 2014. *The Moving Forward Together Plan* will be drafted based on implementing these principles and requests for services changes will be evaluated against these principles to ensure they are consistent with the goals of *The Moving Forward Together Plan*. The principles that are relevant to this request are **bolded** and discussed below:

- 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.

Adjusting Route 401 to service Bell Street, Thomas Street, Walker Street, Beech Hill Drive and integrating Routes 401 & 370 at Porters Lake Park & Ride would expend resources and would not be considered a high ridership service. As such, this request is contrary to Principle #1.

Additionally, the use of resources in areas that will not generate high ridership is not consistent with the direction provided by the Office of the Auditor General's report entitled *A Systems-Level Performance Review of Metro Transit's Service Delivery*. Completed in July 2013, the report stated the following: "It is the view of the OAG the definition of success for Metro Transit should be amended to focus on increased ridership which would result in additional revenue."¹

¹ (The Office of the Auditor General, 2013, p. 16)



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Attachment A

Item No. 4

Halifax Regional Council
January 14, 2014

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed by Director

SUBMITTED BY:

Eddie Robar, Director, Metro Transit

DATE: December 19, 2013

SUBJECT: Integration of Transit Routes 401 & 370

INFORMATION REPORT

ORIGIN

This report originates from the October 22, 2013 Regional Council meeting, Item 11.4.1.

Moved by Councillor Hendsbee, seconded by Councillor Whitman, that Halifax Regional Council request a staff report on the possibility of having the local community transit service (route 401) integrate a scheduled stop-over transfer rendezvous at the Park & Ride terminal at Porters Lake.

LEGISLATIVE AUTHORITY

There is no Legislative Authority associated with this information report.

BACKGROUND

On April 30, 2013 Halifax Regional Council approved Metro Transit's 2013-14 Annual Service Plan including recommended service adjustments. The approved service adjustments included new Porters Lake MetroX service from a new Park & Ride location on Inspiration Drive to the Bridge Terminal in Dartmouth and Albemarle Street in downtown Halifax. Metro Transit's 2013-14 Annual Service Plan did not include adjustments and budget for Community Transit Route 401 to integrate with Route 370 MetroX at the new Park & Ride.

DISCUSSION

Metro Transit has implemented three MetroX routes as of August 2009 including the recent implementation of Route 370 Porters Lake MetroX service effective November 18, 2013.

Route 370 MetroX provides direct service from the new Park & Ride in Porters Lake on Inspiration Drive near exit 20 off highway 107 to the Bridge Terminal and downtown Halifax. Route 370 service is comparable to Route 330 Tantallon MetroX in that Route 330 provides service from the Park & Ride at Hubley Centre at exit 5 off Highway 103, both routes provide weekday service only with several peak trips, a midday trip and evening trip; whereas Route 320 Fall River/Airport MetroX provides service all day 7 days per week.

MetroX Routes 370 and 330 both service rural areas of HRM, these rural areas are further supported by another transit route; Route 401 in Porters Lake and Route 33 in Tantallon. Route 33 Tantallon provides service to the Hubley Centre. However it should be noted Route 33 Tantallon provided service to the Hubley Centre prior to Route 330 implementation in August 2009 and was not extended to connect with Route 330. Route 401 does not provide service to the Porters Lake Park & Ride as the route does not travel on William Porter Connector and would require a route and schedule adjustment to service the Porters Lake Park & Ride.

Given that Routes 330 and 370 are comparable staff has reviewed the potential for passenger transfers since 2009 between Route 33 and Route 330 to determine the projected transfers between Route 370 and Route 401. Since August 2009 implementation of Route 330 our annual Passenger Count data indicates there is little potential of transfers between Routes 33 and 330. The Route 33 Passenger data table below indicates the number of potential passengers who could transfer between Route 33 and Route 330 during the A.M. Peak and reverse in the P.M. Peak. Based on this experience, when a MetroX Park & Ride is available passengers typically take advantage of this and are unlikely to utilize two infrequent bus routes that will require a transfer. Likewise based on past experience passengers typically do not back track in their travel therefore transfers are also unlikely in that particular situation.

Route 33 Passenger Data

Passenger Data	2009		2010		2011		2012		2013	
	6:45a	7:35a	6:45a	7:35a	6:45a	7:35a	6:45a	7:35a	6:45a	7:35a
A.M. Trips										
Passengers arriving at Hubley Centre who could transfer to Route 330	0	0	0	2	0	2	0	1	0	0
P.M. Trips	5:27p	6:22p	5:27p	6:22p	5:27p	6:22p	5:27p	6:22	5:27p	6:27p
Passengers departing Hubley Centre who could transfer from Route 330	3	1	2	1	1	0	0	0	0	0

Integrating the schedule for Route 370 and Route 401 would be possible for specific A.M. and P.M. peak trips, however it would shift the departure and arrival times for other trips in the Route 401 schedule; as a result the schedule would vary from the existing schedule, which was created through community engagement.

If the schedules were integrated it would be possible to provide a connection at the Porters Lake Park & Ride for the first two Route 401 trips departing from Seaforth to Portland Hills Terminal with the Route 370 trips departing at 5:53am and 7:55am.

During the P.M peak hours connections could also be provided for the first two P.M. Route 401 trips from Portland Hills Terminal with the Route 370 arriving at 4:35pm and 6:35pm at Porters Lake Park & Ride

The Route 401 Passenger data table below identifies the number of passengers travelling between Seaforth to/from Lakeview Plaza and those boarding/departing at Lakeview Plaza; the table indicates on average for years 2012 and 2013 5 or less passengers per year per trip would have the option of transferring between Route 401 and Route 370.

Route 401 Passenger Data

Passenger Data	2012				2013			
	547am		727am		547am		727am	
A.M. Trip Time *	On	Off	On	Off	On	Off	On	Off
Description								
Seaforth to Lakeview	2	0	4	0	1	0	0	0
At Lakeview Plaza	6	0	0	1	4	0	3	0
P.M. Trip Times *	427pm		623pm		427pm		623pm	
Description	On	Off	On	Off	On	Off	On	Off
At Lakeview Plaza	0	2	1	5	0	5	0	2
Lakeview to Seaforth	0	1	0	1	0	1	0	1

**Existing departure times*

Integrating Route 370 & Route 401 is possible to a limited extent as stated in this report. However, based on past experience it is unlikely to generate significant ridership and would subsequently increase travel time for those passengers travelling between Seaforth and Lakeview Plaza to Portland Hills Terminal. The high-level projected operating cost for this service adjustment is approximately \$10,300 per year subjected to detailed scheduling and service planning.

FINANCIAL IMPLICATIONS

There are no financial implications with this report.

COMMUNITY ENGAGEMENT

On-line surveys conducted September 14 to 30, 2009 and on-board passenger surveys conducted September 22 to 24, 2009.

Meeting held at Metro Transit with Councillors and community representatives on Friday, October 1, 2010.

ATTACHMENTS

Appendix A – Existing Route 401 Porters Lake Community Transit schedule

Appendix B – Proposed integrated Route 401 Porters Lake Community Transit schedule

Appendix C – Route 370 Metro X Porters Lake schedule

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Amy Power, Supervisor, Scheduling & Service Planning, 490-4636

Original Signed

Report Approved by: _____
Dave Reage, MCIP, LPP, Manager, Planning & Scheduling, 490-5138

Appendix A

Existing Route 401 Porters Lake Community Transit Schedule

To Grand Desert						To Dartmouth					
Portland Hills Terminal	East Preston	Hwy 7 & Partridge River	Lakeview Shopping Plaza	Grand Desert	Seaforth Back Road	Seaforth Back Road	Grand Desert	Lakeview Shopping Plaza	Hwy 7 & Partridge River	East Preston	Portland Hills Terminal
Monday to Friday						Monday to Friday					
-	-	-	-	545a	547a	547a	550a	600a	615a	622a	635a
640a	653a	700a	715a	725a	727a	727a	730a	740a	755a	802a	815a
822a	835a	842a	857a	907a	909a	909a	912a	922a	937a	944a	957a
1003a	1016a	1023a	1038a	1048a	1050a	1050a	1053a	1103a	1118a	1125a	1138a
350p	405p	412p	427p	437p	439p	439p	442p	452p	507p	514p	532p
546p	601p	608p	623p	633p	635p	635p	638p	648p	703p	710p	728p
742p	757p	804p	819p	829p	831p	831p	834p	844p	859p	906p	924p

No service Saturday or Sunday

Appendix B

Proposed Integrated Route 401 Porters Lake Community Transit Schedule

To Grand Desert							To Dartmouth						
Portland Hills Terminal	East Preston	Hwy 7 & Partridge River	Exit 20 Park & Ride	Lakeview Shopping Plaza	Grand Desert	Seaforth Back Rd	Seaforth Back Rd	Grand Desert	Lakeview Shopping Plaza	Exit 20 Park & Ride	Hwy 7 & Partridge River	East Preston	Portland Hills Terminal
Monday to Friday							Monday to Friday						
-	-	-	-	-	529a	531a	531a	534a	544a	547a	605a	612a	625a
630a	643a	700a	707a	709a	719a	721a	721a	724a	734a	737a	755a	802a	815a
822a	835a	842a	-	857a	907a	909a	909a	912a	922a	-	937a	944a	957a
1003a	1016a	1023a	-	1038a	1048a	1050a	1050a	1053a	1103a	-	1118a	1125a	1138a
401p	416p	423p	440p	442p	452p	454p	454p	457p	507p	510p	528p	535p	553p
601p	616p	623p	640p	642p	652p	654p	659p	702p	712p	715p	733p	740p	758p
803p	818p	825p	-	840p	850p	852p	852p	855p	905p	-	920p	927p	945p

No service Saturday or Sunday

Appendix C

Route 370 MetroX Porters Lake Schedule

To Halifax			To Porters Lake		
Porters Lake Park & Ride	Bridge Terminal	Albemarle St	Albemarle St	Bridge Terminal	Porters Lake Park & Ride
Monday to Friday			Monday to Friday		
538a	610a	625a	-	-	-
553a	625a	640a	-	-	-
625a	700a	715a	-	-	-
655a	730a	745a	-	-	-
725a	800a	815a	-	-	-
755a	830a	845a	-	-	-
238p	310p	325p	-	-	-
408p	440p	455p	-	-	-
-	-	-	145p	200p	230p
-	-	-	315p	330p	400p
-	-	-	345p	400p	435p
-	-	-	415p	430p	505p
-	-	-	445p	500p	535p
-	-	-	515p	530p	605p
-	-	-	545p	600p	635p
-	-	-	620p	635p	710p

No service Saturday or Sunday

Attachment B

Route 401 Community Transit Proposed Schedule with Routing Adjustment

Route 401 Preston - Porters Lake - Grand Desert (Proposed - Routing Adjustment)

To Grand Desert								To Dartmouth							
Portland Hills Terminal	Ross Road / Hwy 7	East Preston	Hwy 7 & Partridge River	Exit 20 Park & Ride	Lakeview Shopping Centre	Grand Desert	Seaforth Back Road	Seaforth Back Road	Grand Desert	Lakeview Shopping Centre	Exit 20 Park & Ride	Hwy 7 & Partridge River	East Preston	Portland Hills Terminal	
Monday to Friday								Monday to Friday							
	422a	425a	432a	456a	458a	508a	510a	510a	513a	523a	526a	551a	558a	611a	
616a	626a	629a	636a	700a	702a	712a	714a	714a	717a	727a	730a	755a	802a	815a	
820a	830a	833a	840a	-	902a	912a	914a	914a	917a	927a	-	949a	956a	1009a	
1014a	1024a	1027a	1034a	-	1056a	1106a	1108a	1108a	1111a	1121a	-	1143a	1150a	1203p	
355p	407p	410p	417p	441p	443p	453p	455p	455p	458p	508p	511p	536p	543p	601p	
606p	618p	621p	628p	652p	654p	704p	706p	706p	709p	719p	722p	747p	754p	812p	
817p	829p	832p	839p	-	901p	911p	913p	913p	916p	926p	-	948p	955p	1013p	

No service Saturday or Sunday

Attachment C – Proposed Routing Adjustment

