

General Issues Committee
January 14, 2015



8.3

Hamilton
Public Works

**Public Works Department
Transit Division**

**King Street Transit Only Lane
(TOL) Pilot Project (PW11079g)**

Providing services that bring our City to life !

King Street Transit Only Lane (TOL) Pilot Project

- Council approval May 22, 2013
- Operational since October 23, 2013
- Funded from Metrolinx Quick Wins



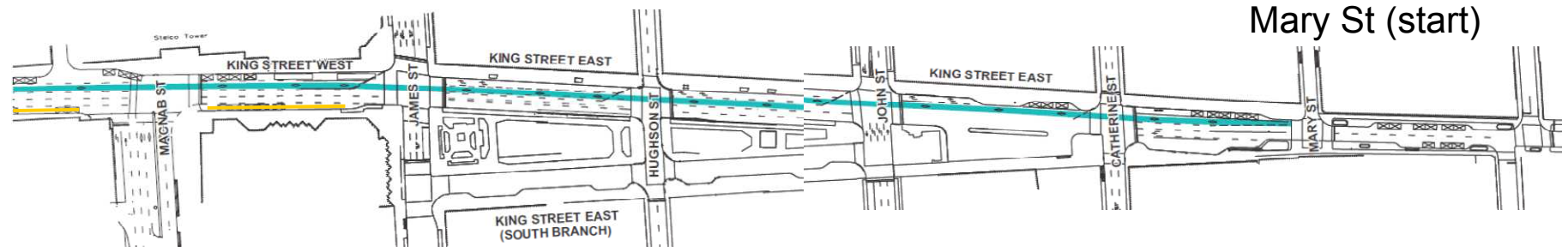
- Community
- People
- Processes
- Finance



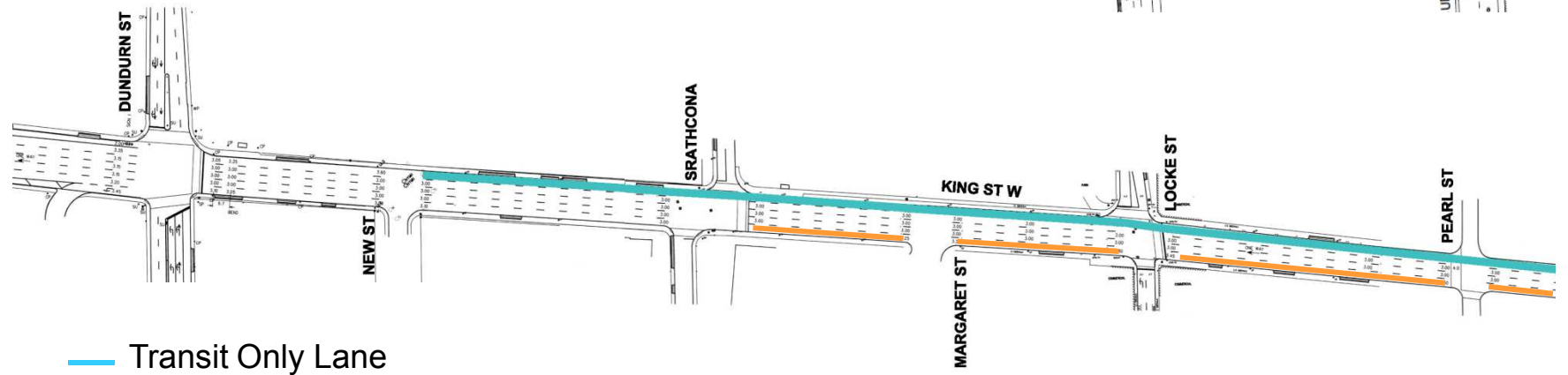
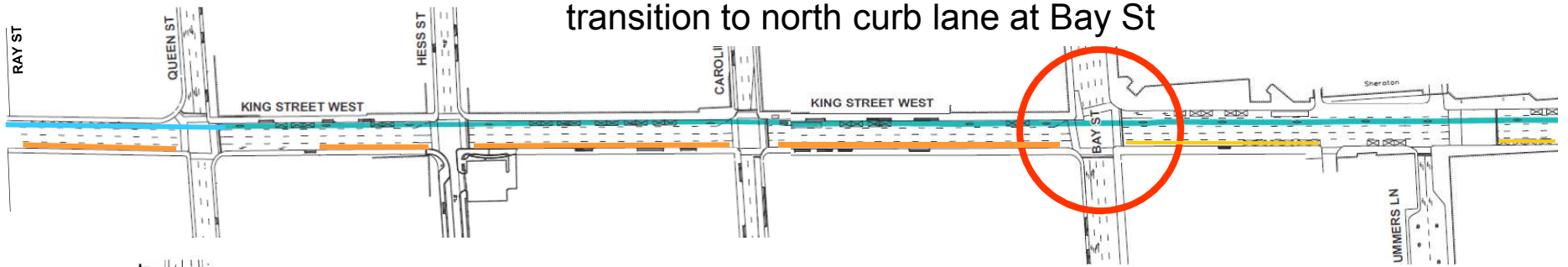
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King Street Transit Only Lane Pilot Project

Mary St (start)



transition to north curb lane at Bay St



- Transit Only Lane
- On-street Parking

Monitoring Activities

Transit Operations and Ridership

- positive impact on transit travel times
- operators found the TOL made operations easier
- ridership growth data specific to the TOL pilot period is not available
- between 2009 and 2014 ridership along the corridor increased approximately 4% per year
- between 2009 and 2013 City wide ridership increased by approximately 1% per year

Traffic Analysis

- traffic along King Street has been affected
- on average, just over 5 minutes longer to drive through the corridor (p.m. rush hour)

Collision Data

- collision increases in 2014 as compared to previous 6 years
- due to short duration of pilot, data is not statistically significant or sufficient to identify trends

On Street Parking

- payment method changed to pay and display kiosks (west of Bay Street)
- parking usage is down from Caroline to Queen

Enforcement and Driver Adherence

- Police Services advise (verbally) that 21 violations issued to May 13, 2014

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Stakeholder Comments & Issues

Cyclists

- TOL should be a shared bus and bike lane

Impacts to Traffic

- traffic in the core is congested due to the TOL

Businesses King Street West BIA

- opposed to the TOL, which is having an adverse impact on businesses
- opposed to the relocation of parking to the south side of King Street

International Village BIA

- out of 38 businesses: 9 in support; 8 unaffected and 21 not in support

Taxis

- preference is to have full use of the TOL
- allowing loading/unloading in the TOL was determined to be the best compromise

Transit Passengers

- positive feedback from transit passengers

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Effectiveness of Public Transit

King Street and Bay Street during the morning rush hour:

- 3 general purpose lanes - a volume of approximately 1,190 vehicles
- 1 TOL - approximately 1,104 passengers

1 lane dedicated to transit can be as effective in moving people as 2-3 general vehicle lanes.



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Conclusions

- Moving forward with a proactive public transportation strategy will:
 - avoid future traffic congestion and associated delays
 - avoid a need to invest more in roads
 - help achieve health, social and environmental benefits
- TOL is an important and strategic step in developing the City's long term transportation network

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