People don’t like to wait. Frequent service — every fifteen minutes or better — gives people the freedom to travel without planning life around transfers. Easy to Use Wider stop spacing increases speed. Strategic transit lanes and signal priority make travel safer and faster. Projected and current travel times include wait times and transfers. Fast and frequent transit makes travel safer and faster. Our network would connect many suburban and urban growth areas.

Help us convince Halifax Transit and HRM Council to create a fast, frequent and reliable network. Share your ideas, join the conversation on Twitter @morethanbuses or liking our Facebook page. Come see your year of transit and let Bathurst Island’s 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.

**OUR CONCEPT:** A High Frequency Network

We used our ideas to create a concept plan for a high frequency network that is scalable and replicable.

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**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 lane’s transit lines are the foundation for transit corridors connecting the entire region.

Whatever modes we choose, the biggest commitments should direct most new office space to Downtown Halifax, Downtown Dartmouth and major transit corridors.

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

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Fast and frequent transit makes travel safer and faster. Our network’s lane’s transit lines are the foundation for transit corridors connecting the entire region.

Whatever modes we choose, the biggest commitments should direct most new office space to Downtown Halifax, Downtown Dartmouth and major transit corridors.

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Our network would improve travel times significantly compared to existing Halifax Transit service.

Projected and current travel times include wait times and transfers.
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 travel 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 Armadale 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.

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

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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.

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