SUBJECT: West Hamilton Bus Route Extension to Meadowlands - Petition (PW08095) - (Wards 1 and 12)  
Public Works Outstanding Business Item

RECOMMENDATION:

(a) That the General Manager of Public Works be authorized and directed to add the petition requesting an extension of the HSR #5A/C Delaware-West Hamilton bus route on Weekends to the Ancaster Meadowlands to the list of outstanding conventional transit service requests;

(b) That the item relating to the “Extension of 5A/5C Delaware Bus Route” be removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY:

A petition to extend Saturday, Sunday and Holiday HSR bus service from the West Hamilton Loop to Ancaster’s Meadowlands was received by Public Works Committee in January 2008. The Provincial Gas Tax Transit Master Plan Steering Committee previously identified this as a high priority service improvement that supports Transportation Master Plan objectives to reduce auto use and encourage the use of other modes, such as public transit. The Transit Division will add the petition to its list of outstanding conventional transit service requests.
BACKGROUND:

The information/recommendations contained within this report primarily affect Wards 1 and 12.

West Hamilton resident and HSR Operator Frank Palin appeared as a delegation at Public Works Committee on January 14, 2008, (Public Works Committee Report 08-001, Item (f) (i)) and presented a 652-signature petition requesting that the Transit Division investigate the extension of the #5A/C Delaware-West Hamilton bus service to the Meadowlands power centre on Saturdays, Sundays and Holidays. Public Works Committee moved to refer Mr. Palin’s presentation to the Provincial Gas Tax Transit Master Plan Steering Committee for discussion and directed staff to report back to the Public Works Committee.

Transit Division planning staff maintain a list of conventional transit service requests that are received from the public (both existing HSR users and non-users), and various retail/industrial/commercial/institutional concerns who are interested in transit service for their workforce and/or their customers, as applicable. Requests are submitted as Customer Contact Reports that are prepared by HSR Customer Services Section and forwarded to HSR Planning Section for comment and filing. The requests generally deal with either service frequency (customer wait times at bus stops), service span (the days of the week or hours of the day when service is available) or service coverage (the neighbourhoods where routes go, which determines a transit customer’s walk distance to/from a bus stop). The 2008 list presently contains 23 conventional transit service requests, including Mr. Palin’s petition.

On an annual basis, staff review the requests on the list. If there is sufficient capital/operating resources and room to increase the transit levy when preparing the annual Transit Service Enhancement Plan, a selection of one or more service level enhancements is prepared. A review of the 2007 conventional service requests list resulted in the 2008 implementation of three new HSR bus routes, Wentworth, Waterdown and Rymal.

ANALYSIS/RATIONALE:

The Delaware-West Hamilton bus route provides direct service between the Rosedale neighbourhood in East Hamilton, Downtown Hamilton, West Hamilton and Ancaster’s Meadowlands on Weekdays between 6:00 a.m. and 1:00 a.m. Buses operate at thirty minute intervals via the Wilson Street East escarpment access, Rousseaux Street, McNiven Road and Golflinks Road. On Weekends, buses terminate at West Hamilton Loop and no direct service is provided from this point into Ancaster.

On weekends, customers originating in the western neighbourhoods of Lower Hamilton can travel to Meadowlands via Downtown Hamilton, using one of the north/south cross-escarpment bus routes and then transferring to the #41 Mohawk route. The transit trip is circuitous, depending on point of origin, and can be time consuming. Customers originating in the Rosedale, Delta East and Bartonville neighbourhoods of Lower Hamilton, however, enjoy a direct, transfer-free trip to Meadowlands on the #41 Mohawk bus.

In his January 14th presentation, Mr. Palin addressed why the route should be extended, reasons for wanting weekend service, the economic, environmental and social impacts
and the service/ridership potential. Extension of the service would also provide better connectivity to the 5A/5C service to Westdale.

The Provincial Gas Tax Transit Master Plan Steering Committee and the Transit Division support a Weekend and Statutory Holiday bus route extension from West Hamilton Loop to Meadowlands. Increasing trip making options thru strategic route extensions improves the attractiveness of using transit to reach popular retail/entertainment/residential nodes. An appropriate frequency of service would be 30 minutes on Saturdays and sixty minutes on Sundays and Holidays.

**ALTERNATIVES FOR CONSIDERATION:**

N/A

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial**

A bus route extension on Saturdays, Sundays and Statutory Holidays will increase annual HSR route operating costs by $125,000. A portion of the net operating cost would be area rated.

**Staffing**

A bus route extension on Saturdays, Sundays and Statutory Holidays will increase Transit Operator FTE’s by 0.8.

**Legal**

N/A

**POLICIES AFFECTING PROPOSAL:**

A 2031 Transportation Master Plan target is to decrease the number of single-occupant auto trips by 20%. Aggressive expansion of transit routes and services to key destinations is one approach that will help to double the annual transit trips per capita from 50 to 100 by 2031.

**RELEVANT CONSULTATION:**

In September 2007, the Provincial Gas Tax Transit Master Plan Steering Committee reviewed a series of potential transit route and service improvements. Improving Weekday service on the Route #5A/C Delaware-West Hamilton line and implementing an extension of this route to Meadowlands on Weekends was one of twelve high priority service improvements identified by the Steering Committee.

**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

Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens.
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
Investment in Hamilton is enhanced and supported.

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