



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2014
SUBJECT/REPORT NO:	Transit Bus Stops Accessibility Review (PW14041) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Christine Lee-Morrison (905) 546-2424, Extension 6390
SUBMITTED BY:	Gerry Davis, CMA General Manager Public Works Department
SIGNATURE:	

Council Direction:

N/A

Information:

BACKGROUND

In 2006, the City of Hamilton Transit Division (Hamilton Street Railway/HSR) presented a discussion paper to the Advisory Committee for Persons with Disabilities (ACPD) regarding Accessible Bus Stop Design. The information and guidelines presented were mainly drawn from the Regional Official Plan, HSR Initiatives, HSR Bus Stop Agreement with VIACOM (now CBS), and City of Hamilton Barrier Free Design Guidelines. There is no criteria specified under the Ontario Reg. 191/11 AODA, 2005 for accessible transit stops.

On March 18, 2013, a member of ACPD made a presentation to the Public Works Committee entitled: Accessibility and Bus Stops in Hamilton Photo Essay Demonstrating Poorly and Well-Constructed Bus Stops Throughout Hamilton. The presentation identified twenty eight (28) bus stops that, from the ACPD perspective, illustrated a number of accessibility problems. The presentation made a number of recommendations including a request for the development of "guidelines for distance between curb and sidewalk, so that wheelchairs and scooters can disembark safely with proper turning radius". In response, Transportation Division staff committed to undertake an audit of all bus stops for accessibility.

ACCESSIBLY AUDIT GOAL AND PURPOSE

The long term goal is to make transit bus stops accessible within the existing constraints. Improving accessibility of transit stops will reduce demand on accessible

transit services and reduce costs. It is also expected that accessible transit stops would encourage persons with disabilities to use public transit and reduce the number of car trips. The purpose of this program is to inventory, establish guidelines, evaluate and identify all transit stops in regard to accessibility.

The audit is being undertaken in two phases. The first phase includes the development of accessibility criteria and an audit of the twenty eight (28) bus stops identified by the ACPD. The second phase will entail a City-wide audit of all bus stops. This report summarizes the results of the first phase.

DEVELOPMENT OF ACCESSIBILITY CRITERIA

Given the absence of regulatory standards for accessible bus stops, a review was undertaken to establish appropriate design criteria including research to identify best practices followed in other jurisdictions. Based on the review, general accessible stop guidelines were developed (attached as Appendix A to this report). The guidelines, including layout drawings, reflect the preferred standards and are intended for use when designing new roads, bus stops, reconstruction of roads or new developments. The guidelines specify general requirements for an accessible stop and are intended to supplement AODA and all applicable standards including urban braille standards.

PHASE 1 BUS STOP ACCESSIBILITY REVIEW

The twenty eight (28) bus stops identified by the ACPD were evaluated based on the above criteria. It should be noted that five (5) of the twenty eight (28) bus stops had already been retrofitted at the time of the ACPD presentation in March 2013. The results of the evaluation are as follows:

- Ten (10) stops meet the criteria.
- Three (3) stops are in rural road cross sections.
- Two (2) stops will be re-constructed as part of "Quick Wins" A & B Line Amenities.
- One (1) stop identified is the MacNab Terminal Facility.
- Two (2) stops involve private property.
- Ten (10) stops identified for potential retrofitting.

The estimated cost to retrofit the ten (10) stops is approximately \$38,000. Retrofits, where warranted, would be prioritized and funded through existing capital programs such as the annual Conventional Transit - Bus Stop Landing Pad and Bus Shelter/Bench Refurbishment & Replacement programs. These ten potential stops will be prioritized for retrofitting as part of the Phase 2 audit.

ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES INPUT

Advice and input was sought from the ACPD during this process. In May 2013, the draft accessibility criteria and initial evaluation of the twenty eight (28) bus stops were presented. The draft criteria and evaluation were then revised based on ACPD input. Revised criteria and the results of a reassessment were presented to ACPD on October 22, 2013.

NEXT STEPS

The next step in this program is to complete the City-wide Audit in 2014 using the guidelines developed. There are approximately 2,400 existing bus stops in the network to be audited. Further input will be sought from ACPD during the City-wide audit. Final results will be summarized in future reports to Council.