



Hamilton  
Public Works

## KING STREET TRANSIT ONLY LANE PILOT PROJECT

### Appendix “D”

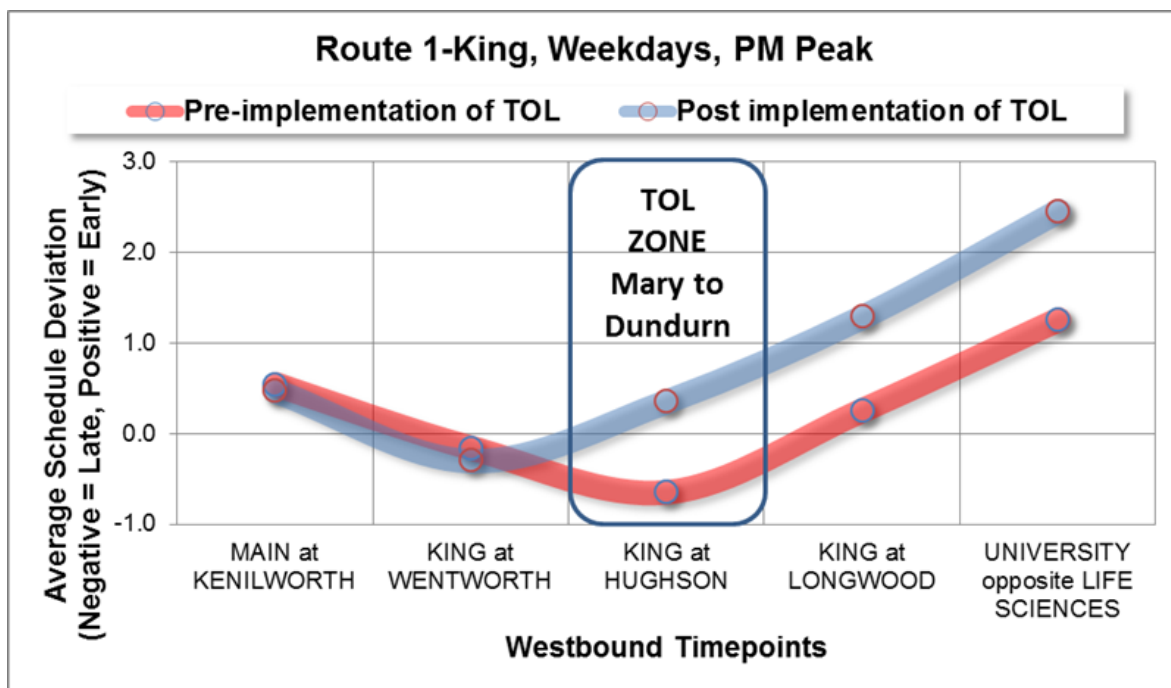
### King Street Transit Only Lane Pilot Project Transit Analysis

APPENDIX D

### King Street Transit Only Lane Pilot Project Transit Analysis

Transit Schedule Adherence - During the AM peak period there are as many people riding the HSR along this segment of King St as there are cars and trucks driving this same route. Schedule adherence was tracked to determine if the TOL had a positive effect on transit service in the area. The chart below captures the difference between pre-TOL schedule adherence and post-TOL schedule adherence along the corridor from Kenilworth Avenue to McMaster University. A value greater than zero (0) depicts a positive effect on transit travel times through the corridor. The data shows that the TOL had an overall positive impact on transit travel times along King Street, particularly the western section of the corridor and downtown of the pilot.

Chart 1 - Difference Between Pre-TOL Schedule Adherence and Post -TOL Schedule Adherence (in minutes by one hour period)



Survey of Transit Operators - Approximately thirty (30) transit operators were surveyed to obtain feedback on the TOL operations. From the results, seventy two percent (72%) of operators found that the TOL made transit operations easier and only seventeen percent (17%) of the operators felt that the TOL made operations more difficult. In terms of passenger opinions, sixty one percent (61%) of operators observed positive feedback from passengers. The findings from the operators' survey substantiate the above noted findings on improved schedule adherence for transit.

With respect to private auto driver adherence to the dedicated lane, it is noted that about half the operators observed that they were delayed periodically by cyclists, stopped/parking autos or autos driving in the TOL. Should the TOL remain or be expanded consideration should be given to increased enforcement efforts.

Question 1: Did the TOL make bus operations easier?

YES	72%
NO	7%
SOMETIMES	21%

Question 2: Did the TOL make bus operations more difficult?

YES	17%
NO	55%
SOMETIMES	28%

Question 3: How did transit riders respond to the TOL?

Liked It	61%
Disliked it	13%
Feedback from riders was mixed	26%

Question 4: How frequently were you delayed behind a cyclist?

Rarely	50%
Once per week	0%
Once per day	32%
More than once per day	18%
	100%

Question 5: How frequently were you delayed with autos stopping/parking in the TOL?

Rarely	48%
Once per week	7%
Once per day	15%
More than once per day	30%

Question 6: How frequently were you delayed by autos driving in the TOL?

Rarely	48%
Once per week	11%
Once per day	19%
More than once per day	22%

Corridor Ridership - Table 2 below shows a comparison of transit ridership along King Street (all routes) in 2014 as compared to 2009.

Table 2 – Transit Ridership Weekday 7:00 a.m. to 6:00 p.m.

<b>2014 Cordon</b>				
		Data		
SATION NAME ▾	TIME ▾	Sum of LOAD	Count of LOAD	Average of LOAD
KING @ CAROLINE	7 AM	570	23	25
	8 AM	1104	38	29
	9 AM	547	27	20
	10 AM	522	23	23
	11 AM	670	21	32
	12 PM	704	23	31
	1 PM	564	19	30
	2 PM	660	26	25
	3 PM	790	33	24
	4 PM	855	32	27
5 PM	598	29	21	
Grand Total		7584	294	26
<b>2009 Cordon</b>				
		Data		
STATION NAME ▾	TIME ▾	Sum of LOAD	Count of LOAD	Average of LOAD
KING @ CAROLINE	7 AM	615	28	22
	8 AM	1063	33	32
	9 AM	564	23	25
	10 AM	614	22	28
	11 AM	484	21	23
	12 PM	535	19	28
	1 PM	420	22	19
	2 PM	504	23	22
	3 PM	516	27	19
	4 PM	544	31	18
5 PM	455	25	18	
Grand Total		6314	274	23
<b>Difference</b>				
		Data		
STATION NAME	TIME	Sum of LOAD	Count of LOAD	Average of LOAD
KING @ CAROLINE	7 AM	-45	-5	3
	8 AM	41	5	-3
	9 AM	-17	4	-4
	10 AM	-92	1	-5
	11 AM	186	0	9
	12 PM	169	4	2
	1 PM	144	-3	11
	2 PM	156	3	3
	3 PM	274	6	5
	4 PM	311	1	9
5 PM	143	4	2	
Grand Total		1270	20	3

The most recent ridership counts suggest that transit ridership along the corridor through the downtown has grown by approximately 20% over 5 years, or an average of about 4% per year. Ridership in the Main-King-Queenston corridor accounts for approximately 42% of the system wide ridership. Between 2009 and 2013 transit ridership across the HSR system grew by 4% (from 20,930,770 to 21,817,842), an average of approximately 1% per year. Based on the data, the Main-King-Queenston corridor carries a significant proportion of transit ridership in the City and ridership in this corridor is growing at a faster rate than the overall system.