

MOVING  
FORWARD  
~~TOGETHER~~

WITHOUT US



## I. Overview

The implementation of the *Moving Forward Together* service changes to Halifax Transit on August 20, 2018, disproportionately impacted Mount Saint Vincent University students, faculty, staff and the outside community. The 18 served as a vital link between the universities and was the most important bus for the Mount community. The loss of the Route 18, *Universities*, has restricted access to other institutions on the peninsula. Furthermore, the exclusion of Mount Saint Vincent University from the new Route 4, *Universities*, is unacceptable and should be acknowledged. It has been replaced by routes that force students to transfer at Lacewood Terminal and then take a circuitous route that overwhelmingly impacts travel times. The Mount Saint Vincent University community needs accessible transit that takes into consideration the requirements and usage patterns of students, faculty, and staff accessing the Mount and the greater Halifax area.

## II. Data Collection

When analyzing the impacts specific to the Mount campus, I looked at both inbound and outbound routes 16, 18, 35, 80, 81, 82, 90, 39, and 135 as these buses all have or had direct access points to the Mount through the bus stop locations located on the Bedford Highway. Inbound buses will be defined as those traveling towards the Halifax peninsula or Dartmouth area, and

outbound is defined as those coming from the corridor area and continuing through to areas such as Clayton Park, Sackville, or outside of the city limits. The outbound data from route 135 has been excluded from collection whereas MSVU is the final stop on this route and thus does not continue to pick up passengers or provide further service. Also, whereas this report majorly focuses on access to the other institutions as well as the Halifax peninsula, data from the old route 16, as well as the new route 39 will be acknowledged and occasionally omitted as these routes travel to the Dartmouth area. Route 35 does not service MSVU in the outbound stream.

*“I no longer have a route to the Mount. I have to walk 39 minutes.”*

## III. Route 18, Universities

*“I wonder what students will think when they pay for a transit pass but will have a decrease in service.”*

The impacts of this report are largely based on the loss of the Route 18, *Universities* bus route. The 18 provided an additional 37 inbound and 39 outbound stops at the Mount that consistently arrived and departed every half hour. Page 9 of the service change report states, “This route does not service Mount Saint Vincent University or Flamingo Drive but additional routing options are available. Take **Route 39** from Clayton Park, or catch **80, 81, 90** on Robie Street when travelling from the South End universities/hospitals to Mount Saint Vincent University.” Access to the other institutions, as well as the Clayton Park area were serviced until 00:43, and 00:13

through the 18. Route 39 which has replaced the 18 has not been sufficient in filling these gaps. The 39 Flamingo concludes service at 22:49 inbound, and 22:13 outbound. The 81 and 90 continue to service this area; however, they don't account for individuals traveling from downtown beyond the Mount, nor do they provide service past 19:30, or 23:46, respectively. We argue that the 80 inbound is not sufficient, nor does it provide the same access as the 18; however, we do acknowledge that it allows for a continuation in service to the downtown area into the evening.

The disruption in service we would like to draw attention to is the outbound route that services the Clayton Park area. This oversight completely removes access to students, faculty, staff and guests of the Mount campus to the Clayton Park area after 22:13. Please note, there are no other routes that travel towards Lacewood past this hour. Furthermore, access to this route ceases rapidly following 18:15 from which the route only travels every hour. With the 18, we had access to 13 choices past 18:15 travelling every half hour, and were able to access Clayton Park until 00:13. The 39 only allows for 4 stops after 18:15 and provides minimal service, offering only an hourly option.

Overall, direct access to the Mount campus dropped from 178 to 139 inbound stops and from 168 to 133 outbound. These changes impacted the campus and decreased overall service by 22%, and 21% outbound.

During peak study hours arrival and departure times were calculated from 8:00 to 14:00. Inbound routes decreased by 19% and outbound saw a decline of 17%. The loss remains the same when we remove the 39 and 16 route data account for their service to Dartmouth.

The most alarming however, is the evening hours that take a total loss of 43% overall after 19:00 inbound, and 35% overall outbound. Moving to 22:00, this climbs to an alarming 54%.

#### IV. Route 4, Universities

As previously cited in section III, the implementation of Route 4, Universities, completely excludes the Mount community. Justification for this change in the *WHY* section of the information packet is that “this change combines old routes into one higher frequency route with later evening and weekend service.” Route 4 is described as a *corridor route* that provides “all day service along major streets providing direct connections to terminals”, whereas *local routes* are describes as “connecting communities with corridor routes.” The elimination of MSVU from what is considered a main route is upsetting and shows contempt towards MSVU’s place as a recognized institution within the Halifax community. Additionally, naming the 4, Universities, further excludes MSVU and exemplifies this narrative. Students accessing the other institutions on the peninsula now have access to a higher

frequency route, that travels later into the evening – while the Mount community is left with decreased service, reduced accessibility, and major disruptions.

*“It does not seem fair to just tell MSVU students to just take the 39 while it runs on a difficult schedule, meanwhile the 4 Universities runs on a 15-minute schedule with late night trips”*

We now must worry about how our students are accessing travel whereas we have classes and exams that frequently run late into the evenings. These students, faculty, and community members now have little to no safe, reliable, and accessible options. Mount Saint Vincent University students, faculty, and community members demand the return of the 18 and the inclusion and consideration of our campus, our students, and our community.

#### V. Community Testimonials

“With the changes it now takes me 45 min to get to work at the Mount, whereas before was about 30 minutes. I now have to take two buses. It was more convenient to use the #18 instead of route #39. With the route #19 there was also a bus shelter to wait in in case of rain or snow. Now there is no shelter.”

“I moved to Dunbrack and Willett because of the 18 bus. Now I have to walk 400 meters to Lacewood to catch a bus to MSVU. The other buses put me at Lacewood Station, sometimes for 45 minutes. I think some of the new routes are great, but why take away an old one that was working fine?”

“Longer wait times and more walking in my commute (from bus to school). Having less

direct bus routes that results in walking brings up safety concerns for nighttime etc. I have a chronic illness so the longer commute tires me out more and gives me less energy to focus on school, I will have to get there even earlier to be able to rest before class.”

“I’m hearing rumours that the Mount wasn’t contacted regarding the change in bus routes. It’s the responsibility of the city to contact all available parties before enacting city wide changes that will affect us all. Especially seeing as this is a university town.”

“I can no longer easily reach some areas I go to often with changes to the 18 and the 52. Commutes that took 30 minutes before will now take me close to an hour.”

“It seems as if we as a university are not as important as the other two and thus just get kind of shoved off to the side. It’s incredibly infuriating and when I’ve brought it up to transit they say they did many studies and other jibberish about how I will get used to it and it’s better. I’ve heard many many complaints from students with accessibility issues and they’ve been met with statements like “you should look into access a bus for further routing” we pay equally for the right to use the bus services and should be treated like any of the other university’s”

“The other issue with the deletion of Route 18, the “Universities” bus, is that this decision ignores what was originally a bus that circulated among MSVU, Dal, and SMU. The bus was eventually incorporated into the Halifax Transit regular bus schedule

(and they extended the route into Clayton Park past the Mount). Now they have a "Universities" bus (route 4) which completely bypasses Mount Saint Vincent University, as if people would only want to go to Dal or SMU"

"Why still have a "university" bus that doesn't stop at the mount?"

"It's terrible. Before Aug. 20, route 18 just took me 10-12 minutes from home to the campus, but now I have to take two routes spending at least 40 minutes to Mount, which is under an ideal transfer. I want route 18 back!"

"The 18 ran every half an hour until midnight, which I appreciated. As a student who sometimes stays at MSVU later in the evening to study or work on projects, this ensured that I always had a way home. The 39 is on an hourly schedule after 6pm and stops running at 10pm. This year, I have night classes in both semesters."

"The Universities (route 4) does not go anywhere near MSVU. This makes it more difficult to get to school as I could catch the 18 a few minutes away from where I lived and the bus trip was only 12 minutes long. Now I have to catch 2 buses and the trip is 48 minutes :(

"The removal of the 18 bus route has completely altered my travel routines. I no longer have a direct bus from Clayton Park West to downtown Halifax without transferring or walking a long distance. Since the 39 bus is now the only bus that takes Flamingo Drive, and only runs once an hour in the evening and stops service at

10PM I am regularly waiting 45-50 minutes for a bus, or am forced to walk multiple kilometers up hill after the bus stops running."

"It does not seem fair to just tell MSVU students to just take the 39 while it runs on a difficult schedule, meanwhile the 4 Universities runs on a 15-minute schedule with late night trips"

"The new route into Halifax from Dartmouth that replaced the 18, the new 39 route, adds an extra half hour to forty minutes to my already hour long commute to class."

"I just recently moved to the South End of Halifax and the 18 stopped minutes away from my new apartment. This was a decision maker for me considering I needed a close and convenient bus route to make to school in time everyday. Now I have to rely on either the 90 which only comes every 40 minutes or I have to walk from Inglis street to spring garden to catch the 80 or 81"

"To get to my summer job I used to take the 23 for about 20 minutes or so, now I have to take 2 buses and it makes my commute an hour. Not impressed."

"Discontinuing the route #18 is short-sighted. Having other routes that do not stop at MSVU is poor planning. I used to take the #18 to MSVU. But the new routes and schedule mean that I will now take my car. Metro transit—you just lost a customer."



**VI. Route Changes**

Route	Inbound									Outbound								
	16	18	35	80	81	82	90	39	135	16	18	35	80	81	82	90	39	135
	617	622	628	620	620	636	615	619	625	655	608		619	600	358	719	613	
	647	652	710	710	654	706	645	649	655	725	642		645	630	428	749	643	
	717	722	740	721	720	736	719	719	708	755	715		713	700	458	819	713	
	749	752	815	745	750	806	749	750	721	825	745		742	730	528	849	743	
	819	822		759	820	845	819	820	736	901	815		812	800	558	919	816	
	849	852		812	850		849	850	751	930	845		842	830		949	846	
	915	922		824	920		914	919	806	959	914		912	900		1019	914	
	945	952		839	950		944	949		1029	944		942	930		1046	944	
	1015	1022		854	1020		1014	1019		1059	1013		1012	1000		1126	1014	
	1045	1052		908	1050		1044	1049		1129	1043		1042	1030		1146	1044	
	1115	1122		938	1120		1111	1119		1159	1113		1112	1100		1226	1114	
	1145	1152		1008	1150		1221	1149		1229	1143		1142	1130		1246	1144	
	1215	1222		1038	1220		1241	1219		1259	1213		1212	1200		1326	1214	
	1245	1252		1108	1250		1321	1249		1329	1243		1242	1230		1346	1244	
	1315	1322		1138	1320		1341	1319		1359	1313		1312	1300		1426	1314	
	1345	1352		1208	1350		1421	1349		1429	1343		1342	1330		1446	1344	
	1415	1422		1238	1420		1441	1419		1459	1413		1402	1400		1526	1414	
	1445	1453		1308	1450		1521	1449		1529	1448		1422	1430		1551	1444	
	1515	1523		1338	1520		1541	1519		1602	1456		1442	1500		1621	1514	
	1545	1553		1408	1550		1621	1550		1633	1517		1457	1530		1651	1544	
	1618	1623		1438	1624		1651	1620		1703	1527		1510	1604		1721	1614	
	1648	1653		1508	1654		1721	1650		1733	1550		1524	1634		1751	1651	
	1718	1723		1538	1724		1751	1720		1803	1610		1541	1704		1819	1721	
	1748	1753		1608	1754		1822	1750		1833	1620		1558	1734			1745	
	1818	1822		1638	1820		1912	1820		1903	1649		1612	1800		1946	1815	
	1848	1852		1708	1850		2012	1850		1933	1720		1627	1830		2046	1915	
	1918	1922		1738	1920		2112	1949		2041	1750		1642	1900		2146	2013	
	2017	1952		1805	1950		2212	2049		2141	1815		1657	1930		2246	2113	
	2117	2022		1828			2312	2149		2241	1844		1712			2346	2213	
	2217	2052		1900				2249			1913		1727					
		2122		1930							1943		1742					
		2152		2000							2013		1803					
		2222		2030							2043		1816					
		2252		2100							2113		1840					
		2322		2130							2143		1910					
		2352		2200							2213		1937					
		2422		2230							2243		2007					
		2443		2300							2313		2037					
				2330							2343		2107					
				2400							2413		2137					
													2207					
													2237					
													2307					
													2337					
													2407					

Red: indicates lost routes  
 Black: Indicates unchanged routes  
 Green: Indicates Route additions

**Questions? Please contact:  
 Nikki Jamieson, MSVUSU President  
 president@mountstudents.ca**

