“Rapid Transit is more than just moving people from place to place.

It is about providing a catalyst for the development of high quality, safe, environmentally sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton.”
What is Light Rail Transit?

“Light Rail Transit (LRT) is a transportation system based on electrically powered trains in a segregated right of way. They are designed to deliver reliable, comfortable and convenient transportation services.”

The Past 1950s streetcar

The Future (conceptual only)
Who else has LRT?

Cities around the globe are investing in LRT.

150+ cities worldwide & 40+ North American cities.
To name just a few...

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LONG-TERM RAPID TRANSIT STRATEGY

Hamilton Long Term Rapid Transit System “B.L.A.S.T” (Conceptual Only)
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
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
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
  • July LRT Subcommittee update
  • Public meetings in September