IT'S MORE THAN BUSES
A BOLD DIRECTION FOR TRANSIT

INTRODUCTION: Investing in Great Transit

What if Halifax Transit could spur economic investment and improve the environment? What if it could dramatically improve Haligonians' access to jobs, schools, and services all over the city? And what if it could have these social and environmental benefits without costing taxpayers any new money?

It's More Than Buses has a blueprint for making transit in Halifax serve these goals. The environmental and economic goals both require an increase in transit ridership. If transit were a more attractive and competitive option for more people, their choice to leave the car at home would dramatically shift transportation patterns in our region.

At the same time, more people taking transit would mean more fare revenue. Halifax Transit will spend over $110 million this year, *but will recover less than a third of that from fares.* ***The difference, $76 million,*** will come from property and other taxes. But if transit were a choice that made sense for more people, fares could pay for more of Halifax Transit's budget.

But people will only choose transit if it's an attractive option. At public events, we heard from people that they want transit they can trust to take them from where they are to where they're going, with short waits, quick trips, and on-time service.
When transit does that, it gives everybody better access to the whole region. Who doesn't like a win-win-win solution?

OUR CONCEPT: A High Frequency Network

Our concept is simple - fast, frequent and reliable transit. We have applied these ideas, creating a high-frequency network, with service every fifteen minutes or better on major corridors. Our network is about investing in what people want: fast, frequent and reliable transit.

PLANNING + DESIGN CENTRE

FUSION HFX

Fast Wider stop spacing increases speed. Strategic transit lanes and signals move transit quickly and out of traffic.

Frequent Service every fifteen minutes or better - all day.
No need to plan life around a schedule. Frequent service makes transfers easy, giving people freedom to travel where and when they need.

Reliable Transit has priority at busy choke points and on major corridors, building the foundation of a rapid transit system.

Easy To Use Fewer lines and named stations make trips simple. Improved transit amenities will improve the transit experience all year round. Transfers are convenient and comfortable.

Fast service that people trust is the best way to attract new riders. Our high-frequency network focuses resources on busy corridors: high frequency lines and feeder routes would use 75% of Metro Transit's current resources. Not only would our network be fast, frequent and reliable, it would be efficient.

FAST & FREQUENT TRANSIT

People don't like to wait. Frequent service - every fifteen minutes or better - gives people the freedom to travel without planning life around a schedule. Frequent service lowers wait times, making transfers quick and simple. Easy transfers let riders reach many locations quickly.

Fast trips make transit a better choice. Our network improves travel speed, as well as lowering wait times. Wider stop spacing (500m or more) means less time stopping and starting. Main lines would run at 30 km/ hour, a 50% increase. Express lines that stop only at major stations could further increase speed. Finally, giving transit a way past traffic will improve speed and reliability.

BECOME A TRANSIT CHAMPION

Help us convince Halifax Transit and HRM Council to create a fast, frequent and reliable network. Show your support by following us on Twitter @morethanbuses or liking our Facebook page. Contact your Councillor and tell them HRM needs high quality transit that is fast, frequent and reliable. Become a Transit Champion by publicly endorsing and supporting our ideas.

Contact morethanbuseshalifax@gmail.com to find out how.

PROJECTED & CURRENT TRAVEL TIMES

OUR NETWORK (Projected)

	Cogswell	Alderney	Stadacona	Burnside	Bayer's Lake	Robie
Sunnyside	27	27	24	18	56	36
Sackville	36	41	34	32	70	44
Cobequid	31	31	28	21	60	34
Mic Mac	17	20	14	25	35	26
Lacewood	29	40	26	36	6	34
South Centre	29	25	29	44	18	27
Highfield	19	11	13	11	38	25
Young	11	20	9	28	23	10
Portland Hills	25	15	22	30	51	33
Main St. Dartmouth	22	12	19	27	48	30

HALIFAX TRANSIT (Current)

	Cogswell	Alderney	Stadacona	Burnside	Bayer's Lake	Robie
Sunnyside	51	54	53	29	63	54
Sackville	39	59	51	18	81	64
Cobequid	32	35	38	16	69	40
Mic Mac	28	20	21	28	76	42
Lacewood	34	53	26	61	14	39
South Centre	50	65	39	61	64	41
Highfield	27	23	25	14	47	40
Young	16	28	11	40	53	14

Our network would improve travel times significantly compared to existing Halifax Transit service. Projected and current travel times include wait times and transfers.

LAND USE & TRANSIT

Great cities have great transportation systems. Transit needs good land use planning. Transit thrives in areas with a tight mix of homes, shops, offices, schools and parks. Whether urban or suburban, complete communities complement transit and active transportation.

Halifax's Regional Plan directs development into specific growth areas. Today, most of these growth areas don't have high frequency transit: our network would connect many suburban and urban growth areas. The Regional Plan also directs growth into the urban core, where our network provides excellent service. A permanent, high frequency network will improve access and quality of transit to residents all over the region, helping Halifax thrive.

Dense employment hubs like downtowns, main streets, universities and hospitals are strong transit markets. To support transit ridership, Halifax should direct most new office space to Downtown Halifax, Downtown Dartmouth and major transit corridors.

Making Transit Work

"Good transit relies absolutely on walkability"

Jeff Speck, The Walkable City

"An advanced city is not a place where the poor move about in cars, rather it's where even the rich use public transportation"

Enrique Penalosa,
Former Mayor of Bogota and President of Institute for Transport and Development Policy

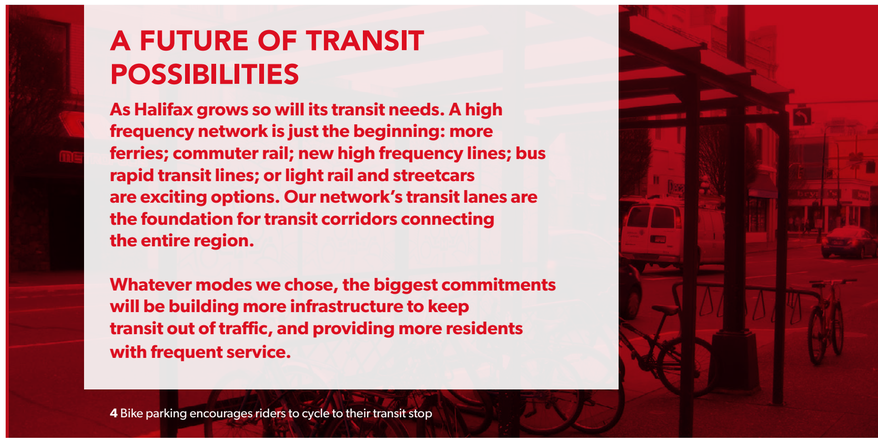
"If you want an easy and obvious transit system within and to the peninsula, plan for frequency"

Jarrett Walker, Transit Consultant

A FUTURE OF TRANSIT POSSIBILITIES

As Halifax grows so will its transit needs. A high frequency network is just the beginning: more ferries; commuter rail; new high frequency lines; bus rapid transit lines; or light rail and streetcars are exciting options. Our network's transit lanes are the foundation for transit corridors connecting the entire region.

Whatever modes we chose, the biggest commitments will be building more infrastructure to keep transit out of traffic, and providing more residents with frequent service.



4 Bike parking encourages riders to cycle to their transit stop

Thank Yous
Past & Present Volunteers: Sean Gillis, Bernie Smith, Sarah Metherall, Kaitlin Pianosi, Jenn Powley, Jonathan Lampier, Derek Simon, David Flemming, Mark Nener, Uytae Lee, Will Gregory, Veronica MacIsaac, Adrienne Belamy, Harry Zhu, Isabelle Ofume, Paul Dec, Scott Edgar, Murray Sherman, David Jung, Kwon Lee, Hesam Hafezi, Houssam Elokda, Ben Wedge, Valerie Van Spengen. Deirdre Thibault (deecreative.ca), graphic designer, for producing the network map and this proposal. Jarrett Walker and the community for inspiring the ideas in the proposal.

Supported By
DOWNTOWN HALIFAX BUSINESS COMMISSION
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Partnership Between
PLANNING + DESIGN CENTRE
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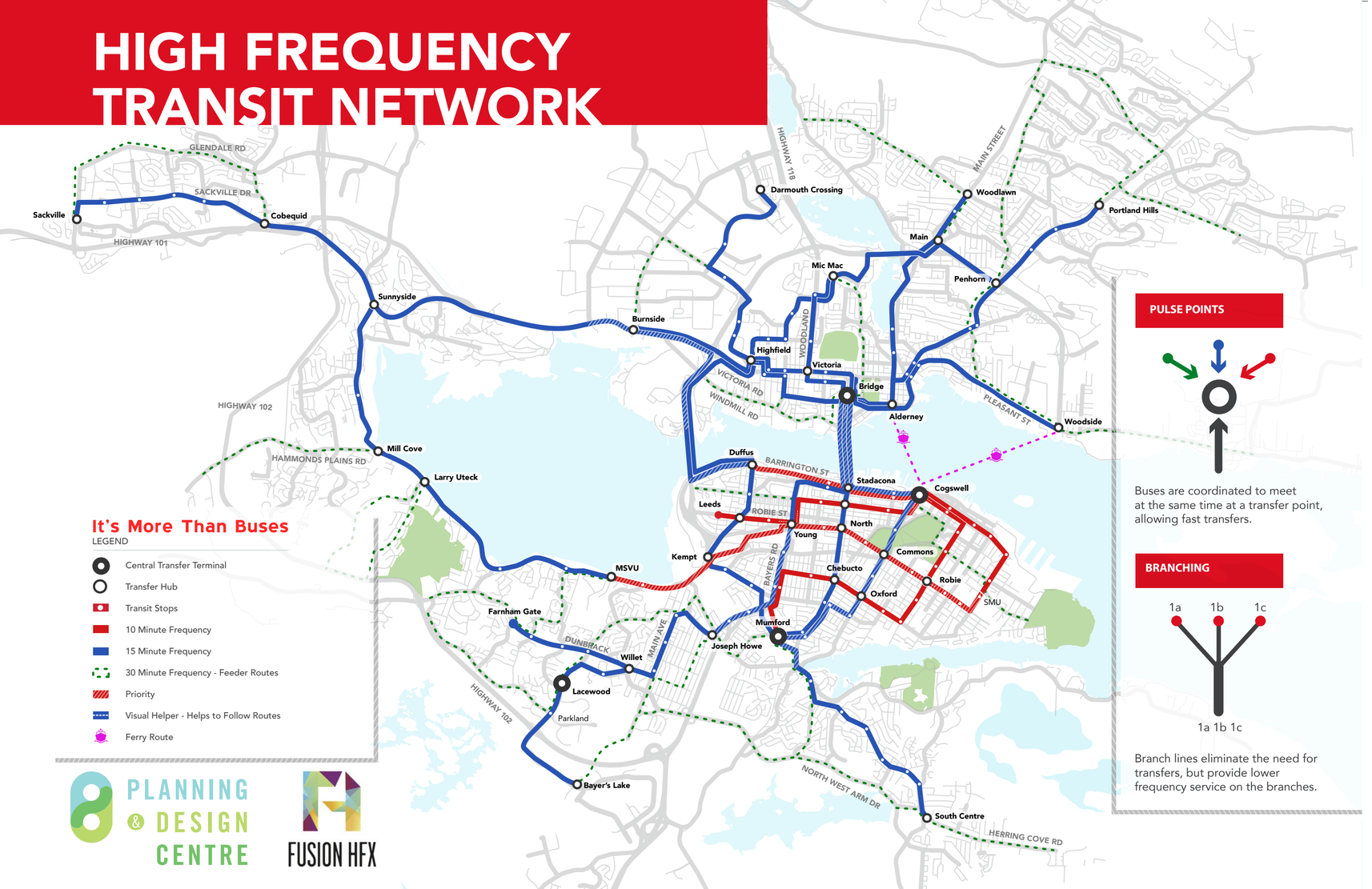
HIGH FREQUENCY TRANSIT NETWORK



It's More Than Buses

LEGEND

- Central Transfer Terminal
- Transfer Hub
- Transit Stops
- 10 Minute Frequency
- 15 Minute Frequency
- 30 Minute Frequency - Feeder Routes
- Priority
- Visual Helper - Helps to Follow Routes
- Ferry Route

PLANNING & DESIGN CENTRE

FUSION HFX

PULSE POINTS

Buses are coordinated to meet at the same time at a transfer point, allowing fast transfers.

BRANCHING

Branch lines eliminate the need for transfers, but provide lower frequency service on the branches.

SIMPLE TRANSIT

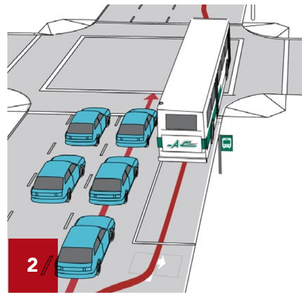
A simple system invites new riders to try transit. Our network is built around a few core lines and fewer stops. Named stations and colour coded lines could make transit trips quick and painless.

GETTING TRANSIT OUT OF TRAFFIC

People will choose transit that runs on time. Getting transit past traffic is key to making it reliable. Giving transit priority not only improves reliability, it lowers travels times and attracts new riders. The pictures on the right show a range of transit priority approaches. Each tool has a different use and together they are the foundation for rapid transit.

Special transit signals and short queue jump lanes (2) let transit through busy intersections. These signals and queue jump should be used throughout Halifax's network. In Halifax, a handful of chokepoints cause the worst delays: Magazine Hill; the Fairview Overpass; the Bridge approaches; Bayer's Road; and the Armdale Rotary. Dedicated transit lanes (1) in these locations would cut travel times and make the whole network more reliable.

Transit lanes on corridors like Robie Street and parts of Barrington Street and the Bedford Highway would let riders travel quickly to Downtown Halifax, universities and hospitals. Transitways (3) are completely separated from other traffic, and are very fast and reliable. Building transitways is a strong commitment to transit. They can support either bus or light rail rapid transit. Transitways are appropriate for only the busiest and most important transit corridors.



1 On-street transit lanes
2 Queue jump lane and transit signal
3 Fully separated transitway

A CONNECTED SYSTEM

Transit doesn't provide door-to-door trips. Riders need a safe way to get to their stop: walking and cycling are essential. There should be more sidewalks, crosswalks and traffic calming near transit stations. Protected bike lanes and bike paths can expand the catchment area for transit much farther than walking.

Halifax should develop a large network of bike lanes and bicycle parking, all connected to transit hubs (transfer points that are integrated into existing rights-of-way).

Not everyone will walk or bike, so feeder routes must connect people living away from the high frequency network.

To cut wait times, feeder routes can be scheduled to meet at strategic 'pulse points'. Riders can switch quickly from one line to another, increasing travel options. Another option is to branch high frequency lines and run the branches along smaller corridors.