ACCESSIBILITY AND BUS STOPS IN HAMILTON

Photo Essay Demonstrating Poorly and Well-Constructed Bus Stops Throughout Hamilton

Presented by: Terri Wallis
Lack of Room for Ramp Deployment
Lack of Room for Ramp Deployment
Main street. Outside of City Hall
Lack of Room for Ramp Deployment
Main street. Outside of City Hall
Inappropriate location for ramp deployment (never on grass)- Meadowlands

UPDATE: concrete has been put down in the grass area, but not wide enough to reach the side walk
Inappropriate location for ramp deployment (never on grass)-Meadowlands
Dangerous location for Ramp Deployment down a slope- Meadowlands

SUGGESTION: put up a fence to stop people from rolling down hill
Dangerous location for Ramp Deployment down a slope- Meadowlands
Dangerous location for Ramp Deployment down a slope - Meadowlands
Inappropriate location for ramp deployment (never on grass)-
Stone Church Rd E

Grass gets muddy and wet in the winter or summer when it rains. Grass also creates problems for persons with vision loss who use canes.
Gutter is too wide- Chedoke (beside arena)

- Not proper distance for ramp to deploy
- Grading of sidewalk
- Uneven height of sidewalk and grass makes ramp deploy higher than sidewalk, at times
Chedoke - in front of arena

- Not proper distance for ramp to deploy
- Height of sidewalk
King & Queen

• Ramp deploys into a fence
Hazardous ramp deployment-
McMaster Children’s Hospital
Hazardous ramp deployment-
McMaster Children’s Hospital

Ramp deploys into the rocks
Chester & Chelsey

Ramp deploys into a ditch
Rymal road- across from Walmart

Ramp deploys into a ditch
Rymal road - across from Walmart

Ramp deploys into a ditch with mud & water
Dangerous for people with vision loss
Ramp won’t reach the sidewalk
Emergency call buttons out of reach
MacNab Street Terminal

Emergency call buttons are too high for people with mobility devices, children or little people
Cable hazard
Main & Ottawa- #52 stop

- Cable is a hazard for everybody especially people with vision loss
- Passengers must pass under cable to board bus
Poor Furniture Design/Placement
King and James

Poor Furniture Design/Placement
Main and John

The furniture is placed in the boarding area
John and Jackson

Furniture and tree are in the boarding area
King and Catharine

Too many fixtures in boarding area
King and Hughson

Tree and lamp-post in boarding area
Concession St.

Planter in front of the boarding area
Ramp deploys into drive way which makes it too steep
Queenston Rd.

Grass & gravel in ramp deployment area
Garbage can and bench are not accessible
Distance between shelter and bus stop
Main & Wentworth

• Distance between shelter and stop is too far
Upper Gage

- Distance between shelter and stop is too far
Uneven Sidewalk / Grading
Upper Gage and Mohawk

Bench is on an angle because of hill
Side walk is uneven and the ramp won’t deploy flat
Main & John

- Uneven sidewalk grading
- Ramp deploys on a curb cut
Lack of curb cuts
Stone Church Rd E

Lack of Curb Cuts
Stop not accessible
Lack of Curb Cuts
Stop not accessible
Stone Church Road E.
(Across from Silver City Theatre)

Lack of Curb Cuts
Garbage can not accessible by persons with disabilities
Stone Church Road E.
(Across from Silver City Theatre)

Lack of Curb Cuts
Rymal Road E.

No curb
Ramp deploys too steep
Rymal Road E.

No curb
Ramp deploys too steep and into mud and grass
Hempstead Road-
(Upper Ottawa & Rymal Rd)

- Bus ramp runs on to grass field
- No curb cuts
SOME GOOD EXAMPLES
Stone Church Road E.
Guidelines for Designing Good Bus Stops

• Never use uneven surfaces at bus stops (grass / dirt / stones/ gravel)

• Make sure all deployment areas are on flat, even surfaces

• Develop guidelines for distance between curb and sidewalk, so that wheelchairs and scooters can disembark safely with proper turning radius
Guidelines for Designing Good Bus Stops

• Never place bus stops or deployment areas close to hazardous and unsafe areas (hills, ditches)

• Bus stop area must be well-lit with minimal furniture

• Bus stop must lead passengers to a sidewalk that leads to a safe pedestrian area or crosswalk
Guidelines for Designing Good Bus Stops

• Furniture should never interfere with safe and free-flowing sidewalk traffic

• All furniture must be accessible including garbage cans and shelters