SUBJECT: 2009 Transit Route Changes (PW09044) - (City Wide)

RECOMMENDATION:
That the following permanent route changes effective June 28, 2009, be approved:

(a) Routes 1-King, 2-Barton and 3-Cannon end-of-line be changed from the current MacNab Street Terminal to the Hunter GO Station;

(b) Routes 2-Barton and 3-Cannon be rerouted via John Street north of King Street and no longer operate along Hughson Street north of King Street;

(c) Route 3-Cannon operate on Cannon Street between Wellington Street and James Street;

(d) Route 3-Cannon no longer operate on Wellington Street from Cannon Street to King Street or on King Street from Wellington Street to James Street;

(e) Routes 4-Bayfront, 8-York and 9-Rock Gardens be rerouted from Hunter and MacNab via Hunter Street and Bay Street to resume regular routing at Bay and King Street.

Gerry Davis, CMA
Acting General Manager
Public Works Department

EXECUTIVE SUMMARY:
A staff presentation will accompany this report.
Permanent Route Changes

Transit is starting a two step process which will ultimately see buses removed from the south leg of King Street between John and James Streets. The first step is the reconstruction of the MacNab Terminal (on MacNab Street between King and Main Streets) which will start July 2009 and be completed by July 2010.

Currently 6 routes use the existing MacNab Terminal:
- 1 King
- 2 Barton
- 3 Cannon
- 4 Bayfront
- 8 York
- 9 Rock Gardens (seasonal)

Routes 1, 2 and 3 will see the most significant change by moving the end-of-line to the Hunter GO Station which was reconstructed in early 2009 to accommodate these routes. These routes are being rerouted in a less circuitous manner to realize efficiencies in our service delivery to offset the greater distance travelled to get to the Hunter GO Station to avoid additional operating costs. Additionally, Routes 2 and 3 will be rerouted via John Street north of King Street and will no longer operate along Hughson Street north of King Street. Route 3 will operate on Cannon Street between Wellington Street and James Street. Route 3 will no longer operate on Wellington Street from Cannon Street to King Street or on King Street from Wellington Street to James Street. These changes will result in changes to longstanding route patterns and bus stop locations, however, in most cases the distance to the new stop is relatively small (about 100 metres). Routes 4, 8 and 9 will see a minor rerouting from Hunter and MacNab via Hunter Street and Bay Street to resume regular routing at Bay Street and King Street.

The second step, expected to occur in July 2010 upon completion of the MacNab Transit Terminal, involves relocating the nine routes currently using the south leg of King Street between John Street and James Street to the new MacNab Transit Terminal located on MacNab Street between King Street and Main Street. This change affects the following routes:
- 21 Upper Kenilworth
- 22 Upper Ottawa
- 23 Upper Gage
- 24 Upper Sherman
- 25 Upper Wentworth
- 26 Upper Wellington
- 27 Upper James
- 33 Sanatorium
- 35 College

BACKGROUND:

The information/recommendations contained within this report have City wide implications.

Outlined below are a number of significant temporary route changes occurring in 2009.
Major Temporary Detours due to Road Reconstruction Projects

- Cannon Street reconstruction, Gage Avenue to Ottawa Street
- Stone Church Road reconstruction, Garth Street to Upper James Street
- Omni Blvd. reconstruction, Stone Church Road to Gurnett Drive
- King Street reconstruction, Nash Road to Battlefield Drive

The above road sections are undergoing total reconstruction. Due to the nature of the projects, these road sections will be closed to all traffic, requiring detours.

Service Expansions

- Rapid Transit infrastructure improvements, introduction of Route 20 A-Line
- Expansion of Route 44 Rymal

The above service expansions are planned for September 2009. Both require operation along sections of road that operates under “highway” like conditions specifically:

- Garner Road between Wilson Street and Upper Paradise Street
- Rymal Road between Upper Mount Albion Road and Upper Centennial Road
- Upper Centennial Road between Rymal Road and King Street

Staff is currently undertaking a detailed design of properly constructed bus stop areas along these sections of road to ensure safe operation for our operators, passengers and other motorists.

ANALYSIS/RATIONALE:

The following table and maps outline the proposed changes.

<table>
<thead>
<tr>
<th>Route(s)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permanent Changes – Effective 28 June 2009</strong></td>
<td></td>
</tr>
<tr>
<td>1 King</td>
<td>MacNab terminal construction, use Hunter GO Station as end-of-line.</td>
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<tr>
<td>(Figure 1)</td>
<td>All routes via James to GO</td>
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<tr>
<td>2 Barton</td>
<td>From GO via John to Main, Wilson, Barton (discontinue service on Hughson north of King)</td>
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<tr>
<td>(Figure 2)</td>
<td>Requires revised signal timing</td>
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<tr>
<td>3 Cannon</td>
<td>Maximize recovery @ GO Terminal without having 2 of 1 route there at any given time</td>
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<tr>
<td>(Figure 3)</td>
<td></td>
</tr>
<tr>
<td>4 Bayfront</td>
<td>MacNab terminal construction, discontinue service through terminal.</td>
</tr>
<tr>
<td>8 York</td>
<td>Re-route from Hunter and MacNab via Hunter and Bay to Bay and King</td>
</tr>
<tr>
<td>9 Rock Gardens</td>
<td></td>
</tr>
<tr>
<td>(Figure 4)</td>
<td></td>
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<tr>
<td><strong>Construction Detours</strong></td>
<td></td>
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<tr>
<td>5 Delaware</td>
<td>King Street road and sidewalk reconstruction, Nash to Battlefield.</td>
</tr>
<tr>
<td>58 Stoney Creek Local (Figure 5a, 5b)</td>
<td>Route 5 detour via Centennial to Eastgate</td>
</tr>
<tr>
<td></td>
<td>Route 58 detour via Queenston and Lake to King</td>
</tr>
<tr>
<td>3 Cannon</td>
<td>Cannon Street road and sidewalk reconstruction, Gage to Ottawa.</td>
</tr>
<tr>
<td>(Figure 6)</td>
<td>Detour eastbound via Gage, Barton and Ottawa,</td>
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<tr>
<td>Route(s)</td>
<td>Description</td>
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<tr>
<td>westbound via Ottawa, Main, King</td>
<td>Additional running time/buses as required by time-of-day</td>
</tr>
<tr>
<td>and Gage</td>
<td></td>
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</table>

| 34 Upper Paradise 35 College     | Stone Church Road full reconstruction.                                                                                                        |
| 43 Stone Church (Figure 7a, 7b and 8) | full closure of Stone Church, Garth to Upper James, detour via Rymal for 10 weeks                                                          |
|                                  | new traffic circle at Stone Church and Omni, full closure of Omni, detour via Gurnett Gate, Gurnett Drive for 2 weeks only (affects 34 Upper Paradise only) |

**Service Expansion – Effective 6 September 2009**

| 20 A-Line (Figure 9)              | New route.                                                                                                                                 |
|                                  | • Weekday peak 30 minute service                                                                                                           |
|                                  | • Maximize recovery at the Airport                                                                                                          |
|                                  | • Implementation date may be impacted by date of completion of infrastructure upgrades                                                  |

| 44 Rymal / Centennial (Figure 10) | • Route expansion to Ancaster Business Park and Eastgate Square.                                                                          |
Figure 1
1-King
- New GO Hunter routing
- Effective: 28Jun09

Current Route
Proposed Route
Closed Section
Figure 2
2-Barton
- New GO Hunter routing
- Effective: 28Jun09
Figure 3
3-Cannon
• New GO Hunter routing
• Effective: 28Jun09
Figure 4
4-Bayfront, 8-York, 9-Rock Gardens
- New GO Hunter routing
- Effective: 28Jun09

Current Route
Proposed Route
Closed Section
Figure 5a
58-Stoney Creek Local
- Full road reconstruction
- Effective: 29Mar09-27Jun09
Figure 5b
5-Delaware
- Full road reconstruction
- Effective: 29Mar09-27Jun09
Figure 6
3-Cannon
- Full road reconstruction
- Effective: 29Mar09-27Jun09
Figure 7a
35-College
- Full road reconstruction, closure of Stonechurch, Garth to Upper James
- Effective: 28Jun09-05Sep09
Figure 7b
43-Stonchurch
- Full road reconstruction, closure of Stonechurch, Garth to Upper James
- Effective: 28Jun09-05Sep09
Figure 8
34-Upper Paradise
- Full road reconstruction closure of Omni, Stonechurch to Upper Horning
- Effective: 28Jun09-05Sep09 (2 weeks only within this time period)
Figure 9
20-A-Line
- New route
- Effective: 06Sep09

Current Route
Proposed Route
Closed Section
Figure 10
44-Rymal/Centennial
- Route extension
- Effective: 06Sep09

Ancaster Business Park – Proposed Routing
ALTERNATIVES FOR CONSIDERATION:
Council may reject the recommendations in this report and direct staff to investigate other re-routings.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

POLICIES AFFECTING PROPOSAL:
- Transit Ridership Growth Plan
- Official Plan
- Roadmap to Sustainability
- Transportation Master Plan
- GRIDS

RELEVANT CONSULTATION:
The Transit Service Plan has been before Council previously. Additional consultation has occurred with the Ward 2 Councillor, as a majority of the permanent re-routes occur within this Ward. The Amalgamated Transit Union has been consulted on the changes. Additionally, many of these changes are based on recommendations of the Transit Steering Committee, a committee with a broad community based membership.

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
Environmental Well-Being is enhanced. ☑ Yes ☐ No
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