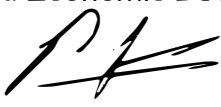




Hamilton

INFORMATION REPORT

TO:	Mayor and Members Light Rail Transit Sub-Committee
COMMITTEE DATE:	January 30, 2017
SUBJECT/REPORT NO:	Bay Street Stop Assessment (PED17021) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Kelly Anderson (905) 546-2424 Ext. 6389 Trevor Horzelenberg (905) 546-2424 Ext. 2343
SUBMITTED BY:	Paul Johnson Director, LRT Project Coordination Planning and Economic Development Department
SIGNATURE:	

Council Direction:

The Light Rail Transit Sub-Committee Report 16-005 identified the following discussion item:

Correspondence from the Hamilton Chamber of Commerce respecting a B-Line LRT Bay Street Stop (Item 8.1)

The Correspondence from the Hamilton Chamber of Commerce respecting a B-Line LRT Bay Street Stop was received and referred to staff for a report back to the LRT Sub-Committee on the feasibility of a Bay Street Stop.

Information:

The Light Rail Transit (LRT) project team has reviewed the feasibility and impacts of adding a new stop near the intersection of King Street West and Bay Street. The implications are as follows:

Property Impact

An additional stop at Bay Street would have an impact on property and would require partial property acquisition from four properties totalling 0.13 acres, as well as full acquisition of one additional property (0.24 acres).

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Utilities

There is a minimal impact on utilities due to the quantity of utility relocations already anticipated along the LRT corridor.

Operations

The impact on projected ridership would be minimal due to the close proximity to the Queen and James Street stops. Ridership would be dispersed from the existing adjacent stops.

The proposed Bay Street stop would be 425 metres from the Queen Street stop and 425 metres from the James Street stop. LRT stops are typically 600-800 metres apart, however there are examples of projects where stops are spaced closer together in a downtown setting (e.g., Waterloo LRT).

An additional stop at Bay Street would add about 50 seconds of travel time in both directions due to the dwell time at the Bay Street stop and the slower speed going to the Queen and James Street stops.

There would be no impacts on the fleet size as a result of an additional stop at Bay Street.

There would be no need for an additional traction power substation.

Construction Cost

The rough order of magnitude estimate for adding an additional stop at Bay Street is approximately \$2.6 million, which includes a shelter, platform, services, site works, fittings and equipment. This cost estimate does not include property acquisition and building demolition.

Next Steps

If Council wishes to pursue this additional Bay Street stop, staff will require direction to begin discussions with Metrolinx, contingent on the project budget.

KA\TH\PJ:cw