Welcome

These are exciting times for the City of Hamilton which is seeking to realize a unique opportunity to unlock significant investment in Hamilton’s infrastructure which, if delivered, will play a major role in helping to enhance our City’s economic vitality and help it develop and grow into the future.

This PIC is your opportunity to:

- Give us your views on the ongoing development of a Rapid Transit network for Hamilton.
- Review and understand the benefits for Rapid Transit in Hamilton.
- Review the details of the Light Rail Transit (LRT) scheme which is proposed for the B-Line corridor between McMaster University and Eastgate Square.
- Contribute and give us your views on the A-Line Rapid Transit proposals between Waterfront and Hamilton International Airport where no route or mode has yet been chosen.

Staff are available from both the City of Hamilton and the consultant team to explain the proposals, answer your questions and understand your points of view. In addition members of the Rapid Transit Citizen Advisory Committee (RTCAC) will be in attendance to listen to your views.

The Rapid Transit Citizen Advisory Committee (RTCAC)

The RTCAC includes city representation from residents, business owners and community groups. The role of the RTCAC is to provide input and advice to the City of Hamilton regarding rapid transit planning and related land use planning studies. Share your ideas with an RTCAC member today.

We welcome your views and comments on any aspect of the scheme.
Hamilton Context

The challenge now for Hamilton is to grow and thrive as a City and provide a high quality of life for its residents. To do this it will need to retain and grow its manufacturing cluster, diversify its economic base and increase the competitiveness of its businesses.

Background

Hamilton has a rich history as a manufacturing powerhouse sitting almost centrally in the Golden Horseshoe. However, globalization and cheaper imports have hit North American manufacturing industries hard.

The challenge now for Hamilton is to grow and thrive as a City and provide a high quality of life for its residents. To do this it will need to retain and grow its manufacturing cluster, diversify its economic base and increase the competitiveness of its businesses.

Response

The Growth Related Integrated Development Strategy for Hamilton (known as GRIDS) seeks to achieve this and accommodate an additional 150,000 people and 90,000 jobs through to 2031. To guide this growth a number of key attributes are identified including:

- A mix of uses in neighbourhoods
- New development in built up areas
- Encouraging travel by foot, bike and transit
- Enhanced regional connections

Rapid Transit, particularly Light Rail Transit (LRT), can influence urban growth and revitalize an area. It can:

- Have an immediate influence in directing where, how and what kind of growth can take place.
- Strengthen existing neighbourhoods, rejuvenate declining areas and attract new clusters of development around stops.
- Assist with increasing population and employment densities adjacent to the line and specifically in the vicinity of LRT stops.

In order to realize these economic development benefits, land use policies must be in place to optimize the return on investment. That is why land use planning work for the corridor is being taken forward as an integral part of the project.

Light Rail Transit

Developed within the appropriate policy frameworks and land use planning strategies

- Increased Accessibility
  - LRT increases public access to employment areas, residential properties, commercial districts and municipal services, increasing the connectivity and vibrancy of urban areas.

- Increased Land Values
  - Greater access can make station areas lucrative and valuable places to do business, stimulating economic development. Proximity to local and inter-regional transit is also an important factor in attracting residents to areas along the corridor.

- Increased Property Taxes
  - High value, high density, mixed use land parcels can produce higher property taxes which help to pay for the capital and operating costs of the system.

- Smart Growth
  - Light rail development can help achieve smart growth principles by reducing urban sprawl, promoting intensification and influencing development that better serves the economic, environmental and social needs of communities.

- Transit Oriented Development
  - LRT is a key component to stimulate mixed use, higher density communities within walking distance of a transit stop, making it convenient to travel to a multitude of destinations by foot, bike or by public transit instead of by car.

- Health and Environment
  - LRT paired with complementary land use policies can decrease auto use, reduce congestion, contribute to clean air and encourage healthier lifestyles while decreasing noise pollution.
A Unique Opportunity

The B-Line’s status as one of the top 15 priority transportation projects in the region offers a unique “once in a lifetime” opportunity to secure significant funding for infrastructure in Hamilton which can act as a catalyst for economic development and stimulation.

In November 2008, Metrolinx, an agency of the Province of Ontario, released “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area”. Known as the Regional Transportation Plan (RTP), the Plan identified and prioritized a network of four Rapid Transit lines in Hamilton for development to which another line, the "L-Line" was added by the City. These form Hamilton’s “B-L-A-S-T” network.

The B-Line, one of the most heavily utilized transit routes operated by HSR, was identified as a top 15 priority project by Metrolinx in the RTP. This status offers a unique “Once on a lifetime” opportunity to secure significant funding for infrastructure in Hamilton which can act as a catalyst for economic development and revitalization.
Why Rapid Transit?

What is Rapid Transit?
Rapid Transit for Hamilton is a public transit mode which generally has the following attributes:

- High frequency
- Operates in dedicated traffic lanes or with a very high level of priority over other modes
- High capacity
- Predictable journey times
- Integrated with other public transit in the city/area
- Integrated into the streetscape
- High quality vehicles
- High quality stops
- Easily accessible
- Specific branding and marketing
- Environmentally-friendly
- Operated with Bus Rapid Transit (BRT) or Light Rail Transit (LRT)

Rapid Transit Benefits

Stimulate Our Economy
- Increase land value
- Increase assessment value
- Create jobs
- Encourage urban development
- Attract private investment

Revitalize Hamilton
- City-building
- Community development
- Stimulate mixed use, higher density neighbourhoods
- Increase population and employment densities
- Reduce car traffic
- Transform city by spurring economic activity/new development
- Develop vibrant streets and public realm

Improve Quality of Life
- Make Hamilton more accessible
- Save time and money
- Access to more reliable and faster public transit
- Increase access to destinations, employment, and homes
- Connect Hamilton’s neighbourhoods with key destinations
- Encourage healthier lifestyles
- Reduce traffic congestion and collisions

Enhance the Environment
- Reduce greenhouse gas emissions by 65% per transit user vs. auto user
- Decrease total vehicle use
- Reduce congestion
- Reduce noise pollution
- Contribute to clean air

Rapid Transit Planning Status
Previous study work has looked at the best mode and routing for the B-Line and concluded that Light Rail Transit (LRT) in the King Street corridor would be the best option. A comprehensive study is now underway which will outline how the rapid transit system will look and function along the B-Line, analyze traffic impact and develop solutions to address challenges. The feedback from this PIC will influence this work.

Work on the A-Line is at an earlier stage of development and the City of Hamilton and the consultant team are currently reviewing A-Line routing and whether it should be operated by Bus Rapid Transit (BRT) or Light Rail Transit (LRT). This choice of route and mode will be influenced by achieving an optimal service to catchment areas, neighbourhoods, key destinations and future development areas.

Technology: BRT or LRT?

Bus Rapid Transit (BRT)
- Rubber tired vehicles
- Can operate in segregated right of way and/or on road
- Diesel, electric or hybrid powered
- Flexible operation – alignment not fixed
- Stops can be shared with other transit vehicles
- Caters for low to high passenger numbers
- Medium to high quality image can lead to increased economic development
- Environmentally-friendly

Light Rail Transit (LRT)
- Light rail vehicles
- Operates on fixed rails along right of way
- Powered by overhead electric wires
- Operates at street level on a specific route
- Dedicated stops
- Caters for medium to high passenger numbers
- Very high quality image
- Attracts economic development and increased development densities
- Environmentally-friendly

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Rapid Transit Examples of LRT

- **DUBLIN, Ireland**
- **MULHOUSE, France**
- **HOUSTON, Texas**
- **LYON, France**
Rapid Transit Examples of BRT

LAS VEGAS, Nevada

NANTES, France

CURITIBA, Brazil

EUGENE, Oregon
Shaping Hamilton’s future with Rapid Transit

To ensure we get maximum benefit from the implementation of Rapid Transit in Hamilton the City is taking an integrated approach to land use planning and Rapid Transit planning.

A-Line
For the A-Line, which is at an earlier stage, the preparatory work for the Opportunity and Challenges study is underway with a number of stakeholder interviews and a Public Information Centre held in December 2010 to seek public input and gather information.

B-Line
For the B-Line an Opportunities and Challenges study was completed in 2010 and since then a series of workshops have been held to develop a vision for the corridor. Work on developing a corridor wide plan, urban design principles and area plans for the Rapid Transit stop areas is underway and is expected to be complete in Autumn 2011.

Hamilton’s Transit-Oriented Development Guidelines
A key strategy for capitalizing on the benefits of rapid transit is to encourage transit-oriented development (TOD).

“TOD is characterized by compact, mixed use development near transit facilities with high-quality walking environments. What sets transit oriented development apart from traditional/regular development is an increased emphasis on providing access to transit through mixed use areas with higher density, degree of activity and amenities. TOD encourages transit supportive land use with the intent to provide more balanced transportation choices so that travel by transit or active transportation (e.g. walking, cycling, etc.) can be as viable an option as driving.”

City of Hamilton TOD Guidelines, 2010
In addition to the light rail rapid transit study the City has initiated a land use planning study for the B-Line Corridor. This study, undertaken concurrently with the rapid transit engineering work, will result in a corridor plan that will put in place future land use patterns (uses, heights, densities, urban design elements) for properties through this corridor.

The purpose of the study is to:

1. Develop a long term strategic plan to guide future growth and change along the B-Line corridor.
2. Establish a vision for the corridor including a set of development principles through engagement of corridor stakeholders.
3. Identify appropriate transit-supportive land use and development policies that:
   - support the well-being of adjacent neighbourhoods.
   - support and facilitate a viable future rapid transit line.

The Study will be a Secondary Plan under the Planning Act and will be adopted as an amendment to the City of Hamilton Urban Official Plan. An implementation plan will also be developed.
Developing a Land Use Vision for the B-Line Corridor

Focus Groups

In the fall of 2010, six focus groups were held in neighbourhoods throughout the corridor as well as one group with the Rapid Transit Citizen Advisory Committee (RTCAC). The focus groups discussed the changes in the character of the corridor that could occur with intensification and the implementation of rapid transit. The groups considered the opportunities that would come with the changes and the concerns they had. Each focus group described the qualities and elements that they wanted to see in their specific section of the corridor in the future. The RTCAC discussed corridor-wide elements. Each focus group then narrowed their list down into the top 3 – 5 elements.

Staff compiled the comments from all focus groups, looking for the common elements to be presented as Vision Themes.

Public Visioning Workshop

January 11, 2011

On a cold snowy evening, close to 100 people turned out for a public visioning workshop to review the work of the focus groups and help develop a land use vision for the B-Line corridor. The vision, along with existing city policies on nodes and corridors, will help guide the development of more detailed land use planning policies for the corridor.

At the workshop, participants reviewed information about the corridor land use planning study and reviewed the results of visioning focus. The seven themes compiled from the focus group work were discussed and expanded upon at the workshop.

Staff have compiled the comments from the Workshop and drafted a corridor vision statement for public review.

Study Area

The study area extends 14 km from McMaster University to Eastgate Square (Queenston Rd) in the East along Main Street, King Street, Main Street and Queenston Road from west to east. The study area is generally 800 metres on either side of the road. The actual Secondary Plan boundary may vary and will be determined further in the process.

B-Line Corridor Vision Themes

- A corridor with a diversity of people (age, household types, income, ethnicity)
- Quality aesthetics and urban design including architecture, heritage, public realm, streetscapes, public art, trees and landscaping
- Vibrant gathering places, focal points and destinations within the corridor
- Pride of place, sense of community and community image
- Connectivity between places that is seamless and includes all transportation modes
- Vitality – vibrant places and local economies
- Pedestrian friendly – walkable, accessible and safe streets
- Sustainability (added at January 11th workshop)

These vision themes were developed through public consultation at the focus groups and public workshop.
The B-Line Land Use Planning Study

Draft Vision Statement

This vision statement has been developed using vision themes identified by the public at a series of focus group meetings and an open public meeting.

WHAT DO YOU THINK?

What is your vision for the future of the B-Line Corridor? Please take a comment form from the envelope on the bottom of this panel. Fill it out before you leave tonight or take it with you and mail or fax it back!

- OR -

Visit our website to review the information and submit comments by e-mail

website: www.hamilton.ca/nodesandcorridors
e-mail: nodesandcorridors@hamilton.ca

Please submit comments on the Draft Vision Statement by February 14, 2011

The B-Line corridor is:

DIVERSE
The corridor comprises interesting and diverse neighbourhoods, made up of a mix of housing, services and amenities for all ages, incomes, household types, cultures and abilities. The diverse character of the unique neighbourhoods, places, buildings and streetscapes along the corridor, are recognized and celebrated.

CONNECTED
The corridor connects people and their neighbourhoods to each other and important places in the City and beyond. The corridor promotes multiple ways for everyone to move around seamlessly, safely, and comfortably, by foot, bike, transit and car.

SUSTAINABLE
The corridor contributes to a sustainable future for the whole city. Innovative transportation options, efficient use of land, energy and resources, and an innovative sustainable built environment promotes healthy lifestyles and high quality of life for present and future generations.

BEAUTIFUL
The corridor is an attractive high quality environment. Beautiful buildings, public spaces, landscapes and streetscapes work together in creating places where people want to live, work, play and visit. Streetscapes are human scale, comfortable, accessible and safe. Walking and gathering are promoted.

REVITALIZED
The corridor is a destination for new investment. The character of existing neighbourhoods is enhanced through renewal of buildings and businesses. A growing population supports new development, services and amenities.
The A-Line corridor runs from the Waterfront to Hamilton International Airport, broadly following the James Street / Upper James Street corridor. It crosses the B-Line route at the heart of the Downtown, and then ascends the Niagara Escarpment.

The route for the A-Line has not been determined. However, the key objective is to enable optimal service to catchment areas, neighbourhoods, key destinations and future development areas.

Key destinations which ideally should be served along the corridor include:
- The Waterfront
- Proposed James Street North GO station
- Downtown – transit terminal at MacNab
- St Joseph’s Healthcare
- Mohawk College
- Hamilton International Airport

The technology (BRT or LRT) has not been confirmed - the mode will be determined by the demand, technical feasibility, routing, and contribution to the overall vision.

In particular, getting up and down the Niagara Escarpment poses particular challenges in terms of development of on and off roadway alignments, its steep gradient and potential traffic impacts.

Tell us what you think:
Which route do you think the A-Line should take?
What technology do you prefer, BRT or LRT?

Study Area
The A-Line Corridor is the area approximately 500 metres on both sides of James Street and Upper James Street.
Previous study work and consultations have determined LRT as the preferred technology for the B-Line and King Street as the preferred corridor.

In developing the current design a series of “best practice” design principles have been used. These have sought to:

- Provide competitive journey times
- Achieve journey time reliability
- Deliver affordable capital and operating costs
- Minimize adverse impacts on:
  - The environment
  - The urban realm
  - Frontage property owners and occupiers
  - Other traffic

To achieve these we have tried to:

- Provide 100% segregation from other vehicular traffic for the LRT
- Minimize property acquisition
- Develop complementary measures such as:
  - Removing through traffic from the LRT route;
  - Making changes to bus routes (to provide a complementary and integrated transit network);
  - Considering the access requirements of frontages.
LRT Systems – The Key Components

- Rail level with road
- Overhead lines
- Step free access
- Multiple, wide doors for easy boarding/alighting
- Driver controlled
- Low level platform
- Simple shelter
- Stop integrated into sidewalk
- Rail level with road
LRT Systems - The Key Components

**Modern Light Rail Vehicles**
- 200 passengers, 65 seats
- Low floor
- Easy access for wheelchairs, mobility scooters and strollers
- Quiet operation
- Around 30 metres long

**Track**
- Light rail vehicles run on steel tracks
- Track is level with the road surface
- Track separate from other traffic for majority of route to provide quick, reliable journeys

**Stops**
- Low platforms in the sidewalk
- Level "step-free" access
- CCTV and passenger information at all stops

Montpellier, France

Lyon, France

Nottingham, England

Montpellier, France

Dublin, Ireland
LRT Systems - The Key Components

Electrically Powered
- Light rail vehicles are powered from overhead wires
- Wires are strung from support poles which can also support road lighting, traffic signals and signs...
- ...or attached to nearby buildings
- Light rail vehicles are emission free - no pollution at the point of use

Integrated into the Streetscape
- Light rail is integrated into the urban streetscape
- Light rail aids City regeneration
- Can help to shape city development
- Opportunities for public art

An Integrated Network
- LRT services integrated with bus transit services
- Interchange opportunities across modes
- Integrated cycle network
LRT Systems - The Key Components

**Depot**
- Contains overnight storage sidings for vehicles, vehicle cleaning, maintenance and repair facilities, LRT system control room, management offices, staff facilities.
- Needs to be located close to the B-Line route.
- Between 3 and 5 Hectare in area - a larger site would provide additional capacity for future lines.
- Study work ongoing to identify a suitable site for the B-Line.

**Substations**
- Take electric power from the electricity provider and convert it to 750 V dc for the LRT line.
- Located approximately every 1.5 km along route, and close to the LRT route.
- Typically 17m x 5m x 3.5m high.
- Substation buildings designed to fit in with the surroundings.
- Substation locations for the B-Line still to be identified.
Through Traffic Routing

- East of the Delta, eastbound through traffic to transfer from Main Street East to King Street East.
- Westbound through traffic to transfer from Main Street East to a combination of King Street East, Britannia Avenue/Cannon Street East and Barton Street East.
- International Village – No through traffic but local traffic access provided.

Local Access

- King Street East between the Delta and Wellington Street is one way westbound, for local traffic.
- Main Street East between the Delta and Queenston Traffic Circle is converted to one way westbound, for local traffic.
- On King Street East/West between Highway 403 and the Delta, and on Main Street East between the Delta and Queenston Traffic Circle, on the southside, many smaller side streets become northbound only at the intersection with King Street/Main Street.
- Turns across the LRT tracks will only be permitted at signalled intersections. (The plan above shows where left turns across the LRT tracks will be permitted.)
- International Village - Two-way access for local traffic and servicing is provided along King Street East (shared running with LRT) between Walnut Street and Wellington Street and using the links to Main Street and King William Street.
The key features of the changes are:
- A reduced frequency of buses on the sections parallel to the LRT.
- The retention of through services at existing frequencies to outer destinations (Dundas, West Hamilton, Stoney Creek etc).
- Existing B-Line Express routes 10 and 10A would be directly replaced by LRT.

The plan shows the revised pattern for the remaining east-west routes serving all or part of the corridor, based on the existing routes 1/1A, 5/52 group and 51. It also shows changes to routes 3 and 4 to provide additional transfer opportunities.

All routes that are not shown here would be unchanged.
An Integrated Network
B-Line Key Facts

- The B-line is 13.4km long with 17 stops planned (including end points).
- LRT vehicles will run up to every 4 minutes in the busiest periods, less frequently at other times, with intervals of no more than 10 minutes in quiet periods such as early mornings and late evenings.
- Services will run from about 5:30am through to 1:30am but will finish earlier on Sundays.
- The B-line will need a fleet of about 20 LRT vehicles with 17 in operation at peak times.
- Although fare levels have not been determined yet, it is expected that B-Line LRT fares will be the same as or similar to transit fares.
- McMaster to Downtown journey time will be about 11 minutes.
- Downtown to Eastgate Square journey time will be about 20 minutes.
- McMaster through to Eastgate Square will take about 31 minutes.
THANK YOU for coming today and participating in this Open House. We hope that you will remain involved in this project as it moves forward.

The views and comments received during this consultation will be carefully considered by the project team who will look at any amendments that may be needed to the B-Line work and use your views to determine the way forward for the A-Line.

Council will then consider the consultation feedback and take that into account in determining whether to take the B-Line project forward to the next stage or whether further work is needed in advance of preparing the Environmental Project Report.

**Today**
Sign In: Please sign-in so that we can keep in touch with you and keep you posted on project related events and updates.
Speak to Us: We want to know what you think and are here to listen and answer your questions.
Feedback Form: Please complete a feedback form and place it in the box provided so we know what you think or email us your comments at rapidtransit@hamilton.ca.

**After Today**
Make a Visit: Go to your local library, community centre or municipal centre for project updates or visit: www.hamilton.ca/rapid-transit.ca
Contact Us: If you have questions or comments, contact a member of the planning team at: rapidtransit@hamilton.ca or 905-546-2424 (ext. 2553)

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**What Happens Next**

- **January 2011**
  - Consultation
  - Develop Scheme

- **February 2011**
  - Council consider consultation

- **Spring 2011**
  - Environmental Project Report (EPR) – Notice of Commencement
  - Funding announcement
  - 120 day period for development and submission of EPR

- **Fall 2011**
  - EPR submitted to Minister
  - Minister decision

- **2012 Onwards**
  - Scheme development and detailed design
  - Preparatory works
  - Construction
  - B-Line LRT opens