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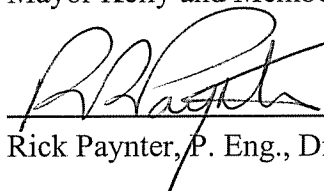


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Halifax Regional Council
April 1, 2003

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


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

DATE: March 24, 2003

SUBJECT: Petition - Transit Service Quinpool Road

INFORMATION REPORT

ORIGIN

At the February 25, 2003 Halifax Regional Council meeting, Councillor Sheila Fougere submitted a petition requesting that the route 20 Herring Cove be extended to operate between the Mumford Terminal and downtown during evening and weekend hours.

BACKGROUND

Route 20 Herring Cove provides transit service between the Herring Cove area and Mumford Terminal. During peak and mid-day weekday hours the route continues from Mumford Terminal to downtown. This petition requested the route 20 Herring Cove be changed to operate to downtown for the full service day and on weekends.

There are currently several other routes operating between Mumford Terminal and downtown, however they do not travel via Quinpool Road. Several years ago in response to budget constraints, evening and weekend service on route 20 Herring Cove to downtown was discontinued and the route ended at Mumford. This change was made because of low ridership and passengers had options to use other routes to travel to various parts of Peninsula Halifax.

Although no other route operates on Quinpool Road during these hours, several routes cross Quinpool Road at the Armdale Rotary, Oxford Street, and Robie Street. Walking distances to Quinpool Road from these cross streets and service on Chebucto Road are within the 500 metre walk distance guidelines set out in our Service Standards.

The recent Strategic Transit Study did recognize Quinpool Road as a commercial corridor that merited increased off-peak service. The Study also recognized the Herring Cove Road as a "Core" corridor that warranted frequent peak and off-peak service.

DISCUSSION

Metro Transit's 2003/04 service recommendations focussed on creating a Crosstown route between Burnside and Bayers Lake Parks, increasing service to the Universities to meet the expected passenger demand created by the U-Pass, and off-peak service in Cole Harbour to coincide with the opening of the Cole Harbour Transit Terminal. The Strategic Transit Study recommended a phased approach and subject to budget approvals, Metro Transit plan to follow the study's recommendation of addressing the service improvements over a 3 to 4 year period.

Peak service improvements are planned for 2004/05 when the buses approved in the 2003/04 Budget would be delivered. In addition to expanding peak service, the Study also identified the need to continue to address off-peak service deficiencies in 2004/05. Staff will incorporate the off-peak service improvements required to provide evening and weekend service on Quinpool Road as part of the 2004/05 service improvements. Any delay in completing the Cole Harbour Terminal this summer would provide an opportunity to move up off-peak service improvements for Quinpool Road to November 2003.

BUDGET IMPLICATIONS

Off-peak service improvements on Quinpool Road is consistent with the Strategic Transit Study and will be subject to budget approval of the funds required to carry out its recommendations.

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

N/A

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.

Report Prepared by:

 
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