



Hamilton
Public Works

KING STREET TRANSIT ONLY LANE PILOT PROJECT

Appendix “B”

King Street West BIA Submission

APPENDIX B

Bender, Daryl

From: Horzelenberg, Trevor
Sent: July-15-14 11:29 AM
To: Maloney, Eileen
Cc: Lee-Morrison, Christine; Curzi, Rae; Bender, Daryl
Subject: FW: King St. W. BIA Meeting (response to questions)

Eileen,

On behalf of Christine Lee-Morrison, below please find a response to all the questions from the King Street West BIA, we apologize for the delay in these responses, however we had to sort through all the submissions to date in order to acknowledge all the correspondence that we have received from the BIA:

I need to know exactly what is being used from us (meaning the BIA) in the 'report' that is being prepared regarding the bus lanes. I am afraid of being misquoted and that many of our points will be completely omitted.

- Attached are the submissions received by the City of Hamilton from the King Street West BIA that will be appended to the final monitoring report. Staff may summarize the issues from stakeholder submissions in the body of the monitoring report but do not misquote stakeholder submissions.

Do we need to prepare yet another report from the bia?

- If you have additional comments/issues to add, please feel free to forward them to me. If your comments have not changed then another submission is not necessary.

Please let us know the deadline for submissions for both the report and by what date we have to formalize the request to city council to have the lane removed.

- As indicated in our previous correspondence, a Committee date for the report has not yet been determined. You may continue to submit comments to this Department until October 22, 2014. It should be noted that there will be no Committee or Council meetings between mid-September and December of this year. As the pilot does not end until late October, it will not be possible to have the report scheduled until the new Council is in place as early as possible 2015. We will advise once a date has been confirmed.
- If you wish to make a formal request to appear before the Committee when the staff report on the Transit Only Lane monitoring is scheduled, please see the following information or contact the City Clerk's Office at (905) 546-4408.

<http://www.hamilton.ca/CityDepartments/CorporateServices/Clerks/Request+to+Speak+to+a+Committee+of+Council+2014.htm>

thanks

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Fax: 905-546-4435
Cell: 905 977-8527
Christine.Lee-Morrison@hamilton.ca

From: Lia Hess [redacted]
Sent: June-12-14 3:18 PM
To: Maloney, Eileen
Cc: [redacted]
Subject: RE: King St. W. BIA Meeting - June 16th

sorry, you will be missed :(

I need to know exactly what is being used from us (meaning the BIA) in the 'report' that is being prepared regarding the bus lanes. I am afraid of being misquoted and that many of our points will be completely omitted.

Do we need to prepare yet another report from the bia?

Please let us know the deadline for submissions for both the report and by what date we have to formalize the request to city council to have the lane removed.

thanks

Lia

Transit Only Lane Feedback

King St W BIA

May 2013

Bender, Daryl

Subject: LRT and King West BIA

From: Lia Hess [<mailto:kingwestbia@yahoo.ca>]
Sent: Friday, May 17, 2013 2:58 PM
To: Farr, Jason; Maloney, Eileen
Cc: Norton, Glen; Lee-Morrison, Christine; McHattie, Brian; Merulla, Sam
Subject: LRT and King West BIA

Thank you for the update regarding this critical issue to the King West BIA.

I am just setting the date for our next meeting, and the future LRT will be the main issue. The meeting will be in the beginning of June, I will let you know of the date and details shortly.

My early commentary would reflect the sentiments of the merchants/businesses located on the North side of King. As you all recall we were severely impacted by the lack of parking when the construction barriers on the corner of Hess and King Street went up about 2 years ago. This means that there already has been and still is a full lane of traffic restriction in front of our businesses extending midway up from Caroline, past Hess and almost to Queen. We would very much welcome the proposal that this restricted lane be converted to full time parking. This additional parking would provide much needed relief to not only the merchants on King Street, but to those in Hess Village and also to the residents.

We have noticed no particular traffic slowdowns due to the fact that we had parking reinstated in front of our businesses, including parking during peak hours.

As a business owner who has 100% of my clients driving to my office, I depend on the availability of parking in front of my establishment during normal business hours and welcome the opportunity to have increased parking now on BOTH sides of King Street.

I see no reason to impose a dedicated bus lane as a "trial" as the conclusion is already obvious to all. There will little or no impact on the traffic, but the merchants and residents will feel the direct negative impact of reduced parking spaces. We would like to keep our parking as long as possible.

I will report back to you after our next BIA meeting as likely some of the other businesses will have commentary as well.
Lia Hess.

From: "Farr, Jason" <Jason.Farr@hamilton.ca>
To: "Maloney, Eileen" <Eileen.Maloney@hamilton.ca>; kingwestbia@yahoo.ca
Cc: "Norton, Glen" <Glen.Norton@hamilton.ca>; "Lee-Morrison, Christine" <Christine.Lee-Morrison@hamilton.ca>; "McHattie, Brian" <Brian.McHattie@hamilton.ca>; "Merulla, Sam" <Sam.Merulla@hamilton.ca>
Sent: Thursday, May 16, 2013 2:32:23 PM
Subject: Re: 2011 & 2012 Audit Requirements
Lia,

You may recall as chairperson of the King-West BIA that we had a BIA conversation on the dedicated bus transit lane through your BIA.

Today, Public Works committee debated the issue and one of the questions related around the feelings from your BIA on the matter. I was at the meeting and relayed the conversation as I recollected.

I told the committee about the BIA appreciating that the parking would go across the street and likely expand in volume of autos able to park as we would go from meters to the parking boxes as we see on Locke.

I explained that we had also discussed loading zones would be located across the street as well.

It was my impression from that BIA meeting last year that you were interested in LRT and that you understood that a dedicated transit pilot was a necessary step toward this city building effort.

It would be helpful (infact crucial) to the dedicated transit lane pilot cause if you could confirm that we both had this conversation and that the BIA is comfortable with the added parking, albeit across the street.

Thanks, and I look forward to hearing from you again.

Jay

I have cc'd the supportive Councillors who were in attendance at Public Works Committee today.

PS - Part of the discussion hit on the horrendous hoarding you good people have been dealing with for some time. I had suggested to committee that we move a motion to have it taken down long before it interrupts our important dedicated bus lane pilot project.

Transit Only Lane Feedback

King St W BIA

June 2013

(a petition with 23 signatures)

Merchants, property owners and residents of King St. W.
in opposition to the Bus Lane Only changes June 18th 2013

Major and members of council

City of Hamilton ON.

We are **merchants, property owners and residents** of King St. West between Bay St. and Queen St. in **opposition** of the Bus Lane only changes in our neighborhood. As property owners, some of us have **30 or more years** of **experience** with the **characteristics of our neighborhood**. We deal with apartment rentals, store front rentals, business operations, parking problems, traffic problems and have **enough knowledge** to know how **negative** this application of a bus lane will be. For over 30 (or more) years we have adjusted to our surrounding to suit our present set up, now we are expected to evolve in a way which doesn't suit our **needs** anymore.

Please be **clear**, we are in complete opposition of application of this Bus Lane and expect the following letter not to be misunderstood. We are writing because we are now **forced** to accept its application, deal with its **effects** on us and suggest ways that the city will help us maintain some sort normalcy.

For the record, we are all frustrated in the **lack of information, warning and conduct** of the city in its sensitivity to our needs and issues.

We have **designed** the following letter in **point form** to address each problem which **will arise** and after each point we suggest possible solutions.

History

Since the time our buildings were built (approx. 100 years) parking out front in the curb lane has been a part of the natural access to businesses and has been working fine. It wasn't until recently where malls finally realize the value of ease for customers to access a business and its importance, hence the **BOX STORE** style malls. People naturally avoid doing business when too much is involved in gaining access to an establishment. The distance between where you park and the door you need to access is crucial. This option will no longer be available to us. We are **struggling** enough as it is. This Lane restriction will just fuel our hardships.

Solution

-We understand how parking is planned across the street and would suggest a maximum stay of 30 minutes and enforced until at least 7 pm. This will ensure the parking will be used for our businesses and not the mall or distant needs.

-Create a time frame for the bus lane only use, between 2pm and 6pm to accommodate the rush hour traffic needs and allow regular usage after 6pm and on weekends. The bus lane is designed to alleviate traffic; there is no need for it at other hours. This will allow the city to generate extra income during those hours and double our parking availability.

-Clearly explain to MPAC that our properties no longer have the same status and that our values will be reduced considerably.

Safety

FACT Buses move at a more rapid pace than they should. Being a good judge of speed, I'd say some buses travel down King St. and other parts of the city beyond 70 km per hour. My concern for safety is most important in this letter. Without a buffer zone or pedestrian protection the risk of bus/pedestrian collision is imminent.

Solution

- Prepare a road safety report outlining what would be needed to ensure safety.
- Change the speed limit on our street to 40 km per hour.
- Create a speed bump on each block half way down the block.
- Have radar set up, similar to the one at Cootes Paradise for students attending McMaster University and their cross walk safety.
- Set up cross walks half way through each block with button activation.
- Build a barrier between the sidewalk and road to protect pedestrians.

Peace and quiet

Buses come with annoying noise which will take away from the peaceful enjoyment of our space, especially the apartment dwellings above our stores. Noise includes BRAKES (air brake noise and worn brakes), ENGINE NOISE (while accelerating....very loud) HONKING OF HORN! This last item will happen often. People will still attempt to use the curb lane regardless of traffic laws. We can guarantee that when any bus driver encountering a driver parked in this lane will sound their horn and disturb the whole neighborhood during the evening and will constantly disturb peaceful business operations during the day.

Solution

- Consult with the HSR and find a method in which to create a quiet zone in our area. NO HORN BLOWING!
- Slow down acceleration noise by lowering the speed limit to 40 km /per hour.
- Penalize bus drivers for abusive horn habits.

Bus stops

In no way will we tolerate bus stops in front of our properties. This has been proven to create a place for loitering and trouble.

Solution

- Maintain present bus stop locations and do not add any more.

Loading zone

Access to our properties is limited. Our rear access will not accommodate deliveries by large vehicles. The overhead wires and tightness of space will restrict their ability for access. Imagine Ups and FedEx drivers zooming in and out of alleyways all day long....blocking access most of the time. The city hasn't even considered this problem from our observation. We need delivery access close to our front doors.

Solution

-Maintain the loading access as it is now for commercial vehicles or permit holders (merchants) only between 7am and 2pm, after 6pm on weekdays and all day on weekends.

Dust

From experience, we've noticed the amount of dust which is created between 4pm and 6pm (rush hour) due to racing buses and the dust storm they create while speeding by our stores. This type of dirt gets into everything and is very hard to remove, especially off of merchandise.

Solution

- Change the speed limit on our street to 40 km per hour.
- Create a speed bump on each block half way down the block.
- Have radar set up, similar to the one at Cootes Paradise for students attending McMaster University and their cross walk safety.
- Set up cross walks half way through each block with button activation.

Right to enjoyment

For years the description of King Street has been a Highway style road which is very unattractive. Now we are making it worse. Are the days of taking a stroll down an urban street with your family or lady gone? Will anyone be interested in visiting our establishments when this huge volume of bus traffic scares them off?

Solution

- Create curb appeal, something that will entice more business to our store fronts.
- Lower our taxes to compensate for our losses in rental appeal through MPAC

One year Pilot

Will our opinions matter during the pilot year or is this just a way to smooth over the permanent transition?

If opposition reaches a level which is obvious and we are affected considerably, will there be the option of cancelling the whole project?

Summary

We are all tax payers and follow the democratic way of doing business as you politicians do. We deserve to be heard and respected for our opinions. This application, by the city for a Bus Lane will change the way we've been doing business for decades, It will destroy the appeal of our rentals, It will disturb the peaceful enjoyment of our residential dwellings and it will risk the public's safety.

None of us are satisfied with the chain of events which have lead to these changes. We will protest with all our hearts to abolish the Bus Lane all together.

At the last council meeting which we attended it was clear by city officials that this application of a bus lane will not make a significant difference in travel time for commuters.

We are aware, that the main reason for installation is to use the funds that are offered by Metrolinx "Quick Wins" before the use of those funds expires.

In the mean time we hope that our suggestions are heard, acknowledged and respected. We expect to meet with city officials to discuss some of the options we mentioned and hear their suggestions.

Please contact Konstantine Takis (head of this initiative) at **905-870-0939**

Or by e-mail at **NobuslaneL8P@Hotmail.com**

Attached is a petition by Property owners, business owners and residents of King St. West in Hamilton ON. Who have read and agreed with the contents of this letter and wish to address all their concerns.

Petition against bus lane

Date:

[REDACTED]

Transit Only Lane Feedback

King St W BIA

July 2013

Horzelenberg, Trevor

From: Horzelenberg, Trevor
Sent: July-11-13 3:51 PM
To: Maloney, Eileen; 'Lia Hess'
Cc: Bender, Daryl; Lee-Morrison, Christine
Subject: RE: King St. W. BIA

Lia,

The LRT scheme (30% design) reflected both tracks (one eastbound, one westbound) on the southside of King St. through the core, with the remaining 2 northerly vehicular lanes running westbound for general purpose traffic and local bus service.

Furthermore, the City has completed the Environmental Project Report and the 30% design drawings for the B-Line LRT and Council has endorsed these plans to be sent off to Metrolinx in order to determine the funding formula and priority of this project. Therefore, at this stage it is up to the province via Metrolinx to come back to the City with timelines and funding of such a major project prior to the City making any final recommendations.

Eileen is correct, that you may want to touch base with Councillor Farr to identify any further discussions relating to LRT.

Should you have any further questions and/or concerns, please feel free to contact me.

Thank you

Trevor Horzelenberg, MCIP, RPP, CET | Senior Project Manager - Public Transportation | Mobility Programs & Special Projects | Transportation, Energy and Facilities Division | Public Works Department | City of Hamilton | 77 James St. N. Suite 400, Hamilton ON L8R 2K3 | 905.546.2424 xt. 2343 | [mailto:](mailto:Trevor.Horzelenberg@hamilton.ca)
Trevor.Horzelenberg@hamilton.ca | www.hamiltonrapidtransit.ca

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-----Original Message-----

From: Maloney, Eileen
Sent: Thursday, July 11, 2013 3:39 PM
To: 'Lia Hess'
Cc: Bender, Daryl; Horzelenberg, Trevor
Subject: RE: King St. W. BIA

Hi Lia,

Daryl Bender and Trevor Horzelenberg, from Public Works were in attendance at your meeting. I have copied them on this email and ask that they provide the information in respect to the proposed LRT route.

I would suggest that you contact Councillor Farr as he may be able to advise when Council will be discussing LRT in the future.

Regards,
Eileen

From: Lia Hess [<mailto:kingwestbia@yahoo.ca>]
Sent: July-08-13 5:00 PM
To: Maloney, Eileen
Subject: Re: King St. W. BIA

Also for the record, what were the names of those two guys from the city who were at the June 13th meeting?..and also their title if you know it.
Also, when is the next council meeting where LRT is to be discussed?
Also, Im getting conflicting feedback from our members.. which side of the King street is the proposed LRT be constructed on? The right or left side?
Thanks
Lia

From: "Maloney, Eileen" <Eileen.Maloney@hamilton.ca>
To: Lia Hess <kingwestbia@yahoo.ca>
Sent: Monday, July 8, 2013 4:30:00 PM
Subject: RE: King St. W. BIA

Hi Lia,

Since you no longer have a vacancy, you can have another member added to your board upon the approval of your membership. Do you have a copy of your constitution/procedure by-law to reference?

Eileen

Transit Only Lane Feedback

King St W BIA

Sept 2013

Sept. 12, 2013

Jason Farr/Lia Hess

Background: These proposals were discussed and agreed to by members of the King Street West BIA on August 8 2013.

1. LRT- Dedicated Bus lane

In principal, we agree with the long term objective of a LRT along King Str, in front of our Businesses.

We have learned via the media and with direct consultation with LRT representatives that a dedicated bus lane will be implemented as a 1 year pilot project. July/Aug 2013.

Thankfully, that has not yet happened.

Our position ideally, is that no dedicated bus lane be implemented as a pilot project and \$300K dedicated for this interim measure be budgeted for the actual LRT.

The dedicated bus lane along King Street to Bay Str, is proposed to be beside the curb lane, not in the lane directly beside the curb.

The City/LRT committee proposal is: As if you are driving, from left to right

1. Parking 2. Traffic 3. Traffic 4. Dedicated Bus lane

We propose:

1. Traffic 2. Traffic 3. Dedicated Bus Lane 4. Parking

Advantage of our proposal:

- No change in parking lane, therefore no additional cost for installation of new meters and removal of old.
- Currently the busses use #3 lane and pick up passengers from the curb at Caroline and Hess (the only 2 bus stops between Bay and Queen). No change.
- No new adjustments or disruption to existing comfort, habits of clients and customers parking.
- Preserve loading/unloading/delivery during business hours for our businesses
- Maintain a safe place for the unloading of elderly, disabled/injured and children directly in front of the businesses they are intending to go to.
- No potential future danger of clients/customers crossing King Str. mid block
- Buses not travelling (likely at increased speed) directly beside the sidewalk. Cars act as a buffer for pedestrians
- Preserve 3 parking spaces in our BIA district.
- Although people in the process of parking their cars will briefly occupy the bus lane, the elimination of other traffic in that lane should enable quicker in and out from the parking spaces and present minimum delay (if any) to a bus.
- Dedicated bus lane only be enforced from 7-9am and 4-6pm

Result: **Still maintain 2 lanes of traffic, parking and dedicated bus lane(if necessary).**

1. Bus traffic

The BIA was told that there was an abundance of Bus traffic on King Street which warrants a dedicated bus lane.

We propose:

That the GO bus consider a route change to reduce bus traffic and congestion Downtown.

Current:

A Go bus to Toronto leaves every hour during the day.

Route: Exit left onto James Street

Turn left onto King Street. Pick up at Jackson Square

Continue along King Street. Pick up at Caroline Street

Continue along King Street. Pick up just past Queen Street

Continue along King Street. Pick up at Dundurn

Exit onto 403/QEW

We propose

Route: Exit left onto James Street

Turn left onto York Street (now 2 way). Pick up at Jackson Square-
Library

Continue along York Street. Pick up around Caroline Street (if necessary)

Turn Left up Queen Street, Turn Right on King and pick up at existing
stop, at Queen/King.

Continue along King Street. Pick up at Dundurn

Exit onto 403/QEW

Advantages:

- Significant reduction of GO bus traffic through the core, which provide no benefit to existing businesses
- Improve local Hamilton bus service which can benefit BIA businesses.
- The passengers who board the GO busses downtown still receive service.
- The "detour" presents minimum delay in scheduling, as traffic generally moves quicker along York than along King.
- Currently Transport Trucks need to use "alternate route" and can not drive through the business district of downtown, apply similar rule to GO Transit.

Result: **Redirected GO bus traffic off of downtown King Street could improve the overall vehicle traffic through the downtown core, yet maintain service to commuters.**

Transit Only Lane Feedback

King St W BIA

Oct 2013

Bender, Daryl

Subject: Transit Only Lane communication

From: Bender, Daryl
Sent: Friday, October 04, 2013 10:28 AM
To: [REDACTED]
Cc: Farr, Jason; Hull, Don; Curzi, Rae; Anderson, Kelly; Scally, Maureen; Lee-Morrison, Christine
Subject: Transit Only Lane & King St West BIA Comments

Dear Ms. Hess:

Thank you for your very thorough comments regarding the design of the Transit Only Lane on King St through the King St West BIA. As part of the design process of the Transit Only Lane (TOL), we reviewed the pros and cons of continuing the Transit Only Lane in the "second lane out from the north curb" westerly of Bay St. Here is a summary of this review:

Advantages

- Maintain consistency and drivers expectation of the TOL in the second lane
- Improved operation of the TOL as loading buses would be out of the TOL

Disadvantages

- Transition of the TOL east of Bay St to west of Bay St will be complex (requires lane shifting for both autos and buses)
- Removal of existing pavement markings and restriping required to ensure second lane for TOL is 3.5 m wide. The existing curb lane width can accommodate the TOL
- A TOL is typically placed in the curb lane to minimize interaction (minimal weaving) between busses, right turning and parked vehicles
- Reduced capacity at Queen Street would result due to the loss of a left-turn lane (left-turning traffic would instead be mixed with through traffic)
- Signage for the temporary install would be less ideal (will require more overhead signage)
- Additional friction between driveways on the south side and general purpose through traffic in the south curb lane (turning vehicles can slow through traffic)

Given these factors, we have proceeded with a design that positions the TOL in the north curb lane west of Bay St. In addition, the current plan is to install the TOL in October, and that timeline could not be met if we decided to change the design at this stage of the pilot. A redesign the project would take a few additional months, which means installation could likely not happen until the spring and "Quick Wins" funding could be jeopardized.

However, as you know, the TOL will be evaluated after the one year period. We will commit to an evaluation process that will reconsider the scenario of the TOL positioned in the second lane from the curb as part of the post pilot evaluation. Since the pilot includes a portion of such a design (the TOL in the second lane out from the north curb), we will be able to compare the operations of these two different design scenarios.

With respect to the BIAs request to have GO buses rerouted to York Street, that suggestion is being conveyed to GO Transit staff for their consideration. It should be noted that use of the TOL by GO buses would be permitted should they choose to maintain the current route.

Regards,
Daryl Bender on behalf of

Christine Lee-Morrison, MCIP, RPP
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Transit Only Lane Feedback

King St W BIA

Post installation

(a sample of a petition with approx. 920 signatures)

