SUBJECT: Bus Stop Petition: Delaware at St. Clair, Northeast Corner (PW06097) - (Ward 3)

RECOMMENDATION:

(a) That the Transit Division be directed to continue with the trial relocation of the Westbound bus stop on Delaware Avenue at St. Clair Avenue for an additional six months, continue to collect feedback from stakeholders and transit customers, and that City Clerk’s notify the author of the petition dated May 4, 2006.

(b) That Outstanding Business Item GG, as listed on the Public Works, Infrastructure & Environment Committee Agenda, be removed.

EXECUTIVE SUMMARY:

The Transit Division is presently conducting a trial relocation of the bus stop on Delaware Avenue at St. Clair Avenue. The relocation was implemented to address resident concerns with respect to bus engine noise and transit customer behaviour. After the bus stop trial relocation had commenced, a petition dated May 4, 2006, was received by Council at its May 10, 2006, meeting. Council referred the petition to the General Manager of Public Works for a report to Public Works, Infrastructure and Environment Committee. The petition, signed by eleven individuals, requests that the Transit Division return the bus stop to its original location.
Extending the trial period for the bus stop relocation for another six months will allow Transit staff to receive additional feedback from customers and residents.

**BACKGROUND:**

On November 23, 2005, the Transit Division received a request from a resident of Delaware Avenue to consider reducing the number of buses operating on Delaware Avenue in order to reduce noise impacts. The resident also requested that Transit remove or relocate the bus stop located on the northeast corner of Delaware Avenue at St. Clair Avenue in order to eliminate the impacts of transit customer activity on private property and to prevent bus Operators from idling buses at the bus stop for periods of greater than two minutes. On April 4, 2006, the bus stop was relocated 50 metres to the west on a trial basis.

On April 7, 2006, Transit received a request, through the Ward 3 Councillor’s office, from a disabled transit customer who desired that an alternate location for the trial bus stop relocation be found or that the trial be discontinued and the bus stop be returned to its original location. On April 10, 2006, Transit was contacted by another resident who objected to the trial bus stop relocation. Subsequently, the resident submitted a petition received by Council on May 10, 2006. The petition requests Transit return the bus stop to its former location.

**ANALYSIS/RATIONALE:**

Delaware Avenue is a collector street that runs east-west between Sherman Avenue and Wentworth Street. The bus stop is used by the HSR Westbound #5 Delaware route and has been situated on the northeast corner of Delaware and St. Clair Avenues for over twenty years. It provides transit access to Downtown Hamilton, Dundas and Ancaster for the following St. Clair neighbourhood households:

- #176 to #213 Delaware Avenue
- St. Clair, Cumberland to Main
- Eastbourne, Cumberland to Main
- Sherman, south of Delaware
- Cumberland, Sherman to Eastbourne

The closest westbound bus stops are situated on Delaware at Sherman, Northeast corner and on Delaware at Holton, Northeast corner. Land use in the vicinity is residential, consisting of single family and multi-family dwellings and includes a rooming house. In peak time periods, six buses per hour serve the bus stop, with four buses per hour operating during off-peak time periods. This service level is appropriate for the demand.

On a typical weekday, four customers per hour, on average, use the bus stop. Eighty percent of these customers use the stop to board buses.

The spacing of the bus stops and the grid pattern of the local street network provide all households with a walk to transit of less than 400 metres. This meets the Transit Division guideline for acceptable walking distance to conventional transit. As the population ages and the conventional transit system continues to attract additional personal mobility device users onto the low-floor bus fleet, convenient, accessible bus
stops become an important element that complements an effective ridership growth strategy.

Generally, the Transit Division will consider citizen requests for bus stop relocations and conduct trials after reviewing the following criteria:

- Maintenance of acceptable average walking distances.
- Maintaining reasonable stop-to-stop spacing, given surrounding land uses.
- No significant net impacts on auto or pedestrian traffic, on-street parking or commercial loading zones.
- Operational suitability & customer safety.
- Compatibility with traffic control devices.
- Potential to install customer amenities (shelter, bench).
- No reasonable objection from property owner/resident of adjacent land.

**ALTERNATIVES FOR CONSIDERATION:**

The bus stop can be eliminated, with a subsequent increase in westbound stop spacing from 140m to 280m. The resulting spacing is considered excessive for this fully developed neighbourhood. Eliminating the bus stop will increase walking distances for selected households, but all households will still be within 400m of a westbound bus stop.

The trial bus stop relocation can be terminated and the bus stop returned to its original location.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**POLICIES AFFECTING PROPOSAL:**

**Official Plan**

3.1.1.8 Promote the integration of transit plans into the design of neighbourhood and secondary plans to achieve a distance of approximately 400 metres or a five minute walk between 90% of residential units and transit stops.

**Transportation Master Plan**

Objective 3 Enhance the liveability of neighbourhoods and rural areas
Principle 3(a) Transportation facilities should reflect and complement their community context
Principle 3(b) Noise and other undesirable impacts of traffic on residential areas should be minimized

Increase opportunities for all residents and employees to have access to the transit system.

- Establish a goal of providing at least 90% of residents and employees within the City with transit service within a 400m (five minute) walk
RELEVANT CONSULTATION:
Transit Division staff have been in contact with the Ward 3 Councillor’s office and undertook a site meeting with some stakeholders.

The Traffic Engineering & Operations Section has been consulted and does not object to the presence of a bus stop in the original or trial location.

CITY STRATEGIC COMMITMENT:
By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
The public are involved in the definition and development of local solutions.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

Economic Well-Being is enhanced. ☐ Yes ☑ No

Does the option you are recommending create value across all three bottom lines? ☐ Yes ☑ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No
May 4, 2006

Mr. Bernie Morelli
Ward 3 Councillor
City Hall 2nd Floor
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Mr. Jim Dahms
Manager HSR
2200 Upper James St.
RR#1 Mount Hope
L0R 1W0

Dear Sirs:

RE: TEMPORARY RELOCATION OF DELAWARE AVE. BUS STOP

We object to the unilateral decision made to “temporarily” relocate the bus stop from the north east corner of Delaware and St. Clair to in front of 185 Delaware Ave.

We are disappointed that this decision was made with no notice to, no consultation with and no reasonable regard or consideration given to affected property owners and residents.

We request the immediate rescission of this one-sided decision and the immediate relocation of this bus stop back to its original and historic location at the north east corner of Delaware and St. Clair.

We invite an open and full consultation with all affected property owners and residents prior to any decisions about the ultimate location of this bus stop.

NAME	ADDRESS	SIGNATURE

The original petition received is in the custody of the City Clerk. All personal information has been severed pursuant to Section 32 of the Municipal Freedom of Information and Protection of Privacy Act.

The petition was signed by 11 residents.