



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 18, 2016
SUBJECT/REPORT NO:	Fixed Route Expansion - Stoney Creek Service Roads (PW16028) - (Ward 10)
WARD(S) AFFECTED:	Ward 10
PREPARED BY:	Andy McLaughlin Senior Project Manager - Transit Planning (905) 546-2424 Extension 1809
SUBMITTED BY:	David Dixon Director of Transit Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That staff be directed to continue Stoney Creek TransCab Service, providing alternative transit service delivery to areas north and south of the Queen Elizabeth Way, between Grays Road and Fruitland Road, and that staff continue to monitor TransCab ridership;
- (b) That the Lakewood Beach Community Council be advised that their request for a fixed bus route extension along Grays Road, north of Barton Street has been added to the HSR Service Requests file for future reference by staff, during the roll out of the Ten Year Local Transit Strategy.

EXECUTIVE SUMMARY

City Council, at its meeting on November 11, 2015, approved Item 7.1, a motion directing staff to expand the Bell Manor TransCab Zone, in response to requests from businesses located in the South Service Road and Grays Road area. Contained within the motion was a direction for staff to prepare a report on an expansion of conventional fixed route transit service on South Service Road and North Service Road.

On February 29, 2016, Public Works Committee received a delegation request (PWC Item 4.3) from Lakewood Beach Community Council (LBCC) respecting Public Safety and Transportation in their neighbourhood. This group is requesting that consideration be given to extending fixed route bus service from the Grays Road/Barton Street area to the Grays Road/North Service Road area. Additionally, LBCC sees a transit linkage to Confederation GO Station as having merit.

Staff has prepared two transit service scenarios; a new fixed route operating along North Service and South Service Roads and a new fixed route operating along Grays Road, between Barton Street and North Service Road.

Introduction of either scenario is not recommended, based on the existing level of Stoney Creek TransCab ridership generated in the subject areas.

The Ten Year Local Transit Strategy, approved by Council in 2015, provides a phased approach to stabilize the transit system. It directs staff to focus on correcting deficiencies evident on existing fixed route bus services. Starting in 2017, staff will apply approved service standards by addressing gaps and recommending required service changes. During the 2019 through 2024 period, staff will continue to monitor service and recommend service enhancements, subject to Council approval, to accommodate on-going growth.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Stoney Creek TransCab service has been providing alternative transit service delivery, through the use of shared-ride taxis, between all addresses in the Lakeshore neighbourhood and the Bell Manor Bus Loop (on Barton Street East, just west of Grays Road) since 1998. Regular HSR fares, plus a 50-cent premium, apply for this “door-to-bus” service that operates during regular HSR service hours, Sundays and Holidays excepted. At the Bell Manor Bus Loop, passengers can transfer to Route #2 Barton and Route #10/55 B Line/Stoney Creek Central. These bus routes provide access to the Barton Street and the Queenston/Main/King corridors. Destinations in Downtown Hamilton, and as far west as Dundas, can be reached without additional transfers.

City Council, at its meeting on November 11, 2015, approved Item 7.1, a motion directing staff to expand the Bell Manor TransCab Zone, in response to requests from businesses located in the South Service Road and Grays Road area. Contained within the motion was a direction for staff to prepare a report on an expansion of conventional fixed route transit service on South Service Road and North Service Road, between Grays Road and Fruitland Road.

On February 29, 2016, Public Works Committee received a delegation request (PWC Item 4.3) from Lakewood Beach Community Council (LBCC) respecting Public Safety and Transportation in their neighbourhood. This group is requesting that consideration be given to extending fixed route bus service from the Grays Road/Barton Street area to the Grays Road/North Service Road area. Additionally, LBCC sees a transit linkage to Confederation GO Station as having merit.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

Ward 10 Councillor Pearson has reviewed and supports the recommendations.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Introduction of fixed route transit service to provide coverage along the North and South Service Roads between Grays Road and Fruitland Road has been examined. This service would result in the elimination of TransCab service in the portions of the Lakeshore neighbourhood and the Industrial neighbourhood that lie between Grays Road and Fruitland Road. Buses would accommodate passenger boardings and alightings at bus stops, requiring customers to walk from their residence/workplace to access transit.

Appendix A, Figure 1 displays a map showing the on-street routing of a fixed route service scenario. In order to shorten walking distances for high density blocks, the route is shown operating along Frances Avenue, between Drakes Drive and Green Road. The route would provide a 30-minute frequency in both directions along South Service and North Service Roads. Its eastern terminus would be in the vicinity of the Gateway Ice Centre and Players Paradise Complex located on South Service at Fruitland. To provide users with good connections to other routes and to activity centres on Centennial Parkway (Confederation Park Shopping Centre and Confederation GO Park'n'Ride) the route's western terminus would be situated at Eastgate Square Terminal, providing service to land uses adjacent to both Service Roads, between Grays Road and Centennial Parkway.

To provide service meeting approved Service Standards for frequency (30 minute day/60 minute evening) and service span (5am to 2am), the route would require 5 peak buses. Annual operating costs for 7 day per week service would be \$3,300,000, after allowing for operating cost savings through a reduction in TransCab trips. Capital costs for buses would be \$3,250,000.

A second service scenario, introduction of a fixed route bus extension from the Grays Road/Barton Street area to the Grays Road/North Service Road area, as suggested by the LBCC, would require one peak bus. See Appendix A, Figure 2. If service span identical to existing TransCab service (Monday through Saturday, 6am to 1am) was provided, annual operating costs would be \$700,000, with a capital cost of \$650,000. Service would operate every 30 minutes.

TransCab usage in the Lakeshore neighbourhood (portion of the TransCab Bell Manor Service Zone lying north of the QEW) averages 270 passenger trips per week, or 2.4 passenger boardings per service hour, which is approximately 17% of the total Stoney Creek TransCab ridership. This productivity level does not meet HSR Service Standards requiring a minimum of 15 passenger boardings per service hour during the majority of the service day. Consequently, introduction of either a North Service and South Service Road bus route, or a Grays Road bus extension, is not recommended.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

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

2.1 Implement processes to improve services, leverage technology and validate cost effectiveness and efficiencies across the Corporation.

APPENDICES AND SCHEDULES ATTACHED

Appendix A – Fixed Routes – North & South Service Roads between Fruitland Road & Eastgate Square and Grays Road between North Service Road & Barton Street