



UPDATE ON PROPOSED A-LINE BUS RAPID TRANSIT (BRT)

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February 15, 2017

Hamilton's Rapid Transit Strategy

- A-Line is a key north-south spine of the BLAST network.
- Goal on this line was to link key destinations such as the college, hospital, airport, downtown and waterfront.



Hamilton's Rapid Transit Strategy

- Under Metrolinx's 2008 *The Big Move* document the A-Line and B-Line were in the 15-year plan.
- T-Line included in the 25-year plan.
- S-Line and L-Line included in the "beyond 25-year" plan.



Brief History



- A-line and B-line feasibility work occurred in 2008 and continued with further background studies in 2010
- Public meetings for both the A-Line and B-Line were held in late 2010
- A public meeting specifically related to the A-Line was held in the summer of 2011
- The background work on A-Line was included in the 2013 *Rapid Ready* report

Brief History



- Both light rail transit (LRT) and bus rapid transit (BRT) options were explored for the A-Line
- The preferred route for BRT was to start at the foot of James Street (waterfront), move up James Street to James Mountain Road to Mohawk College, then along Fennell to Upper James and Upper James to Airport Road and terminate at the Airport
- This route would connect a number of key destinations along the route

Brief History



- In May 2015 a small portion of the A-Line was included in the LRT announcement by the Province
- A two-km stretch of LRT was to move along James Street North connecting to the West Harbour GO Station and the West Harbour itself (budget permitting)
- This “spur” component of LRT had never been contemplated by the City as part of the initial LRT work associated with the B-Line

February 2, 2017 Announcement



- The Provincial announcement de-scopes the A-Line “spur” from the LRT Project
- RFQ issued for B-Line LRT (without A-Line “spur”)
- Savings from the removal of the A-Line LRT would be available for the planning, design and implementation of a 16-km A-Line BRT project

Note: The BRT project would be a separate project as it requires a full planning process to be undertaken

Why the Change?

- Ridership projections on the A-Line LRT “spur” were extremely low leading to concerns for operational costs

- Council motions:

July 26, 2016 LRT Subcommittee:

- *(a) That the City of Hamilton continue to pursue the development of the BLAST Transit Network; and,*
- *(b) That the Mayor and staff continue to pursue additional federal and provincial funding to support the BLAST express bus network.*

October 25, 2016 GIC

- *That staff be directed to communicate with Metrolinx to determine the possibility of adding the LRT A-Line at the same time as building the B-Line and report back to the LRT Subcommittee.*

Examples of Elements Still to be Determined

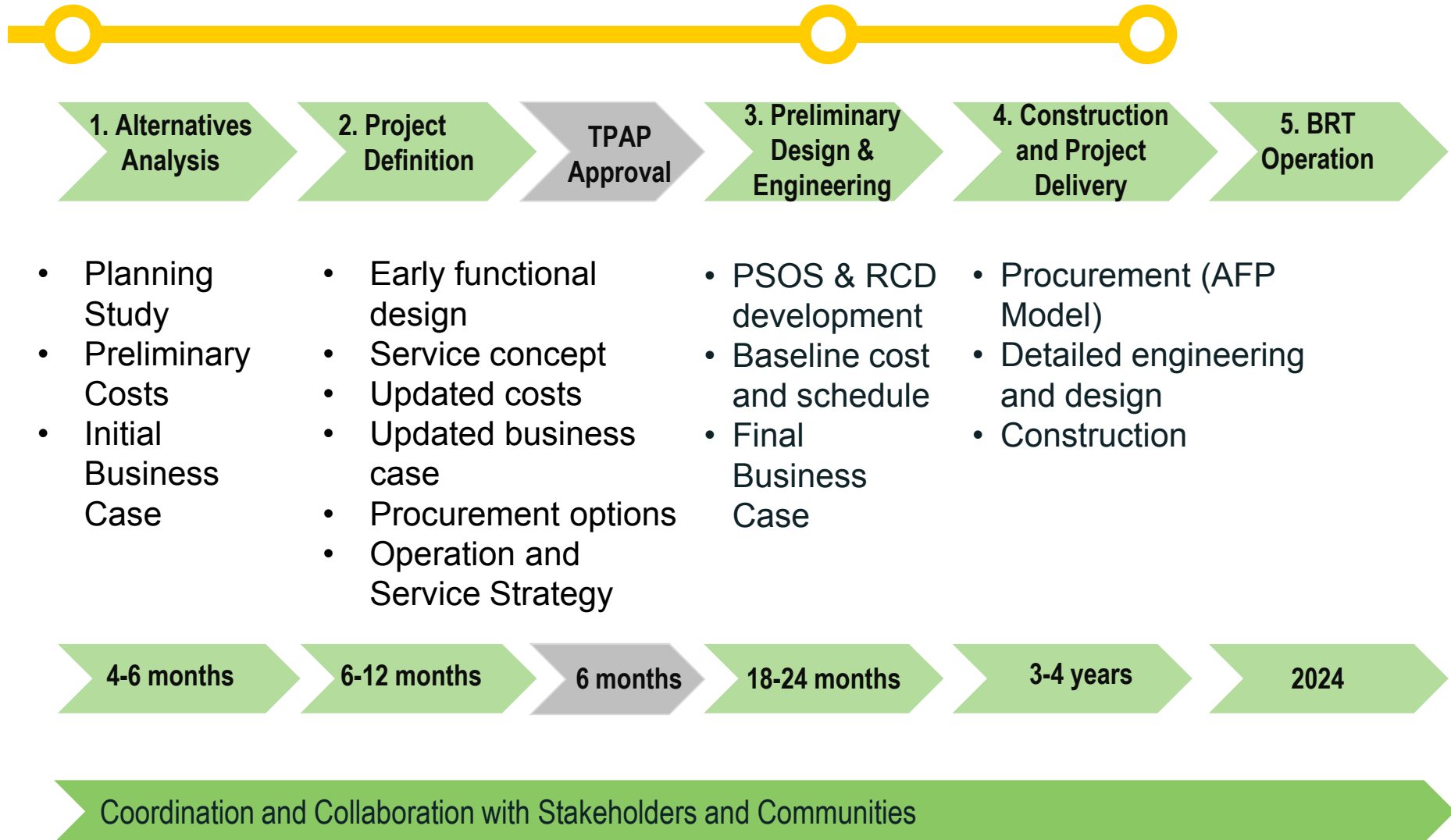


- Route
- Alignment
- Stops
- Service levels
- Vehicle
- Operator
- Capital and Operating costs

A-LINE BUS RAPID TRANSIT PROJECT

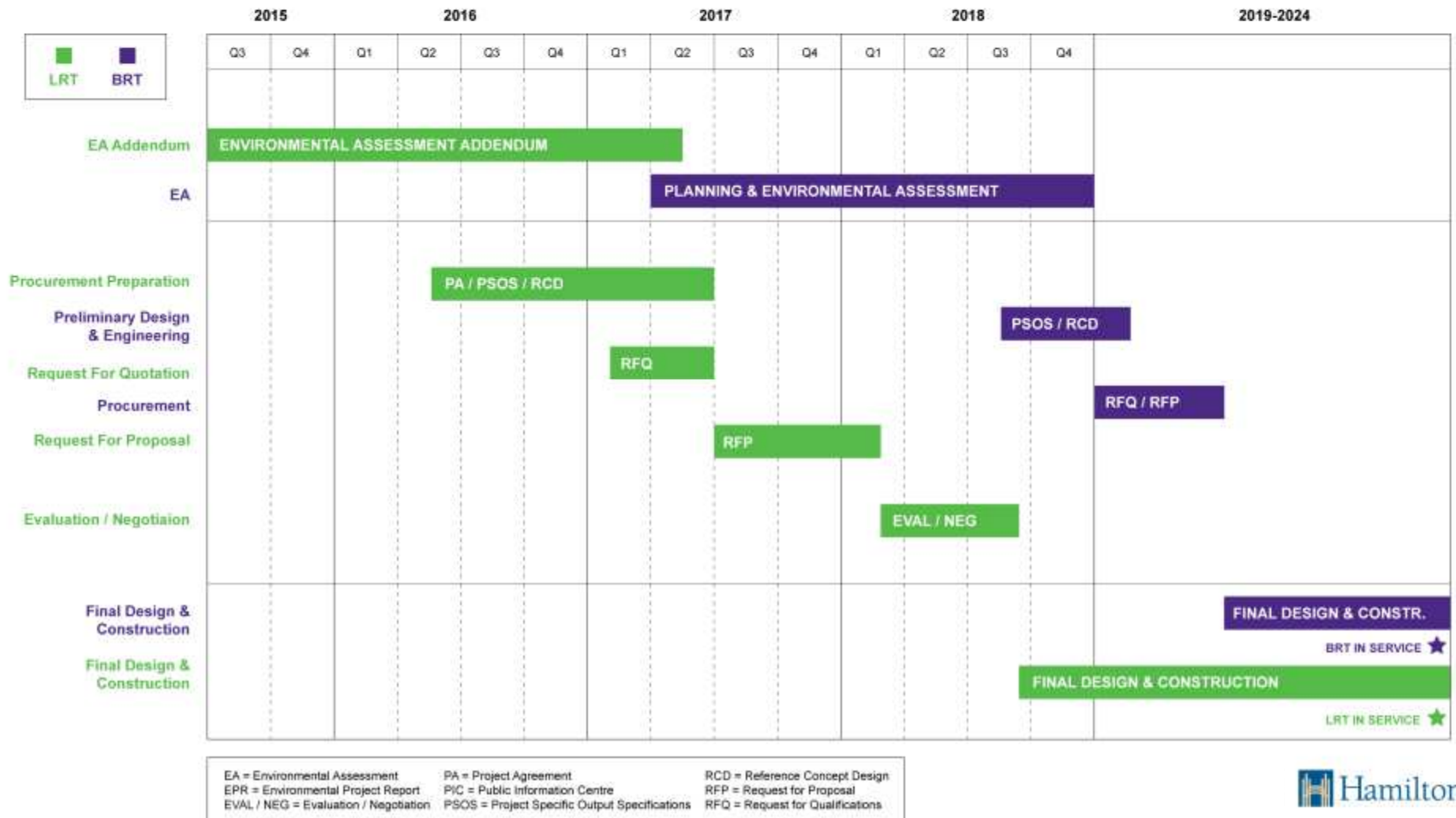


BRT Project Timelines



HAMILTON LIGHT RAIL TRANSIT (B-LINE LRT) & PROPOSED BUS RAPID TRANSIT (A-LINE BRT) PROJECT SCHEDULES

February 15, 2017



Next Steps



- Develop a staff report for a future General Issues Committee to seek direction from Council to:
 - Develop agreements/protocols for working partnership between Metrolinx and City of Hamilton
 - Dedicated City staff (2-3) paid for by Metrolinx to begin planning and design work
 - Procure consulting support for activities such as planning, Transit Project Assessment Process (TPAP), etc.



Questions?