

CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Transportation Division

TO: Chair and Members Public Works Committee	WARD(S) AFFECTED: WARDS 2, 3, 4, 8
COMMITTEE DATE: August 15, 2013	
SUBJECT/REPORT NO: HSR On-Street Routing Modifications (PW13057) - (Wards 2, 3, 4 and 8)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Andy McLaughlin Senior Project Manager (905) 546-2424, Extension 1809
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works be authorized and directed to permanently modify the on-street routing for HSR Route #33 Sanatorium, effective December 29, 2013, such that all bus trips will operate on Chedmac Drive and Redfern Avenue, in both directions, and that the routing on Sanatorium Road, between Rice Avenue and Redfern Avenue, and through the Chedoke Twin-Pad Arena roadway, be discontinued;
- (b) That the General Manager of Public Works be authorized and directed to permanently modify the on-street routing for HSR Route #35 College, effective December 29, 2013, such that all bus trips will operate on West 5th Street, in both directions, between Chester Avenue and Stone Church Road, and that the routing on Chester Avenue and Chesley Street be discontinued;
- (c) That the General Manager of Public Works be authorized and directed to permanently modify the on-street routing for HSR Route #5E/52 Delaware/Dundas, effective December 29, 2013, such that all bus trips will operate Westbound on Justine / Lawrence / Gage / Maplewood / Delaware / Stinson / Hunter / John and Eastbound on Wellington / Stinson / Delaware / Maplewood / Gage / Lawrence / Justine, between Province Street and John Street, and that the routing on Ottawa Street South, King (between Ottawa and John) and Main (between Wellington and Ottawa) be discontinued.

EXECUTIVE SUMMARY

Wherever possible, conventional fixed-route public transit service should take full advantage of roadway layouts that provide for direct travel, thereby minimizing on-bus travel time for customers. In addition, access to the bus routes should be planned to ensure that the walk to the route be within an acceptable distance, where provided for by the layout of collector and local streets, and pedestrian walkways, that connect to the arterial roads. Wherever possible in low-density neighbourhoods, transit routes should be positioned to minimize route duplication (no more than one bus route on a street section).

The recommended modifications to on-street bus routings result in improvements to directness of routing and improved ease of customer understanding of routes, while maintaining acceptable route coverage for the affected neighbourhoods.

Appendix "A" displays routing layouts for Routes #5E/52 Delaware/Dundas, #33 Sanatorium and #35 College, showing the existing routings and the recommended routing modifications. Route #5/5A/5C/52 Delaware/Rosedale/West Hamilton/Dundas will maintain its existing routing.

Alternatives for Consideration - Not Applicable

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: No financial implications.

Staffing: No staffing implications.

Legal: No legal implications.

HISTORICAL BACKGROUND

Route #5E/52 Delaware/Dundas has operated on its existing routing since 1999, providing additional capacity on the portion of the King/Main corridor between the Downtown and Ottawa Street. Previously, this route operated via Justine/Lawrence/Gage/Maplewood/Delaware/Stinson/Hunter/John, following the same routing as the rest of the Route #5 Delaware bus service.

Improvements to service frequency on Route #1 King in 2012 have increased capacity on the subject corridor portion to the point where the capacity provided by Route #5E/52 Delaware/Dundas is not required.

Route #33 Sanatorium has operated on the portion of Sanatorium Road that passes through the Chedoke Hospital campus since the 1950's. In the last decade, changes in land use, primarily on the west portion of the hospital grounds, resulted in bus route changes to accommodate workers and visitors at the Extendicare and St. Peter's Long Term Care centres. Also, the bus route changes improved transit accessibility for new residents of the residential developments established in the central portion of the

Mountview neighbourhood. In spite of the earlier route changes, service along Sanatorium Road was maintained, leading to longer trip times, circuitous routings and a declined level of passenger understanding of routes and schedules.

During the Spring and Summer of 2013, Sanatorium Road underwent reconstruction, between Rice Avenue and Redfern Avenue, requiring #33 Sanatorium to operate on a detour, using Chedmac Drive and Redfern Avenue in both directions.

Route #35 College has operated on Chester Avenue and Chesley Street since 1988. The route operates on these streets while completing its routing to/from Rymal Road West, via Stone Church Road West and Upper James Street. During the 1960's through until 1987, Route #31B Fennell used the subject streets as an end-of-line and turnaround, given that there was no development requiring transit service on the lands south of Stone Church Road West. In 2003, Route #43 Stone Church was introduced, providing transit service along Stone Church Road, between Meadowlands and Heritage Green, via Lime Ridge Mall.

Chester Avenue and Chesley Street are presently being reconstructed, requiring that the #35 College bus detour via West 5th Street, between Chester Avenue and Stone Church Road. West 5th Street, between the LINC and Stone Church Road is scheduled for reconstruction in 2014, transforming the roadway cross-section from rural to urban.

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

Provision of attractive public transit services within urban areas is a strategy that can assist with Transportation Master Plan targets to reduce vehicle kilometres travelled and grow transit ridership. In so doing, adequate accessibility to the full range of Human Services can be provided. The Vision 2020 Update, GRIDS and the Urban Official Plan recommend that balanced and improved mode choices form a series of integrated transportation network policies to support the City's urban structure and, via a range of modes, facilitate faster and easier movement of people and goods.

RELEVANT CONSULTATION

A draft copy of this report was forwarded to the Ward Councillors for their review and no comments were received.

ANALYSIS / RATIONALE FOR RECOMMENDATION

The recommended routing modifications simplify customer understanding of the route layout. Ease of understanding of routes and schedules is an important element in retaining transit passengers and attracting non-users to switch from their current travel mode. Minimizing circuitous route patterns is a key strategy for combating customer perceptions of slow travel by transit. In the case of Route #33 Sanatorium, the recommended modification reduces overall travel time by an average of two (2) minutes.

Route #5E/52 Delaware/Dundas

Walking distance, or route coverage, to a bus route remains status quo. By reducing local bus traffic on King and Main Streets (from 12 to 10 buses per direction per peak hour) and increasing bus traffic on Stinson/Delaware/Maplewood (from 6 to 8 buses per direction per peak hour) the service supply more closely reflects the service demand.

Customer ease of understanding of routes is improved, with all buses on the “5 Delaware” route operating along the same streets between Rosedale Avenue and Paradise Road.

King Street and Main Street will continue to be served by #1 King and #10 B Line. On Ottawa Street and on King Street (between Ottawa & Huxley) Route #41 Mohawk will maintain its existing routing.

Route #33 Sanatorium

For Route #33, walking distance for the Chedoke Hospital buildings increases by a maximum of 230 metres. The resulting route coverage remains within the transit industry guideline of 400m (a 5-minute walk) to access this bus route. The reconstruction of Sanatorium Road features a continuous concrete sidewalk on both sides of the roadway, with pedestrian crossings at suitable locations. The route modification places all of the hospital buildings, the long term care centres, the Columbia College residence and the newer residential development (Redfern, Hepburn, Southridge) within the route coverage guideline. The route will provide daily service on a consistent schedule to key destinations, such as Mohawk College and the Downtown.

The routing of Route #41A Mohawk will not change. It will continue to provide daily service along Sanatorium Road, between Scenic Drive and Rice Avenue. As a result of the routing modification, route duplication has been minimized on this road section.

Route #35 College

The Route #35 modification results in a maximum walking distance increase of 300 metres. The overall route coverage for the southeast portion of the Gourley neighbourhood remains within 400m. Accessible Low-Floor buses will travel on a fully-urbanized arterial roadway, with accessible bus stops positioned at suitable locations. By realigning the #35 College route, transit service will be positioned to respond in a proactive fashion to the future travel demand generated within the Mewburn and Sheldon neighbourhoods. Transit customers in the southern portions of the Gourley neighbourhood can continue to take advantage of Route #43 Stone Church, which provides daily east-west service to major activity centres on the mountain. Route #43 also feeds 12 other HSR routes, including the Weekday #20 A-Line Express service, operating between Downtown and the Airport.

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.

Strategic Priority #3

Leadership & Governance

WE work together to ensure we are a government that is respectful towards each other and that the community has confidence and trust in.

Strategic Objective

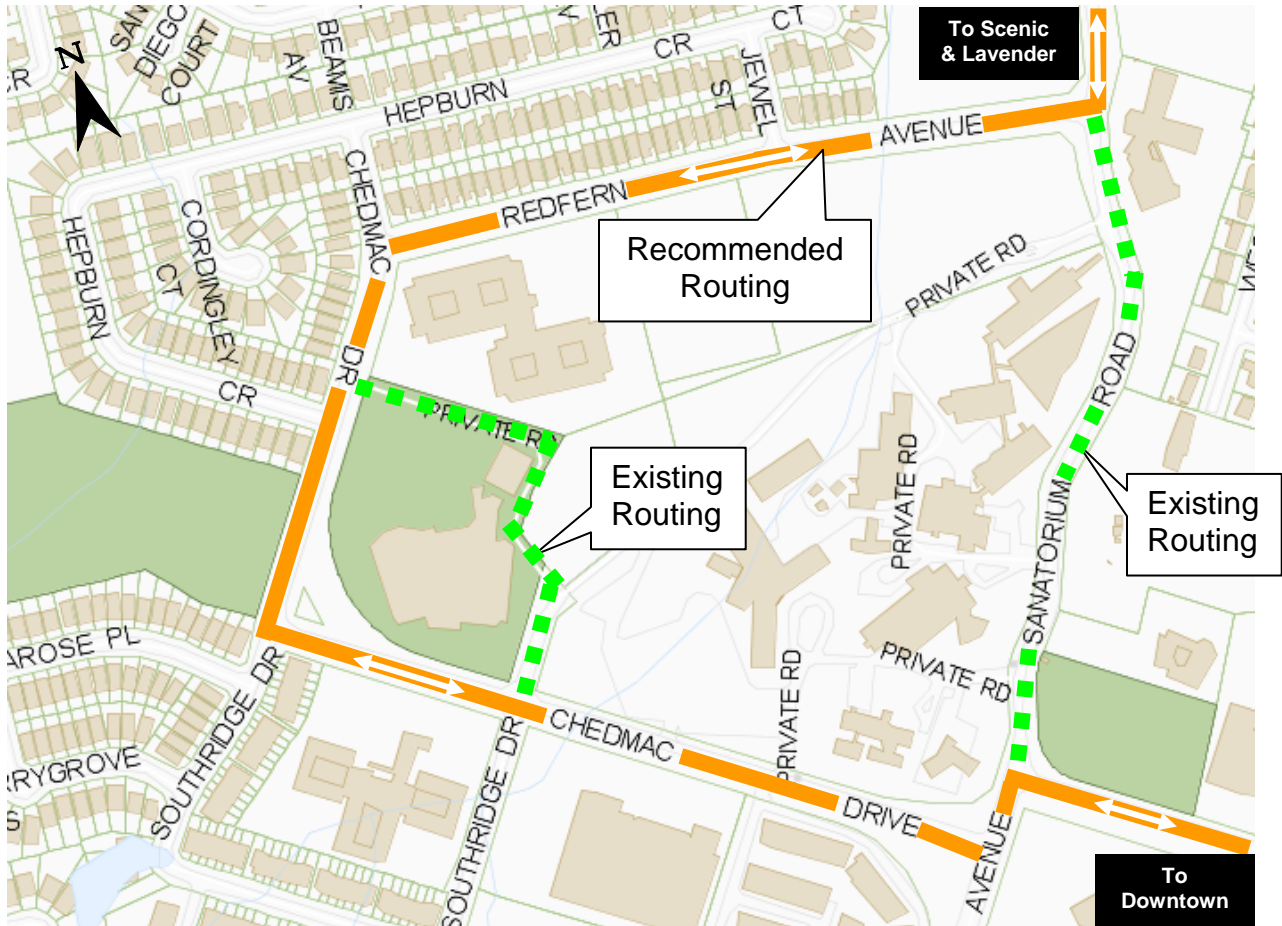
3.4 Enhance opportunities for administrative and operational efficiencies.

APPENDICES / SCHEDULES

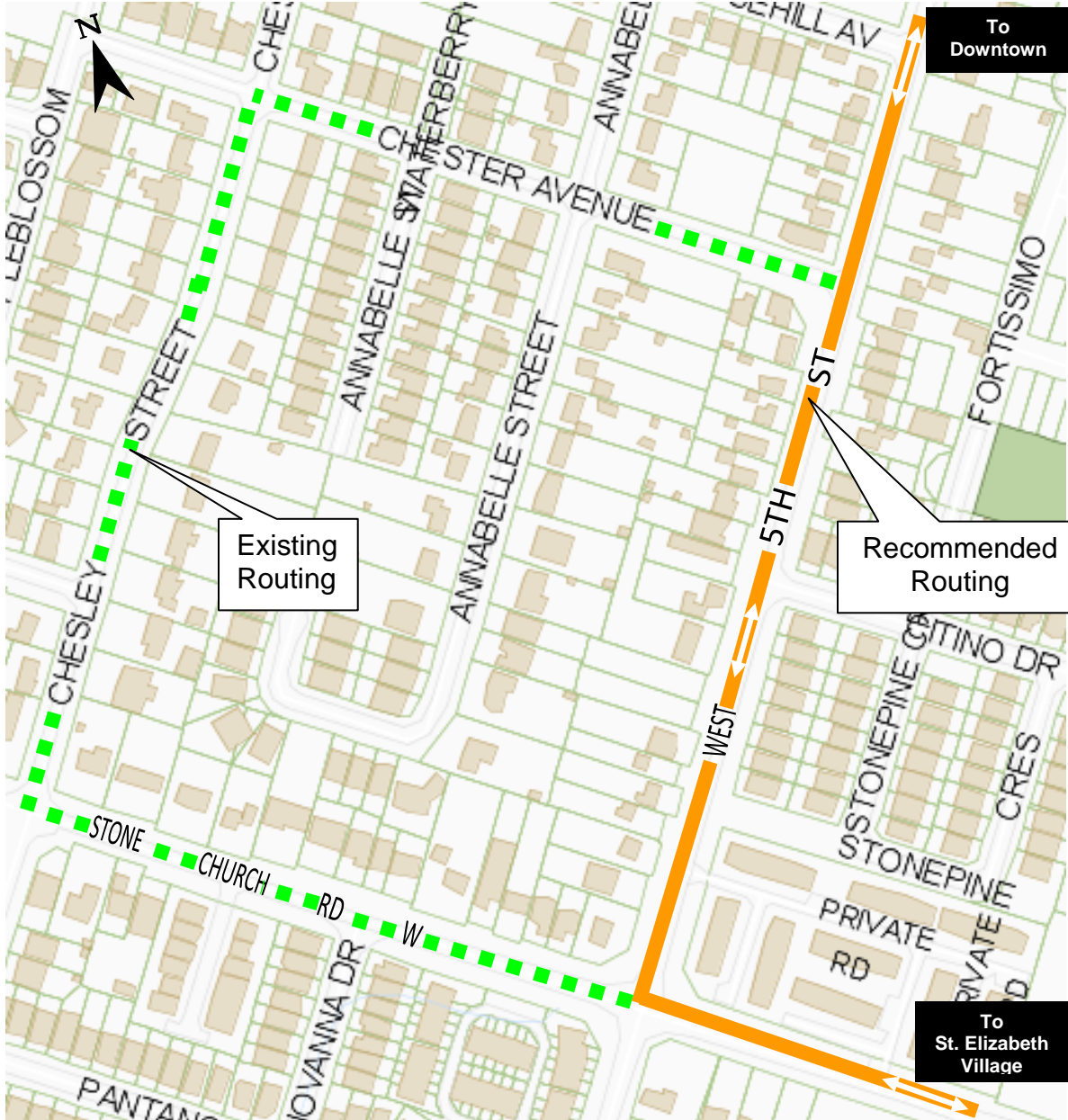
Appendix "A" - Route #5E/52 Delaware/Dundas, #33 Sanatorium and #35 College
- On-Street Routing Modifications

Route 5E/52 Delaware/Dundas, #33 Sanatorium & #35 College –
On-Street Routing Modifications
Effective December 29, 2013

Route #33 Sanatorium



Route #35 College



Route #5E/52 Delaware/Dundas

