

Item No. 5
Halifax Regional Council
November 9, 2010

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by Director

Ken Reashor, P.Eng., Director of Transportation and Public Works

DATE: October 28, 2010

SUBJECT: Community Transit & Route 3 Manors Service Options

INFORMATION REPORT

ORIGIN

This report originates from the September 14, 2010 Regional Council meeting, Item 11.2.1 – Sambro Local Transit Rate.

BACKGROUND

On September 14, 2010 Halifax Regional Council approved the following motion:

“MOVED by Councillor Karsten, seconded by Councillor Nicoll, that Halifax Regional Council:

1. Defer consideration of this matter pending a meeting of Metro Transit staff, Councillors Adams, Hendsbee, and Dalrymple, and representatives from their respective communities, to develop a strategy and plan to maximize community transit and further that Route 3, Manors be included in this discussion with involved Councillors being part of the discussion.
2. Direct staff to prepare a Council report relative to the outcome of these discussions, including Finance input, and the potential impact on any future community transit routes in HRM.
3. That any changes to Community Transit be held in abeyance until the above report comes back to Council.”

DISCUSSION

On May 25, 2010 Halifax Regional Council approved Metro Transit's 2010-11 Annual Service Plan, including staff recommended service efficiencies. As discussed in the Council approved Annual Service Plan, service efficiencies represent service where ridership does not meet the approved service standards, or where service is deemed to be redundant. In some cases, the adjustments were proposed to improve the performance of the routes in order to meet the service standards.

Service standards were approved by Council as part of the Five-Year Strategic Operations Plan. Service standards are intended to build upon the strong foundation established within today's transit system, and to take Metro Transit to the next level in terms of ridership, mode share, service guidelines and performance measurement of customer satisfaction.

On September 14, 2010 Halifax Regional Council expressed concern with the recommended service efficiencies and requested staff to meet with the affected Councillors and representatives from their communities to review options for specific adjustments to be made on November 22, 2010. Metro Transit staff conducted this meeting and this report represents the Councillors' and communities' suggested options to the service adjustments for Beaver Bank Community Transit, Porter's Lake Community Transit, pilot project Sambro Community Transit and Conventional Transit Route 3 Manors.

Metro Transit staff met with Councillors and members of each community on October 1, 2010. As a result of those discussions the following service options were outlined for Route 3 Manors, Beaver Bank Community Transit, Porter's Lake Community Transit and the pilot project Sambro Community Transit. However, it is important to note that of the services Metro Transit was asked to review with Councillors and the community, the Route 3 Manors is the only conventional transit route. The motion put forward at Halifax Regional Council was to hold the service changes to the community transit routes until such time that Halifax Regional Council had the opportunity to review this report. The Route 3 Manors is part of conventional transit service. As such it is a part of our regular scheduling process as outlined in the Collective Agreement with ATU 508. In keeping with the Collective Agreement with ATU 508, service changes are complete for the upcoming service changes on November 22, 2010. Should Halifax Regional Council move a motion to implement one of the options for the Route 3 Manors and approve the adjustment, the service would go into effect on February 28, 2011. This means the Route 3 Manors would not be in service from November 22, 2010 to February 27, 2011.

Metro Transit will continue to investigate alternative transportation options for the three communities previously identified as candidates for local rural service: Lucasville, Cow Bay, and Lawrencetown.

The level and type of service recommended by staff in these cases will be based on an analysis of the communities' needs and ability to support the service developed and consultation with members of these communities. The process for the first community, Lucasville, is currently underway.

Route 3 Manors – Weekday Service Only

Option 1 – Approved Annual Service Plan Efficiencies

- All Service removed as per the Council Approved 2010-11 Annual Service Plan

Option 2 – Existing Service

- 4 round trips per weekday

Option 3 – Existing Route & Trip Adjustments

- 3 round trips per weekday departing Joe Howe Manor at approximately 9:25am, 11:35am and 1:45pm

Option 4 – Existing Trips Adjusted & Adjusted Route

- No service to Fairview area
- 4 round trips per weekday departing Joe Howe Manor at approximately 8:55am, 10:51am, 12:47pm and 1:45pm

Option 5 – Adjusted Route & Trip Adjustments

- No service to Fairview area
- 3 round trips per weekday departing Joe Howe Manor at approximately 9:25am, 11:21am and 1:17pm

For Route 3 Manors service details and costing, please refer to the Budget Implications section of this report.

Beaver Bank Community Transit

Option 1 – Approved Annual Service Plan Efficiencies

- Service reductions as per the Council approved 2010-11 Annual Service Plan
- Weekday peak hour service only
- 60 minutes frequency from 5:10am to 7:10am and 4:35pm to 6:35pm
- 6 round trips per weekday
- No school service
- Saturday – 60 minute frequency from 12:50pm to 6:00pm
- 6 round trips per Saturday

Option 2 – Existing Service

- Weekday – 60 minute frequency from 5:10am to 11:20am and 3:20pm to 10:40pm
- 15 round trips per weekday
- 2 school trips in AM and PM
- Saturday – 60 minute frequency from 12:50pm to 11:00pm
- 11 round trips per Saturday

Option 3 – Community Representatives Proposed Weekday Service

- 60 minute frequency from 5:10am to 8:07am and 1:50pm to 7:40pm
- 10 round trips per weekday
- 1 trip provides school service in each AM and PM

Option 4 – Community Representatives Proposed Weekend Service

- Saturday & Sunday – 60 minute frequency from 11:50am to 6:00pm
- 7 round trips per Saturday & Sunday

For Beaver Bank Community Transit service details and costing, please refer to the Budget Implications section of this report.

Porters Lake Community Transit

Option 1 – Approved Annual Service Plan Efficiencies

- Service reductions as per the Council approved 2010-11 Annual Service Plan
- Weekday peak hour service only
- 100 minute frequency from 6:05am to 7:45am and 3:50pm to 5:40pm
- 3.5 round trips per weekday

Option 2 – Existing Service

- 100 minutes frequency from 6:05am to 10:50am and 3:50pm to 9:20pm
- 7 round trips per weekday
- Summer Saturday service

Option 3 – Community Representatives Proposed Weekday Service

- 100 minute frequency from 5:55am to 9:30am and 3:50pm to 7:30pm
- 5.5 round trips per weekday
- First AM trip begin Grand Desert

Option 4 – Approved Annual Service Plan Efficiencies extended to Seaforth

- Service extended beyond Grand Desert to Seaforth
- 110 minute frequency from 5:52am to 7:38am and 3:50pm to 5:46pm
- 3.5 round trips per weekday
- First AM trip begin Seaforth

Option 5 – Existing Weekday Service extended to Seaforth

- Service extended beyond Grand Desert to Seaforth
- 110 minute frequency from 5:52am to 11:09am and 3:50pm to 9:38pm
- 7 round trips per weekday
- First AM trip begin Seaforth

Option 6 – Community Representatives Proposed Weekday Service extended to Seaforth

- Service extended beyond Grand Desert to Seaforth
- 110 minute frequency from 5:52am to 9:24pm and 3:50pm to 7:42pm
- 5.5 round trips daily weekday
- First AM trip begin Seaforth

For Porter's Lake Community Transit service details and costing, please refer to the Budget Implications section of this report.

Sambro Community Transit Pilot Project

Option 1 - Approved Annual Service Plan Efficiencies

- Service reductions as per the Council approved 2010-11 Annual Service Plan
- Weekday peak hours service only
- 80 minute frequency from 6:46am to 8:05am and 5:00pm to 6:30pm
- 3.5 round trips per weekday

Option 2 - Existing Pilot Service

- 80 minute frequency from 5:30am to 10:45am and 2:20pm to 8:15pm
- 9.5 round trips per weekday

Option 3 - Community Representatives Proposed Weekday Service for Sambro Loop

- 2 Buses at Peak – one bus per direction
- 60 minute peak frequency in each direction from 6:00am to 8:30am and 2:30pm to 6:30pm
- 1 Bus off peak – service both directions with rotating loop
- 120 minute off peak frequency per direction
- 22.5 round trips per weekday

Option 4 - Community Representatives Proposed Weekday Service for Sambro Loop One-way

- Service loop in one-way direction
- 60 minute frequency from 5:30am to 8:00am and 3:00pm to 6:00pm
- 7.5 round trips per weekday
- Sub-option service loop in both directions with rotating loop
- 120 minute frequency per direction
- 7.5 round trips per weekday

Option 5 - Community Representatives Proposed Weekday & Weekend Existing Service

- Weekday, Saturday & Sunday service
- 80 minute frequency from 5:30am to 10:45am and 2:20pm to 8:15pm
- 9.5 round trips per weekday, Saturday & Sunday

Option 6 – Community Representatives Proposed Sambro Loop Weekday & Weekend Service

- 2 Buses at Peak – one bus per direction
- 60 minute peak frequency in each direction from 6:00am to 8:30am and 2:30pm to 6:30pm
- 1 Bus off peak – service both directions with rotating loop

- 120 minute off peak frequency per direction
- 22.5 round trips per weekday, Saturday & Sunday

Option 7 – Community Representatives Proposed Sambro Loop One-way Weekend Service

- Service loop in one-way direction
- 60 minute frequency from 11:00am to 5:00pm
- 7.5 round trips per Saturday & Sunday
- Sub-option service loop in both directions with rotating loop
- 120 minute frequency per direction
- 7.5 round trips per Saturday & Sunday

Option 8 – Community Representatives Proposed Existing Weekday Schedule Adjustments

- Existing routing
- Adjusted schedule
- 10.5 round trips per weekday

For Sambro Community Transit service details and costing, please refer to the Budget Implications section of this report.

BUDGET IMPLICATIONS

All options other than Halifax Regional Council approved Annual Service Plan, will have operational and resource implications. These options are not funded in the 2010-11 operating budget and will require additional funding to maintain, or provide additional service.

Route 3 Manors Service Details

Option	Annual Hours	Annual KMs	Annual Cost (operating)	Annual Cost (ops+capital)	Operators	Vehicles
1	0	0	\$0	\$0	0	0
2	2,313	35,761	\$176,500	\$205,000	1.4	0.7
3	1,617	26,820	\$123,400	\$144,700	1.0	0.5
4	1,906	32,334	\$145,500	\$171,000	1.2	0.6
5	1,441	24,250	\$109,900	\$128,900	0.9	0.4
Option	# properties within 1km (incremental)		Annual Local Transit Tax (incremental)			
1 thru 5	0		\$0			

Beaver Bank Community Transit Service Details

Option	Annual Hours	Annual KMs	Annual Cost (operating)	Annual Cost (ops+capital)	Operators	Vehicles
1	2,213	63,625	\$157,900	\$208,400	1.4	1.2
2	4,889	148,887	\$348,800	\$466,500	3.0	2.7
3	3,058	70,322	\$218,200	\$273,900	1.9	1.3
4	885	27,592	\$63,200	\$84,900	0.6	0.5
Option	# properties within 1km (incremental)		Annual Local Transit Tax (incremental)			
1 thru 4	2,358		\$259,100			

Porter's Lake Community Transit Service Details

Option	Annual Hours	Annual KMs	Annual Cost (operating)	Annual Cost (ops+capital)	Operators	Vehicles
1	1,840	61,209	\$131,300	\$179,600	1.1	1.1
2	3,421	126,515	\$244,100	\$343,200	2.1	2.1
3	2,864	100,407	\$204,400	\$283,600	1.8	1.8
4	2,008	64,649	\$143,300	\$194,600	1.2	1.2
5	3,820	133,395	\$272,500	\$378,000	2.4	2.4
6	2,936	105,258	\$209,500	\$292,700	1.8	1.9
Option	# properties within 1km (incremental)		Annual Local Transit Tax (incremental)			
1 thru 3	3,302		\$300,300			
4 thru 6	3,380		\$306,100			

Sambro Community Transit Pilot Service Details

Option	Annual Hours	Annual KMs	Annual Cost (operating)	Annual Cost (ops+capital)	Operators	Vehicles
1	1,680	45,639	\$119,900	\$155,800	1.0	0.8
2	3,675	123,878	\$262,200	\$360,400	2.3	2.3
3	6,489	228,501	\$463,000	\$644,000	4.0	4.2
4	2,457	76,167	\$175,300	\$235,600	1.5	1.4
5	5,323	179,426	\$379,800	\$521,900	3.3	3.3
6	9,399	330,964	\$670,600	\$932,300	5.8	6.0
7	1,045	34,154	\$74,600	\$101,500	0.7	0.6
8	4,431	136,917	\$316,200	\$424,500	2.8	2.5
Option	# properties within 1km (incremental)		Annual Local Transit Tax (incremental)			
1, 2, 5 or 8	1,680		\$183,300			
3, 4, 6 or 7	2,100		\$247,300			

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

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

COMMUNITY ENGAGEMENT

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

ATTACHMENTS

No Attachments

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, Metro Transit, 490-4636

Report Prepared by: Andre MacNeil, Financial Consultant - Fiscal & Tax Policy, Finance, 490-6241



Report Approved by: Erin Flaim, Acting General Manager, Metro Transit, 490-6272
