

CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Transportation Division

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| TO: Chair and Members Public Works Committee | WARD(S) AFFECTED: CITY WIDE |
| COMMITTEE DATE: February 4, 2013 | |
| SUBJECT/REPORT NO: Transit Bus Shelter Expansion Plan (PW13005) (City Wide) (Outstanding Business List) | |
| SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department | PREPARED BY: Trevor Horzelenberg, MCIP, RPP, CET Senior Project Manager Mobility Programs & Special Projects (905) 546-2424, Extension 2343 |
| SIGNATURE: | Andy McLaughlin Senior Project Manager, Transit Planning (905) 546-2424, Extension 1809 |

RECOMMENDATION

- (a) That staff be authorized and directed to undertake a transit bus shelter expansion for 2013 of up to 56 shelters at a budgeted cost of \$10,000 per shelter to an upset limit of \$560,000, to be fully funded from the Transit Provincial Gas Tax Reserve #112204;
- (b) That the Outstanding Business List Item identified as Bus Shelter Installations be identified as completed and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

This report responds to Council direction to Staff to provide a Transit Bus Shelter expansion plan for Council's consideration in view of outstanding community requests for bus shelters.

This report excludes the transit shelter refurbishment (graffiti and vandalism repair) and transit shelter replacement programs.

The transit shelter expansion program had until 2010 historically been funded through the advertising contract between the City and CBS Outdoor Canada (CBS). However in

2010, this agreement was subject to re-negotiation and was subsequently amended with the approval of Council through Report TOE01061(b), dated September 20, 2010, eliminating the requirement for CBS to fund an annual transit shelter expansion of 15 new shelters per year. Consequently, since 2010, there has been no expansion of the transit shelter inventory while the list of requests for new installations has grown substantively.

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be analyzed, evaluated and investigated to justify and determine if a shelter is warranted. The Warrant for Transit Shelter Installation identifies the various factors and constraints in order to establish a justified rating system. The factors and constraints that are examined are with respect to physical aspects (i.e. exposure to wind, lighting, sight obstructions, etc.), passenger usage, route stability, passenger waiting time, land use, and advertising revenue. Upon completion of this analysis and evaluation phase, the new locations are prioritized based on the total warrant score. However, some high prioritized locations may require easement agreements with private property owners and therefore the installation may not be possible if there is insufficient road allowance width available, or the agreement is unsuccessful. Along with the requested locations, staff also evaluates all existing stop locations without a current shelter that tend to have higher use by passengers. These locations are also evaluated using the Warrant system in order to generate a comprehensive and inclusive list of potential new shelter locations. It should be further noted, that all potential shelter locations are subject to further analysis in the field, and may be refined dependent on specific surveyed requirements.

This report recommends a systematic approach that uses sound technical analysis (i.e. Warrant system) to be used to determine placement of new shelters with a goal of three to four new shelters per ward being provided in consultation with the Ward Councillor.

Subject to Council's approval of the staff recommendations contained in this report, staff will consult with each Councillor to determine the shelter installation locations within their respective Wards.

Alternatives for Consideration - See Page 5

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: Transit bus shelter expansion of up to 56 shelters at a budgeted cost of \$10,000 per shelter to an upset limit of \$560,000, to be fully funded from Transit Provincial Gas Tax Reserve #112204.

Staffing: No staffing implications.

Legal: No legal implications.

HISTORICAL BACKGROUND

In June, 2001 Committee of the Whole authorized the General Manager, or his designate, to negotiate and enter into an amendment to the existing contract between the City of Hamilton and Mediacom Inc. (now CBS) regarding the sale of advertising on transit shelters and the replacement and maintenance of the bus shelter capital program. The agreement, acceptable to Legal Services, was executed in February, 2002 for a term starting January 1, 2001 and expiring on December 31, 2015.

The Agreement was subject to re-negotiation upon notice from either party on the 5th and 10th year anniversaries. While this agreement has been beneficial to the municipality, CBS demonstrated they experienced successive years of losses due to declining sales and rising maintenance costs and were no longer prepared to sustain annual losses.

Report TOE01061(b), dated September 20, 2010, approved an amended transit shelter advertising agreement with CBS.

The amended agreement for years 2011 - 2015 reduced the operating budget revenue for the transit program, an estimated \$225,000 per year based on actual experience in 2009 (anticipated to be the lowest advertising revenue year over the remaining balance of the 15-year term). CBS continues to be responsible for all costs related to the transit shelters and the shelter ancillary components to manufacture, install, clean and maintain including electrical usage fees, as well as removal of all other types of graffiti and for shelter glass replacement due to breakage from vandalism. The City is responsible for the costs associated with additions, removals or relocations of any existing transit shelters and for any shelter glass walls deemed for replacement by the City due to excessive scratching and/or acid etching.

Also, through the negotiation process it was agreed that CBS would continue to supply and install at the City's expense and when requested by the City, the addition, removal, relocation or installation of transit shelters and for replacement shelter glass walls as deemed necessary.

As the Transit program works towards achieving the Innovate Now (Public Works Business Plan) goal of helping Hamilton to become a Canadian center of environmental and innovative excellence, the proposed transit shelter enhancements are consistent with the mission to provide safe, strategic services that help to bring various urban areas communities to life, both now and into the future.

POLICY IMPLICATIONS

The transit service improvement of providing new shelters as contained in this report is guided by Transit Vision 2040, PW09080 - September 2009 and the Transit Operational Review & Service Improvement Plan, PW10077 – August 10, 2010.

Transit has a significant role to play in reaching the objectives and targets contained in the City's Transportation Master Plan. The changes recommended are in keeping with

an overall GRIDS direction to expand transportation options that encourage travel by transit. The proposed transit shelters are part of a strategy to improve public transportation through encouraging additional transit ridership, with a long term (2031) goal to double transit ridership levels, compared to 2001. Ridership growth ensures that the future population growth (with its corresponding growth in transportation demand), confined within a firm urban boundary, can occur in a satisfactory manner.

The installation of new transit shelters aligns with the City's Strategic Plan which states:

- **Strategy 1.4 (iii):** Develop an integrated, multi-modal, public transportation program, including implementation of rapid transit, conventional transit, active transportation (e.g. pedestrian, cycling) and the associated transportation demand management (TDM) plan.
- **Strategy 1.4 (v):** Development of a strategy to enhance conventional transit service levels within the A and B Line corridors.
- **Strategy 1.3 (v):** Identify and implement high-priority actions to support the accelerated revitalization of Hamilton's downtown core.

RELEVANT CONSULTATION

Internal discussion has occurred within the Public Works Department, including Transit staff and with the Corporate Services Department (Finance).

ANALYSIS / RATIONALE FOR RECOMMENDATION

This report is in regards to Council direction on planning transit shelter expansion. The report excludes consideration of transit shelter refurbishment program (graffiti and vandalism repair) and transit replacement due to end of life. This will be a separate initiative undertaken in 2013.

Subsequently staff did not reconstruct any new transit shelter installations in 2010 or 2011 due to extreme vandalism and identifying that the entire inventory will be brought up to a high state of good repair by the end of the contract in 2015.

However, as identified in the Hamilton Street Railway Operational Review 2010 and ratified through report PW10077 dated August 10, 2010, it was acknowledged that currently there are 2100 bus stops throughout the city with 557 locations that currently have shelters. The current number of shelters represents a coverage rate of approximately 26%, however as a strategy to enhance the attractiveness of using transit, which recognizes the need to limit user exposure to the elements, the

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operational review identified that the target coverage should be 40% in the short term and 50% in the long term.

Therefore, using an estimated purchase and installation cost estimate of \$10,000 per shelter which includes the necessary accessibility features (concrete pad), the recommendation of installing 147 within the next 5 years would be a total capital cost of \$1.47 million. This in turn would achieve a coverage rate of approximately 29% and closer to our goal of 40% by 2015.

ALTERNATIVES FOR CONSIDERATION

Council could increase or reduce the proposed number of shelters to be installed in 2013.

Should Council increase the number of shelters installed in 2013, there will be a need for additional funds. However, should the number of shelters be reduced for 2013, then these savings will be held in reserve for future years. Therefore, neither of these options are recommended.

CORPORATE STRATEGIC PLAN

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

Skilled, Innovative & Respectful Organization

- ◆ Council and SMT are recognized for their leadership and integrity

Financial Sustainability

- ◆ Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner

Growing Our Economy

- ◆ An improved customer service

Healthy Community

- ◆ Plan and manage the built environment

APPENDICES / SCHEDULES

None