



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	May 21, 2015
SUBJECT/REPORT NO:	HSR Bus Traffic on Redfern Avenue (PW15039) (Ward 8) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 8
PREPARED BY:	Andy McLaughlin Senior Project Manager, Transit Planning (905) 546-2424, Extension 1809
SUBMITTED BY:	Gary Moore, P.Eng. Acting General Manager Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works be authorized and directed to take no action on the petition from residents requesting a reduction in HSR bus traffic on Redfern Avenue;
- (b) That this item be removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

Residents residing on the north side of Redfern Avenue and west side of Chedmac Drive have petitioned City Council, requesting that HSR change the routing of the #33 Sanatorium bus. The signatories are of the opinion that a change in routing to eliminate all westbound bus traffic on Redfern Avenue would improve traffic safety and reduce pollutants, improving the liveability of the neighbourhood.

The subject bus route was modified in January 2014 (Report PW13057), resulting in all scheduled #33 buses operating in both directions along Redfern Avenue and Chedmac Drive, between Sanatorium Road and Rice Avenue. The introduction of a consistent bus routing has improved the ease of understanding of routes and schedules. Transit users whose trips are associated with the long term care centres and institutional laundry service located along the subject streets, along with neighbourhood residents who use public transit, benefit from decreased walking distances and improved convenience. HSR Operations Supervision is aware of resident concerns and is routinely monitoring bus operations on Redfern Avenue.

Alternatives for Consideration - See Page 3

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Prior to 2003, HSR route #33 Sanatorium operated on Sanatorium Road, between Scenic Drive and Rice Avenue. In the last decade, changes in land use on the western portion of the Chedoke Hospital campus resulted in bus route changes to the HSR #33 Sanatorium route. These changes, made in response to requests from the operators of newly constructed long term care centres, resulted in walking distance reductions for workers, visitors and volunteers at Extendicare and St. Peter's at Chedoke who choose, or are required, to use public transit. In addition, transit access became more convenient for residents living in the Redfern/Hepburn/Southridge subdivisions. Transit access to Chedoke Twin-Pad Arena and Mohawk Shared Services - Linen Division was also improved. Between 2003 and 2013, the Chedoke Twin-Pad Arena driveway was used by some route #33 buses as a turnaround, reducing the volume of bus traffic on Redfern Avenue. The expansion of bocce facilities resulted in a discontinuation of this turnaround.

Effective December 29, 2013, route #33 Sanatorium was modified such that all bus trips began operating along Redfern Avenue and Chedmac Drive, in both directions, and the routing on Sanatorium Road between Redfern Avenue and Rice Avenue was discontinued (Report PW13057, August 15, 2013, Public Works Committee Report 13-009, Council approval August 16, 2013).

At its meeting of December 17, 2014, City Council considered a petition, signed by 37 Redfern Avenue and Chedmac Drive residents, requesting that the #33 Sanatorium bus routing be modified to eliminate all westbound bus traffic on Redfern Avenue. Council received the petition and referred it to the General Manager of Public Works for a report to the Public Works Committee.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

Extendicare and St. Peter's at Chedoke strongly oppose any reduction in bus routing and service levels on Redfern Avenue and Chedmac Drive. Many of their staff, visitors and volunteers make use of the #33 Sanatorium bus. Changes in routing will make their institutions less accessible. At Mohawk Shared Services approximately 40% of their workers use HSR. In particular, for both the long-term care centres and the linen service, staff finishing the afternoon shift is currently able to use westbound Redfern buses with a minimal after-dark walk. Chedoke Twin-Pad Arena opposes any routing changes that would reintroduce HSR bus traffic on their east driveway and adjacent to their main parking lot, citing conflicts with recreational activities.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Maintaining status quo bus routing results in a continuation of the good level of transit service and coverage for the southeast portion of the Mountview neighbourhood. Ease of understanding of routes and schedules (all buses on a given route operating in both directions on a two-way street) is an important element in retaining transit passengers and attracting non-users to switch from their current travel mode. Users of all health care-related buildings located on Sanatorium Road, between Rice Avenue and Redfern Avenue, remain within an acceptable walk of transit. In addition, the Sanatorium Road buildings can also take advantage of service provided by route #41 Mohawk.

Buses commonly operate on collector and local streets, in order to provide acceptable levels of route coverage. For example, in the central portion of the Mountview neighbourhood, the “San” subdivision receives two way route #33 service along Goulding, San Pedro, Magnolia and portions of San Remo and Lavina Crescent.

The provision of transit service in urban areas can help to reduce single-occupant vehicle traffic, thereby lowering vehicle emissions and daily traffic volumes. Accessible, quality transit provides a convenient alternative to the single-occupant vehicle, in keeping with Transportation Master Plan objectives.

Residents living on Redfern Avenue, who observe an HSR bus exceeding the posted speed limit or failing to obey a stop sign should send the HSR Manager of Operations an e-mail, detailing the offending bus number, the date and time of the incident and, if possible, a general description of the bus Operator. HSR supervisory personnel have been advised of residents’ concerns and have been instructed to routinely monitor the area. Street sweeping requests, relating to construction mud/dust on the road, can be reported to 905-546-CITY, detailing the location of the road debris.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2012 - 2015 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.4 Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections.

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

2.3 Enhance customer service satisfaction.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" - Route #33 Sanatorium - Existing Routing on Redfern and Chedmac