



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
Transit Division

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	May 17, 2021
<b>SUBJECT/REPORT NO:</b>	Pilot HSR Bus Stop at SW Corner of Rymal and Derby (PW21029) (Ward 6) <b>(Outstanding Business List Item)</b>
<b>WARD(S) AFFECTED:</b>	Ward 6
<b>PREPARED BY:</b>	Jason VanderHeide (905) 546-2424 Ext. 2390
<b>SUBMITTED BY:</b>	Debbie Dalle Vedove Director, Transit Public Works Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That the bus stop installed on the southwest corner of Rymal at Derby, as an 18-month pilot installation, remain in place and operational until such time that the segment of the Rymal Road East corridor between Upper Gage Avenue and Upper Ottawa Avenue is re-constructed;
- (b) That staff continue to assess the customer use, operational impacts, and safety considerations related to retaining the stop prior to scoping of works for the Rymal Road East corridor re-construction between Upper Gage Avenue and Upper Ottawa Avenue;
- (c) That should the mid-block safety considerations not be addressed within the design of the re-constructed Rymal Road East corridor between Upper Gage Avenue and Upper Ottawa Avenue, and customer usage of the transit stops in the area exhibit no increase and return to but remain at their pre-pandemic levels, and with consideration to the acceptable walking distance to the bus stops in either direction of the pilot stop location, that the stop be permanently removed from service at the time that re-construction of the Rymal Road corridor begins and;

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

- (d) That the matter respecting Pilot HSR Bus Stop Implementations at SW Corner of Rymal and Derby be identified as complete and be removed from the Public Works Committee Outstanding Business List.

### **EXECUTIVE SUMMARY**

At the Public Works Committee meeting on June 17, 2019 staff were directed to implement a transit stop on the southwest corner of Rymal Road East and Derby Street on a pilot basis for an 18-month period beginning in September 2019.

The pilot was to assess and determine the feasibility for installation of a permanent transit stop at the subject location based on criteria inclusive of pedestrian connectivity, accessibility and safety that are in alignment with the City of Hamilton's Vision Zero Action Plan, stop spacing to existing stops, operational impacts, and transit use from the adjacent Broughton neighbourhood based on Automated Passenger Counter data.

### **Alternatives for Consideration – Not Applicable**

### **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: None

Staffing: None

Legal: None

### **HISTORICAL BACKGROUND**

Prior to 2017 non-accessible transit stops were located at the southwest corner of Rymal Road East and Derby Street, and opposite Derby Street on the north side of Rymal Road East. These stops were removed due to the acceptable standard distance from accessible transit stops at the nearest signalized intersections of Rymal Road East at Upper Gage Avenue and Rymal Road East at Grayrocks Avenue, and in recognition of safety concerns presented by a lack of pedestrian protection for the mid-block crossing of Rymal Road East when travelling to and from transit service at Derby Street.

In August 2018, residents of the Broughton neighbourhood provided the Ward 6 Councillor with a petition requesting that transit stops be re-instituted at the southwest corner of Rymal Road East and Derby Street and opposite Derby Street on the north side of Rymal Road East. The petition suggested that there was a heightened demand for improved access to transit from the neighbourhood and that use of transit would increase in the area should the stops be restored.

In late August 2018, transit staff consulted with the Ward 6 Councillor about the petition and the request for the re-institution of the transit stops at the subject locations. At the time staff recommended that the stops not be restored but committed to installing a bench at the transit stop located at Rymal Road East and Grayrocks Avenue, the next closest stop at a signalized intersection. Staff, however, did commit to continue to assess the stop activity data in the area as part of the annual service review and re-consider the installation request at Derby Street in 2019.

Throughout the Fall 2018, Winter 2019 and Spring 2019 transit staff monitored the usage of transit stops on either side of the requested location. Staff found that the usage remained stable for each stop in either direction and when looking at the usage of the closest stop at Rymal Road East and Grayrocks Avenue there were no indicators to suggest an increase in demand that would warrant the addition of the restored stops at or opposite Derby Street. Staff also conducted a one-week street audit to observe the volume of traffic travelling along the corridor during am and pm peak periods as well as how many pedestrians were travelling to and from Derby Street to use transit stops in the area. Staff observed high traffic volumes during these periods, particularly in the pm peak, and very low transit use by pedestrians coming from the Broughton neighbourhood. Staff acknowledged the importance of civic engagement and absent a temporary stop, implemented on a trial basis, staff could not assess or substantiate that an increase in transit use in the area would result from the restoration of stops nor could staff substantiate whether operational impacts would result from reducing the spacing between stops along the corridor. A singular temporary stop on one side of Rymal Road East, closest to the residential neighbourhood could provide the opportunity for assessment without compromising pedestrian safety concerns presented by the potential for mid-block crossings of Rymal Road East.

On June 17, 2019 the Ward 6 Councillor presented a motion for the re-institution of one stop, on the southwest corner of Rymal Road East and Derby Street, for an 18-month period.

On September 1, 2019, staff as directed under subsection (a) of the motion, installed a temporary stop to begin the pilot period.

In November 2019, staff as directed under subsections (b) and (c) of the motion, completed the installation of a transit pad and connecting pathway, consistent with those installed on Rymal Road East between Upper Gage Avenue and Upper Ottawa Avenue, at a value of approximately \$7,300.

On March 1, 2021, the 18-month pilot period ended.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

None

## **RELEVANT CONSULTATION**

Traffic Operations and Maintenance  
Ward 6 Councillor

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Throughout the 18-month pilot period transit staff have monitored transit stop usage data as well as operational data to determine whether there was an increase in transit use or if there were any impacts to schedule adherence by adding the extra stop along the route.

While staff did not find any evidence of operational impacts resulting from the additional stop, and the reduction of stop spacing, they also found that there has been no evidence to support increased demand for transit from the Broughton neighbourhood to warrant the additional stop being placed at the requested location.

Appendix "A" attached to Report PW21029 shows the stop activity before and during the pilot assessment period, and that outside of the COVID period there has been a shift of use from the Grayrocks Avenue stop to the Derby Street stop for only a very select few customers rather than an increase in transit usage as the neighbourhood petition suggested there might be.

As there have been no changes to the physical environment at the intersection of Rymal Road East and Derby Street aside from the added stop pad and connecting sidewalk, the concern over pedestrian safety and crossing of Rymal Road when travelling to and from transit at the mid-block location is still present. The intersection of Rymal Road East at Grayrocks Avenue, 207 meters east of Rymal Road East at Derby Street, continues to remain the safest location for pedestrians travelling to and from transit services to cross Rymal Road.

The stop spacing between the Derby Street stop and the Grayrocks Avenue stop remains at approximately half the standard distance between stops for a local transit service.

Road works on Rymal Road East between Upper Gage Avenue and Upper Ottawa Avenue are planned for design in 2023 and construction in 2025. This will allow additional time for further assessment of the stop usage during which transit ridership can recover and a full assessment of growth at the location can be made.

## **ALTERNATIVES FOR CONSIDERATION**

None

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

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### **Built Environment and Infrastructure**

Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PW21029 – Stop Activity Before and During Pilot Assessment Period