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Chebucto Community Council
February 6, 2006

TO: Chairman and Members of Chebucto Community Council

SUBMITTED BY:

A handwritten signature in black ink, appearing to read "Mike Labrecque".

Mike Labrecque, P.Eng., Director, Transportation & Public Works

DATE: January 13, 2006

SUBJECT: Bus Service - Stoneridge

INFORMATION REPORT

ORIGIN

Chebucto Community Council meeting of January 9, 2006, item 12.1.

BACKGROUND

At the Chebucto Community Council meeting on January 9, 2006, Councillor Mosher requested a staff report regarding commencement of a regular transit service/route to the Stoneridge area.

The Stoneridge subdivision is located off Northwest Arm Drive and is accessed at the intersection of Northwest Arm Drive and the Bay Road and intersection is the only vehicle access to this area. The design (width and alignment) of internal road network is not ideal for a transit route. The operating speed of this section of Northwest Arm Drive is posted for eighty kilometres per hour and is not designed for pedestrians walking to and from the bus or for vehicles to stop and pick up or drop off passengers.

There are walkway connections to the Stonehaven and Osborne Drive subdivisions which are adjacent to this development. Metro Transit currently operates two routes in the area; route 6 Stonehaven and route 14 Leiblin Park in the Osborne Drive.

Metro Transit Service Standards state ninety percent of residential development in the area served by public transit should be within 500 metres of a local bus route. The Stoneridge subdivision and surrounding development fall within this standard.

DISCUSSION

If cost was not an issue, operating bus service on every street would ensure convenient access. However, limited budgets and competing demands for public funds require a balance between operating a bus to every door and expecting passengers to make lengthy walks. Metro Transit's Service Standards provide a tool to review the transit service to ensure residents have consistent access to the bus. Using the walkway connections, this subdivision is within accepted transit walk distances of existing transit service in the Stonehaven and Osborne Drive areas.

The limited access, lack of connections to adjacent development, and operating characteristics of Northwest Arm Drive make it very difficult and costly to introduce a transit route in the Stoneridge Subdivision. Although road connections between existing neighbourhoods and subdivisions like Stoneridge are sometimes restricted because of concerns of local residents, the lack of connections greatly reduce Metro Transit's ability to provide future transit service. Staff encourage transit access be considered when reviewing development so the necessary road or bus only connections are included to permit transit service to be easily and efficiently extended to new development.

Based on the existing walk distances to routes 6 Stonehaven and 14 Leiblin Park, Metro Transit does not recommend any added service to the Stoneridge Subdivision.

BUDGET IMPLICATIONS

There are no budget implications at this time.

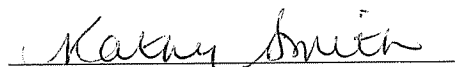
FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

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.

Further information regarding the contents of this report may be obtained by contacting Ken Silver at 490-6689. 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.



Financial Review:

Kathy Smith, Financial Consultant at 490-6153