

H A M I L T O N
LRT LIGHT RAIL
TRANSIT



PROJECT UPDATE

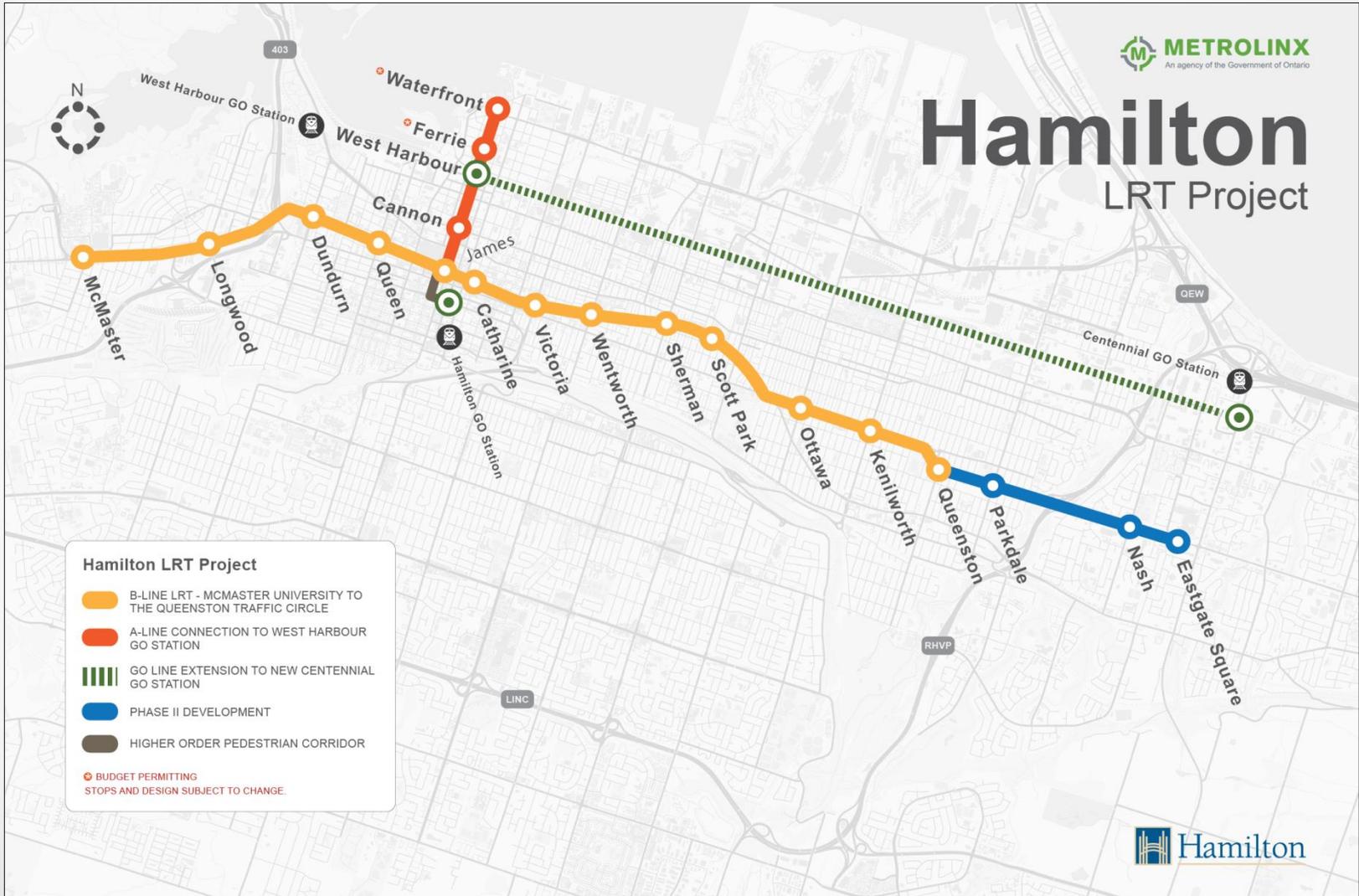
LRT ALIGNMENT



LRT ROUTE MAP



Hamilton LRT Project



ALIGNMENT OVERVIEW

- B-line
 - Primarily centre-running; segregated by curbed barrier
 - 13 stops
 - Majority of stops are 600-800 metres apart
- A-line spur
 - Shared running LRT (cars can drive over tracks)
 - Five stops (budget permitting)

MCMMASTER UNIVERSITY TO HWY 403

- Centre-running LRT
- Two lanes of traffic in each direction
- Bicycle lanes(Macklin St to Cootes Dr)
- End-of-line terminal at McMaster University stop for GO, LRT and HSR connections
- LRT only bridge over Hwy 403

MCMMASTER UNIVERSITY TO HWY 403



HWY 403 TO DOWNTOWN

- Primarily centre-running LRT
- Generally, one lane of traffic in each direction
- Loading, stopping, parking impacts
 - Exploring side street and rear alley access
- Connection to A-line spur at King and James Streets
- International Village (John to Wellington Streets)
 - One eastbound lane of traffic to provide access to parking and driveways on south side
 - Westbound traffic diverts at Victoria Ave or Wellington St
 - Side-running LRT on the north side of the street

HWY 403 TO DOWNTOWN



HWY 403 TO DOWNTOWN



A-LINE SPUR – JAMES STREET NORTH

- LRT will not be segregated from traffic
 - Shares the traffic lanes with vehicles, similar to a streetcar
 - Same vehicle as the B-line
- Minimal parking impacts
- LRT runs to the West Harbour GO Station and potentially the waterfront (budget permitting)

A-LINE SPUR – JAMES STREET NORTH



WELLINGTON STREET TO QUEENSTON CIRCLE

- Centre-running LRT
- One lane of traffic in each direction
- Connection to stadium district
 - Tim Hortons Field
 - Future high school and Bernie Morelli Centre
- Connection to Ottawa Street business area
- End-of-line terminal at Queenston Circle for LRT and HSR connections
 - New transfer hub for east Hamilton and Stoney Creek

WELLINGTON STREET TO QUEENSTON CIRCLE



ONGOING WORK

- Refining design
- Traffic impacts and modelling
- Ridership modelling
- Finalize Maintenance and Storage Facility location
- Environmental Assessment (EA) studies. i.e. heritage, noise and vibration
- Technical Advisor (TA) engineering and procurement work
- Finalize property impact details

FACTORS THAT COULD AFFECT ALIGNMENT

- Costs
- Stakeholder and community feedback
- Design work
- Engineering and utility impacts

NEXT STEPS

- Engagement and outreach
 - BIAs
 - Chambers of Commerce
 - Advisory Committees
 - Ward meetings
 - LRT corridor outreach
- Environmental Assessment (EA) Addendum
 - August 3 LRT Subcommittee update
 - Public meetings in September