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)
MCMASTER 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
MCMASTER 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)
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