

Bedford Transit Alternatives

February 1, 2011

Overview

August 11, 2009 Halifax Regional Council, item #12.10 Councillor Lund - Request for Report - Metro Transit.

MOVED BY Councillor Lund, seconded by Councillor Rankin that Regional Council request a report, as part of the five year transit plan report to Council, on a cost benefit analysis on shuttle services to the proposed Bedford Fast Ferry and from there to downtown compared with express bus services from the Hammonds Plains Park and Ride to the Mumford Road Terminal and the Halifax downtown. In addition, it was requested the report include, District 16, whether buses will be using Kearney Lake Road, the 102 or the Bedford Highway, including a review of a bus stop for pickups.

MOTION PUT AND PASSED.

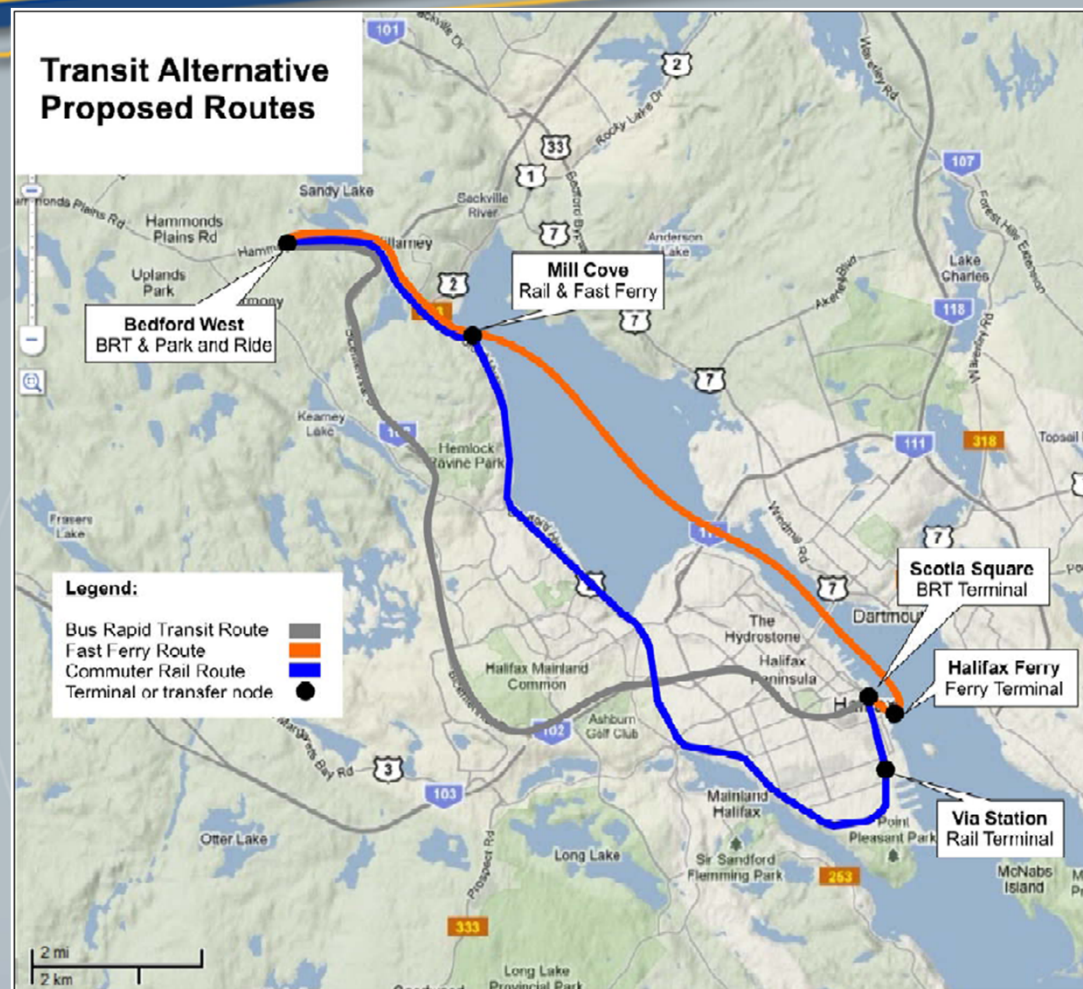
Overview

January 12, 2010 Committee of the Whole, item #3 Council Focus Areas.

MOVED BY Councillor Outhit, seconded by Councillor Dalrymple, that Halifax Regional Council request a staff report on the feasibility of a commuter train service for HRM, extending beyond HRM boundaries as required. During the discussion Council indicated that the report also needs to address, future transportation requirements and day liner approach.

MOTION PUT AND PASSED.

Overview of Service Concepts Reviewed



Travel Time Analysis

- BMO Centre and Scotia Square used as the start/finish points
- Times include shuttle buses, transfer time and walking time as applicable

Mode	Morning Peak (One-Way, Minutes)	Afternoon Peak (One-Way, Minutes)
MetroLink (Current Traffic)	31	36
MetroLink (+20% Traffic)*	45	48
Ferry (Typical Conditions)	43	43
Commuter Rail	38	38

*Assumed traffic growth within a 9-12 year horizon

Life-Cycle Cost Comparisons

- Cost figures have been provided in real dollars and on a per peak-hour seat basis.

	Ferry	MetroLink	Commuter Rail
Start-Up Capital Costs	\$35,850,000	\$9,050,000	\$25,850,000
Start-Up Capital Cost per Peak-Hour Seat	\$15,900	\$9,100	\$13,100
Annual Operating Costs	\$4,038,300	\$1,809,000	\$4,247,700
Annual Operating Costs per Peak-Hour Seat	\$1,300	\$1,500	\$2,100
Cumulated Capital Cost per Peak-Hour Seat in 2050*	\$17,200	\$14,100	\$16,800
Cumulated Annual Operating Costs per Peak-Hour Seat in 2050*	\$23,400	\$26,400	\$39,000
Total Cumulated Costs per Peak Hour Seat in 2050*	\$40,600	\$40,600	\$55,800

* Assumes a 5% discount rate

Conclusions/Next Steps

- Rare opportunity – choice of three modes
- Issues, opportunities and factors in a multi-model comparison are complicated and varied
- More study required to fully examine these items
- Any of the three options could potentially be implemented
- All have positive and negative aspects
- Consideration of parking at Mill Cove would be key for ferry or rail
- None of the options examined are currently in the five-year budget plan