

BUS RAPID TRANSIT IN HALIFAX

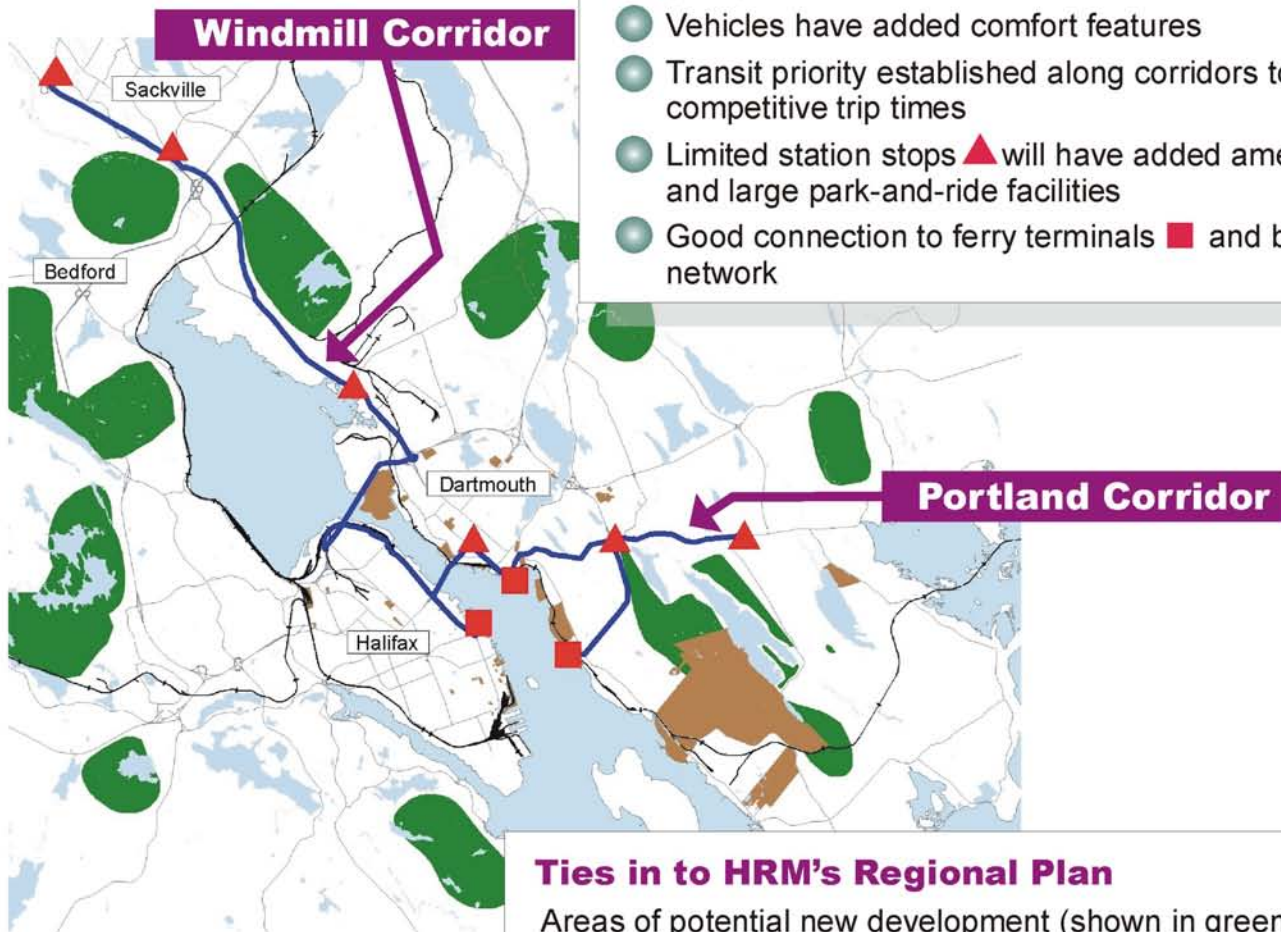
Halifax Regional Municipality
and the Urban Transportation Showcase Program

Project Overview

June 28, 2004

HRM's Bus Rapid Transit Showcase

- \$13.3 million to establish two Bus Rapid Transit (BRT) corridors
- Vehicles have added comfort features
- Transit priority established along corridors to create competitive trip times
- Limited station stops ▲ will have added amenities and large park-and-ride facilities
- Good connection to ferry terminals ■ and bike network



Ties in to HRM's Regional Plan

Areas of potential new development (shown in green and brown) will be designed to be transit-supportive. Strategic decisions will be made to match where growth will occur with what transportation investments are made.

Project Timeline

- Oct 01 HRM submits Expression of Interest
- Dec 02 HRM selected to short-list from amongst 48 submissions
- May 03 BRT proposal approved by Regional Council
- Nov 03 Announcement of funding for eight showcase projects including HRM
- Jul 04 Signing of Federal Contribution Agreement
- Jul 04 BRT vehicles ordered
- Summer/ Fall 04 Design of on-street infrastructure and new terminals
- Spring 04 Construction continued of infrastructure and terminals
- Summer/ Fall 05 Introduction of BRT Service
- Mar 07 System monitoring complete and final report submitted to Transport Canada

The BRT Vehicles

The BRT vehicle is a cross between a highway coach and a city bus. The interior features



high-back seats and air conditioning. The vehicles are low-floor and fully accessible.



Getting to the Stations by Bike



Existing Forest Hills bikeway network will be connected to the Cole Harbour Station



Streets like Old Sackville Road will be enhanced for bike use

Stations have bike lockers like these at the Cobequid Terminal

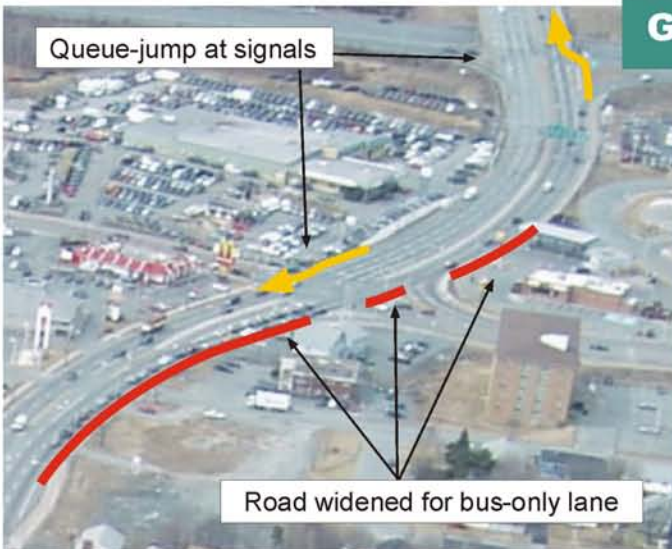


New harbour-front bike route connects to Woodside Ferry Terminal and BRT station

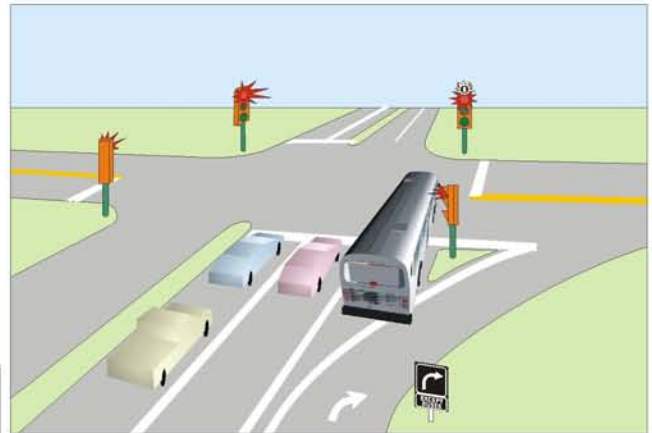
All BRT vehicles have bike racks



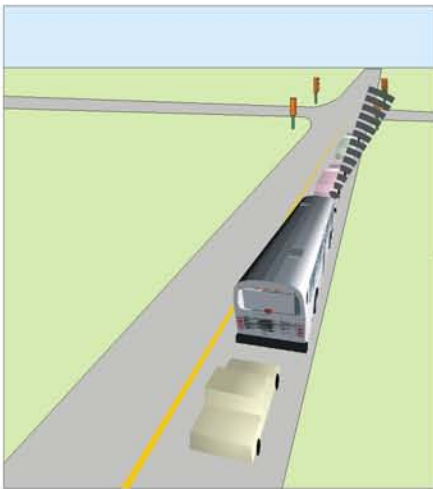
Getting BRT buses around congestion



On this section of Portland Street, BRT buses will use new bus-only lanes and free-flow right turn lanes for priority (see below).



When a bus can be brought to the head of the queue using a bus-only lane or a free-flow right turn lane, a priority signal is used to allow the bus to enter the intersection in advance of the green signal and before other vehicles.



When buses must remain in mixed traffic, they signal their approach to the traffic signal controller. The controller holds the light green in that direction to allow the bus to get through.

Example of a where a new bus-only lane combined with a transit priority signal will allow buses to queue-jump.

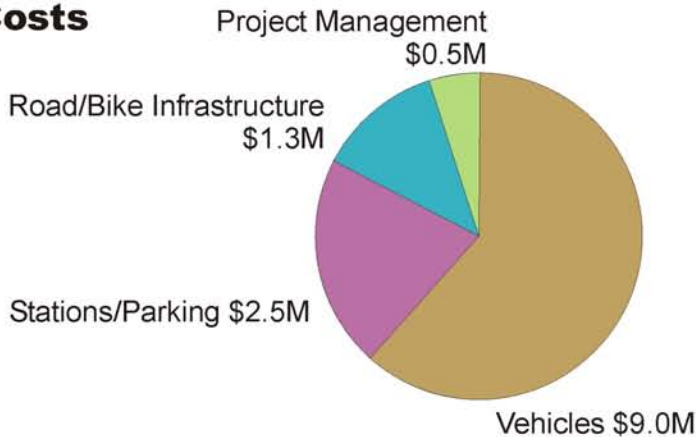


Like other BRT stations, the new Portland Hills Station will have special traffic signals to allow the vehicles to get in and out of the stations quickly.

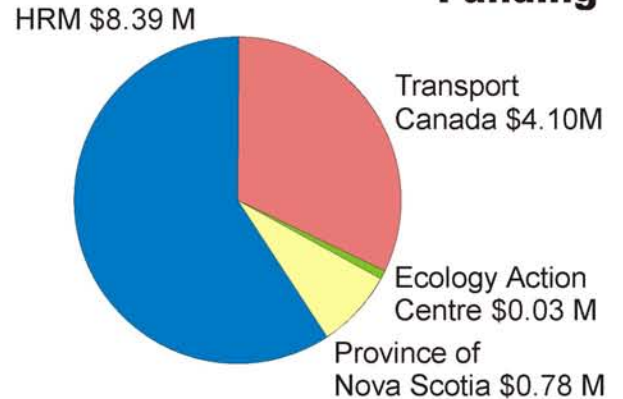
In HRM we already own much of the technology to make transit priority signalization work. The Opticom system (currently used only by fire engines) will be used to signal the presence of the bus to the signal control system. SCOOT, the central computer control system for signals can adjust signal timing to favour buses, then quickly restore signal coordination.

Showcase Budget

Costs



Funding



Showcase Benefits

- 20% ridership increase on Cole Harbour corridor
- 15% ridership increase on Windmill Road corridor
- 750,000 kg reduction in greenhouse gases
- 2,900,000 km reduction in auto travel

The time is right for BRT in HRM

- The public have clearly stated a desire for better transit service
- Council supports increased transit investment
- Strategic transit plan completed in 2002
- Regional plan underway

You'll see in our Showcase...

- Establishment of a strong link between transportation investment and land use controls
- Innovative use of intelligent transportation systems to achieve transit priority
- Buses successfully avoiding congestion without the need for long sections of dedicated bus lanes
- Integration of bikeways, walkways, traffic calming, carpooling, U-pass and public outreach to maximize ridership
- Comprehensive measurement of our successes
- Strong support of Regional Council and the Province of Nova Scotia

The Urban Transportation Showcase Program...

...Is a five-year program created to demonstrate, evaluate and promote effective strategies to reduce GHG emissions from urban transportation. Through this program, Transport Canada will work in partnership with provinces and municipalities, to establish a number of transportation "showcases" in selected cities, for demonstrating and evaluating a range of urban transportation strategies within a broad planning framework. The impacts of these strategies on other urban challenges (such as smog reduction, congestion, infrastructure costs) will also be evaluated. This new information will lay a foundation for the adoption of effective, integrated GHG emission reduction strategies in urban centres across Canada by 2010.

URBAN TRANSPORTATION SHOWCASE PROGRAM

