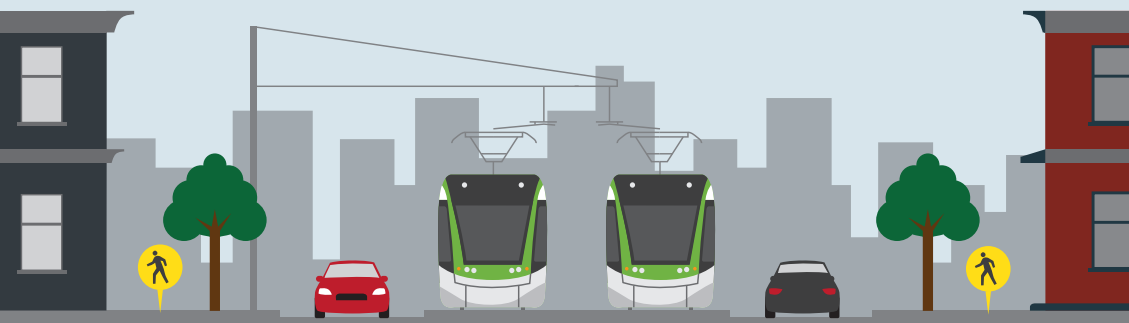


MAPPING THE ROUTE



MCMASTER UNIVERSITY TO HIGHWAY 403



MCMASTER UNIVERSITY INTERCHANGE TERMINAL

HSR, GO Transit and LRT connections.

LRT ONLY BRIDGE

The bridge will be constructed over Highway 403 between Macklin Street and Dundurn Street. The LRT will transition from Main Street West across HWY 403 and onto King Street West. This avoids complications with the highway ramps.

TRAFFIC LANES

Main Street will have two lanes of traffic in each direction between McMaster University and Dundurn Street plus LRT in the centre.

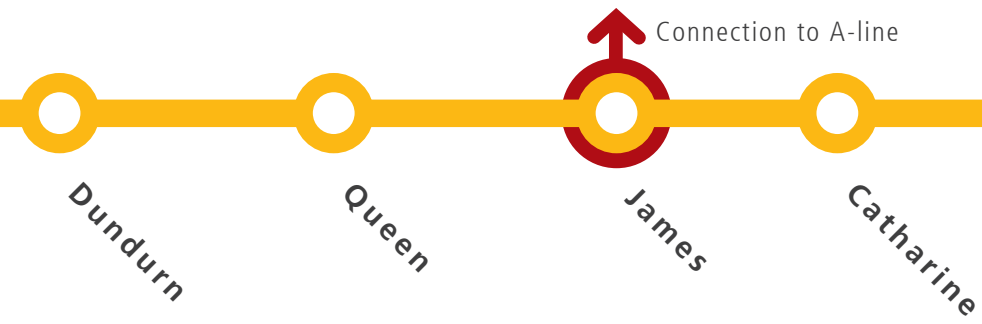
NEW BIKE LANES

Main Street from Macklin Street to Cootes Drive. Connects to existing multi-use path on Cootes Drive from McMaster University to Dundas and the existing bike lanes on the bridge over Highway 403.



Rendering of the McMaster University stop on the B-Line

HIGHWAY 403 TO DOWNTOWN



TRAFFIC LANES

King Street will have one lane of traffic in each direction plus the LRT line. There will be loading, stopping and parking impacts. Further studies will look at options for rear alley and side street access.

A-LINE TO WEST HARBOUR

The connection to the A-line spur to West Harbour will be at King and James Streets.



Rendering of the LRT running through International Village

INTERNATIONAL VILLAGE

The area on King Street between John Street and Wellington Street, known as International Village, will have some traffic restrictions due to the narrow road width. Travelling eastbound, there will be one lane of traffic and side-running LRT on the north side of the street.

Travelling westbound, traffic will divert around the area (north at Victoria Avenue and south at Wellington Street).

WELLINGTON STREET TO QUEENSTON TRAFFIC CIRCLE



TRAFFIC LANES

One lane of traffic in each direction plus the LRT line in the centre of the road

STADIUM DISTRICT

Connect to Tim Hortons Field, a future high school and the Bernie Morelli Centre.

OTTAWA STREET

Connect to Ottawa Street business area.

QUEENSTON TRAFFIC CIRCLE INTERCHANGE TERMINAL

HSR and LRT connections. New transfer hub for east Hamilton and Stoney Creek.



Rendering of the Scott Park stop on the B-Line

KING & JAMES TO WEST HARBOUR



TRAFFIC LANES

LRT will not be segregated from traffic. It will share the lanes with vehicles similar to a streetcar. (Cars can drive over the tracks.)

PARKING IMPACTS

There will be minimal parking impacts to allow for stops.

LRT VEHICLES ON JAMES STREET NORTH

LRT vehicles used on the James Street North A-Line will be the same as those used on the McMaster University to Queenston Circle B-Line.

*WATERFRONT

LRT will run to Guise Street if funds permit.



Rendering of Cannon Street stop on the A-Line

WHAT IS LIGHT RAIL TRANSIT (LRT)?

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

WHO'S PAYING FOR LRT?

As part of Metrolinx's "Moving Ontario Forward Plan," the Ontario government is investing up to \$1 billion covering 100% of the capital cost. It's part of the largest infrastructure investment in Ontario's history.

WHEN WILL IT BE BUILT

The construction consortium will be in place with some early work beginning mid-2018. Major construction of the LRT is scheduled for 2019 to 2024. The B-line will be 11 km in length with 13 stops. The A-line spur will be 2 km in length with 5 stops (pending budget).

WHAT ARE THE BENEFITS OF LRT?

LRT will provide Hamilton with fast, reliable, convenient and integrated transit, including connections to the Greater Toronto and Hamilton Area (GTHA) through GO Transit. The project will enhance connections to the Hamilton GO Centre and West Harbour GO Station.

Hamilton's LRT will stimulate economic growth and contribute to the ongoing revitalization in Hamilton.

The trains are clean and green with no emissions from the vehicle. By increasing transit ridership, LRT can reduce the number of vehicles on the road as well.

The investment in Hamilton's LRT will provide a catalyst for the development of high quality, safe, sustainable and affordable transportation options for citizens. LRT will be integrated with the local Hamilton Street Railway (HSR) network, pedestrian connections along with cycling routes and the SoBi bike share system.

HOW WILL IT RUN?

LRT on the B-line will operate in the centre of the road for most of the route and will be segregated from other traffic with a curbed barrier. This helps ensure a rapid, reliable and safe LRT system. There will be trains running on two tracks; one running in each direction in the centre of the road. The LRT will be given priority over other traffic at signalized intersections wherever possible.

HOW WILL LRT RUN IN THE SNOW?

LRT's proven technology is used around the world. Extremely cold places like Edmonton, Minneapolis and Stockholm run LRT. The guideway for the trains is maintained to permit safe and reliable operation in adverse weather conditions.



Rendering of James Street stop on the B-Line LRT in winter.

HOW OFTEN WILL IT RUN?

The trains will run approximately every five minutes during peak hours. This will be dependent upon ridership and the headway of the LRT vehicles. A transportation model, currently being developed by the LRT team and their consultant, will be able to determine a better estimate once the study is complete.



FOR MORE INFORMATION

Visit www.hamilton.ca/LRT or email us at LRT@hamilton.ca

