Hamilton Light Rail Transit (LRT) Project LRT Sub-Committee - Appendix 'A' June 2, 2023

**City Design Themes being Evaluated** 





**Additional Pedestrian Crossings** 



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

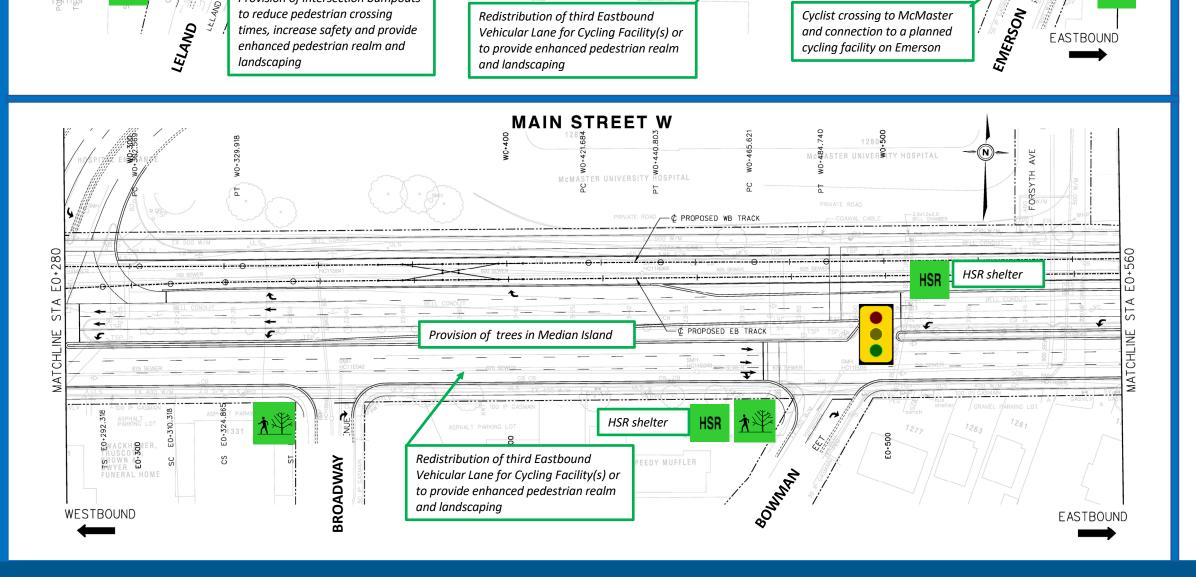


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

**Subject to further discussion with Metrolinx** and Detailed Design



MAIN STREET W

NAL UNDER REVIEW

McMASTER UNIVERSITY

HSR layby, shelter(s) and offboarding to LRT platform.

Cyclist crossing to McMaster

and connection to a planned

cycling facility on Emerson

Cyclist connection to LRT

stop and bus terminal -¢ PROPOSED WB TRACK

HSR layby and shelter

Redistribution of third Eastbound

Vehicular Lane for Cycling Facility(s) or

to provide enhanced pedestrian realm

Provision of intersection bumpouts

times, increase safety and provide

enhanced pedestrian realm and

to reduce pedestrian crossing

Removal of dedicated SB to WB right turn lane on

protected intersection.

Cootes to facilitate extension of Multi-Use Path and connection to a planned cycling facility on Leland via a

COOTES

2/1/4/4

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

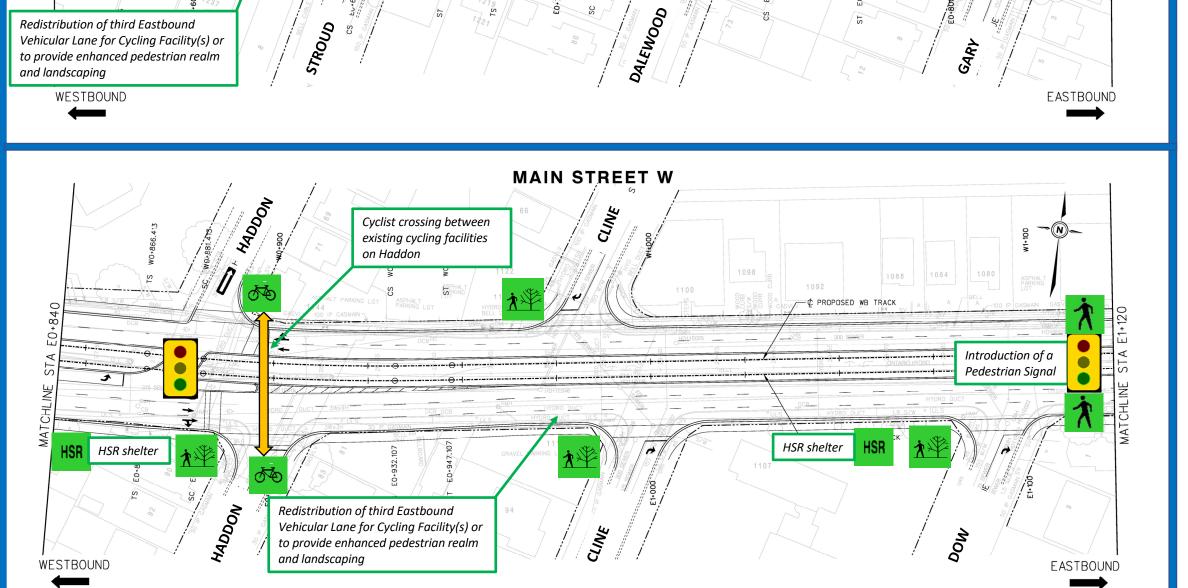


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



MAIN STREET

Provision of trees in Median Island

HSR shelter

Cyclist crossing between

existing cycling facilities

on Haddon

**Additional Pedestrian Crossings** 



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

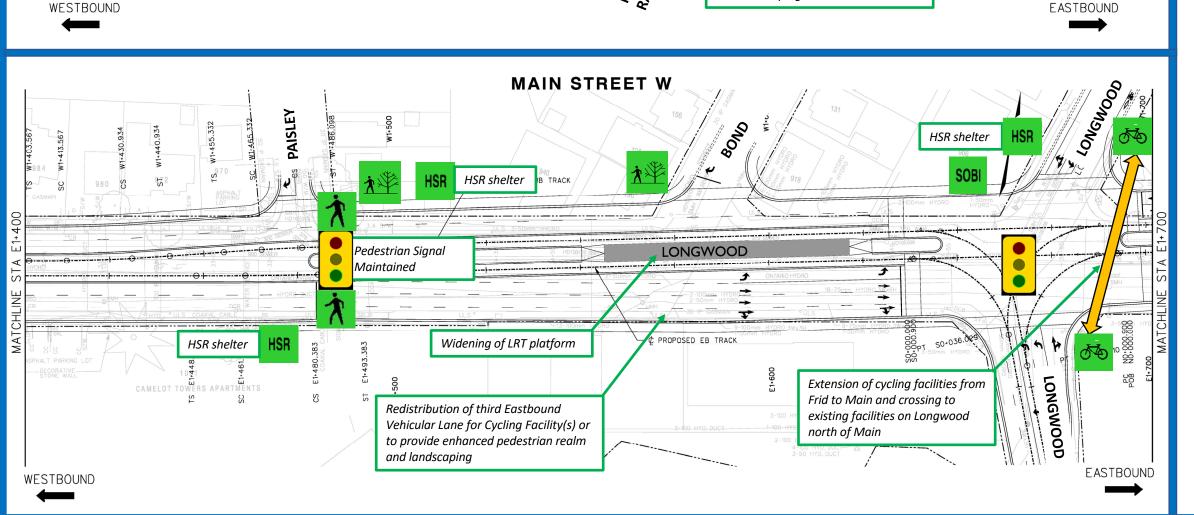


Placement of SoBi Hubs

SOBI

Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



MAIN STREET W

Removal of Right-hand

turn lane

•

Redistribution of third Eastbound

and landscaping

Vehicular Lane for Cycling Facility(s) or

to provide enhanced pedestrian realm

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



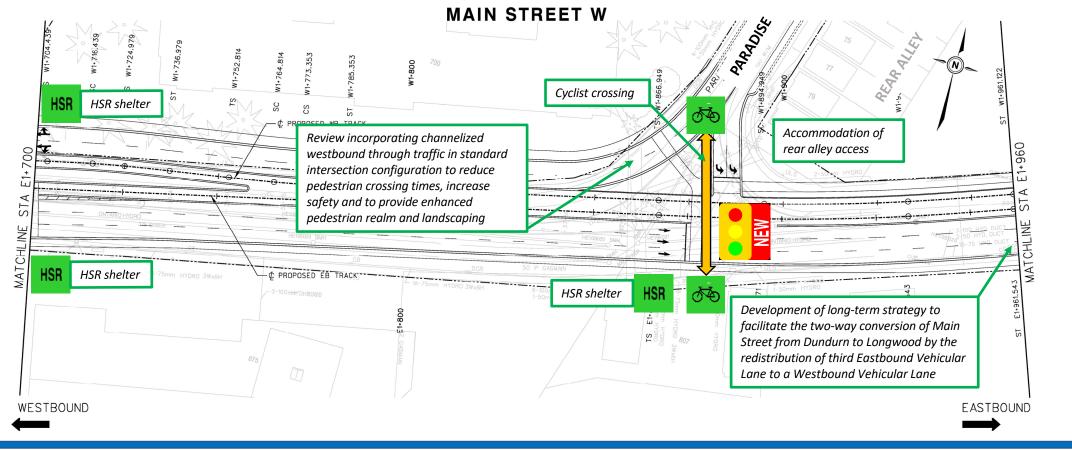
Integration with Existing and Planned Cycling facilities

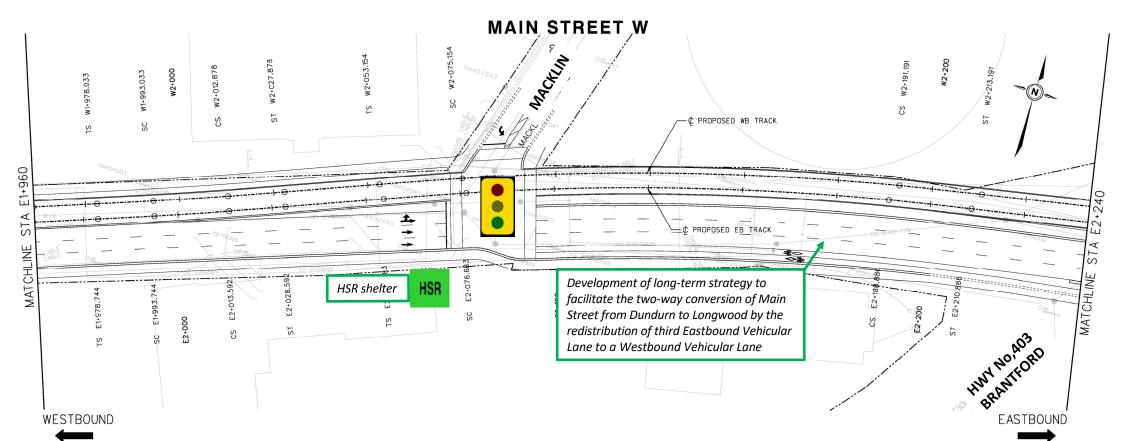


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

EASTBOUND

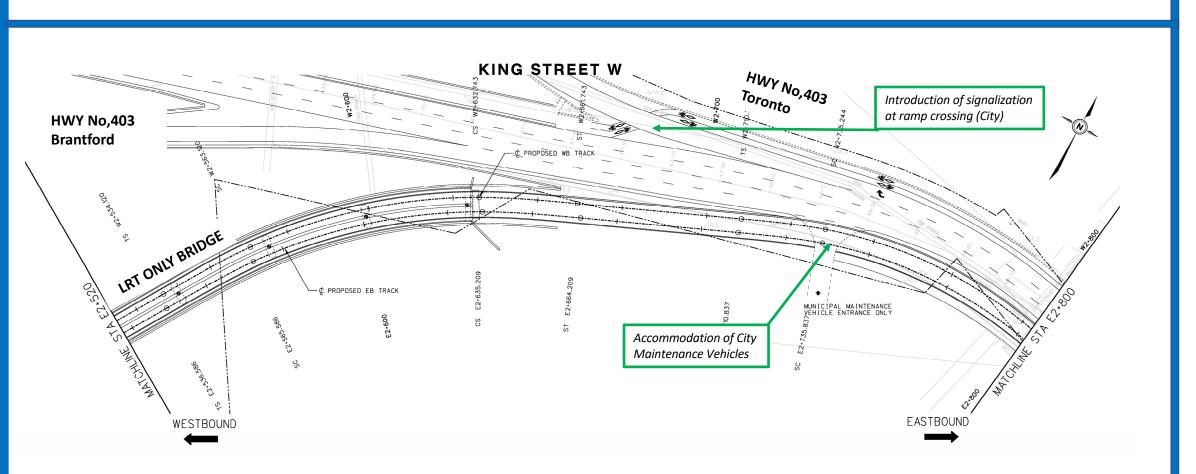


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



MAIN STREET W

LRT ONLY BRIDGE

WESTBOUND



Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



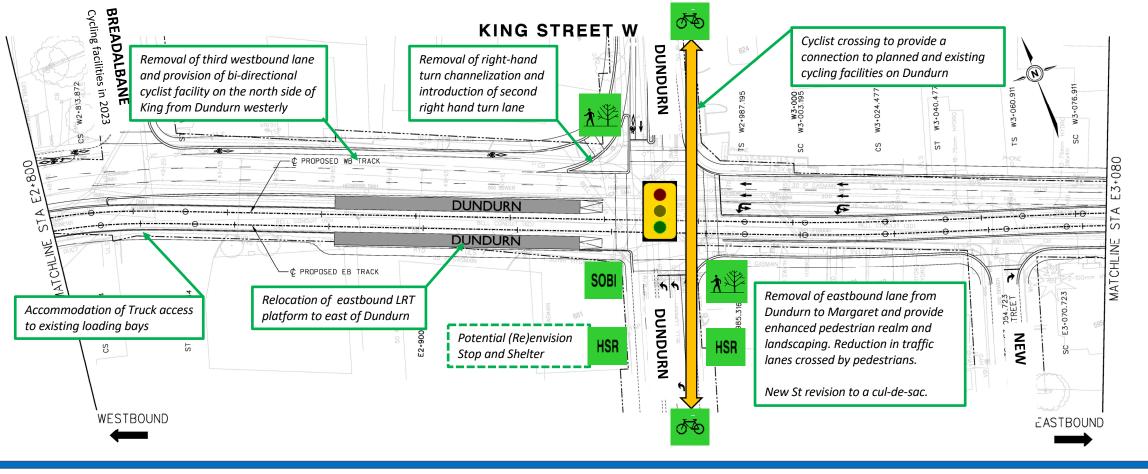
Integration with Existing and Planned Cycling facilities

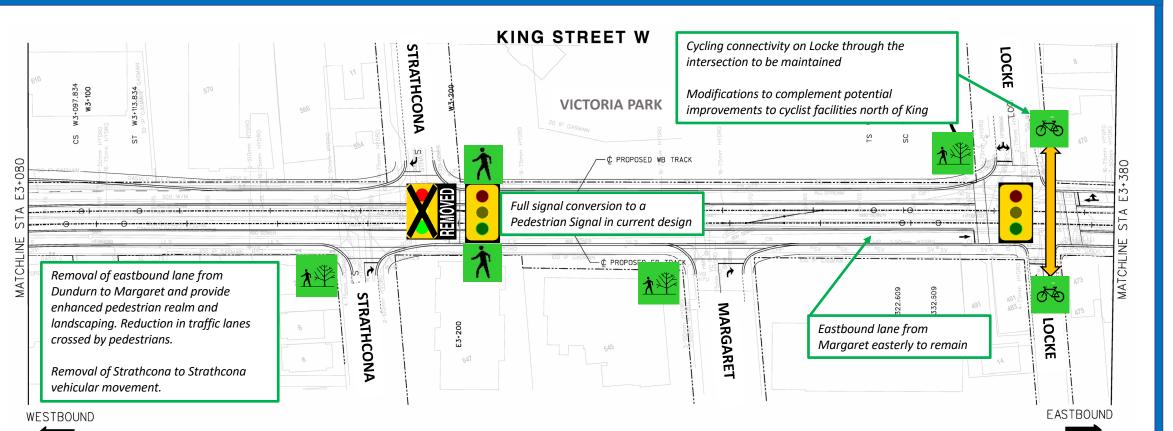


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



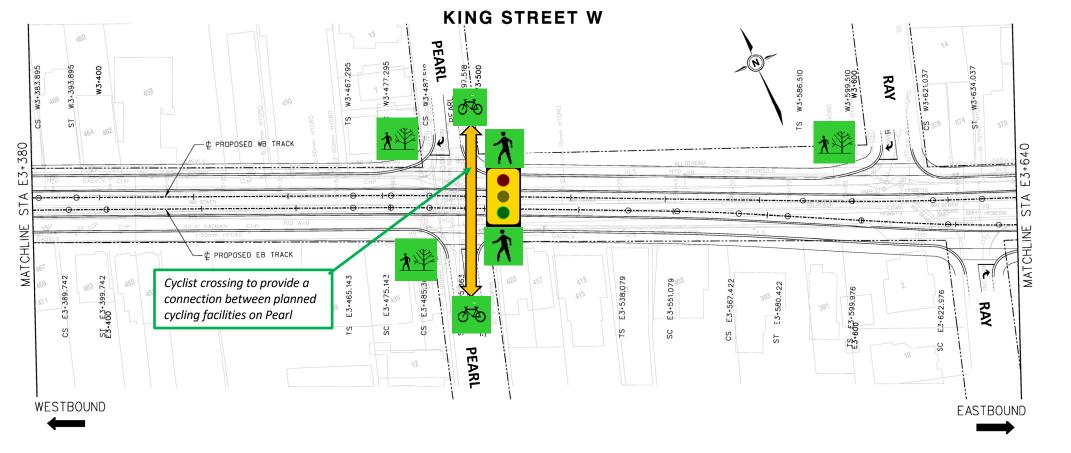
Integration with Existing and Planned Cycling facilities

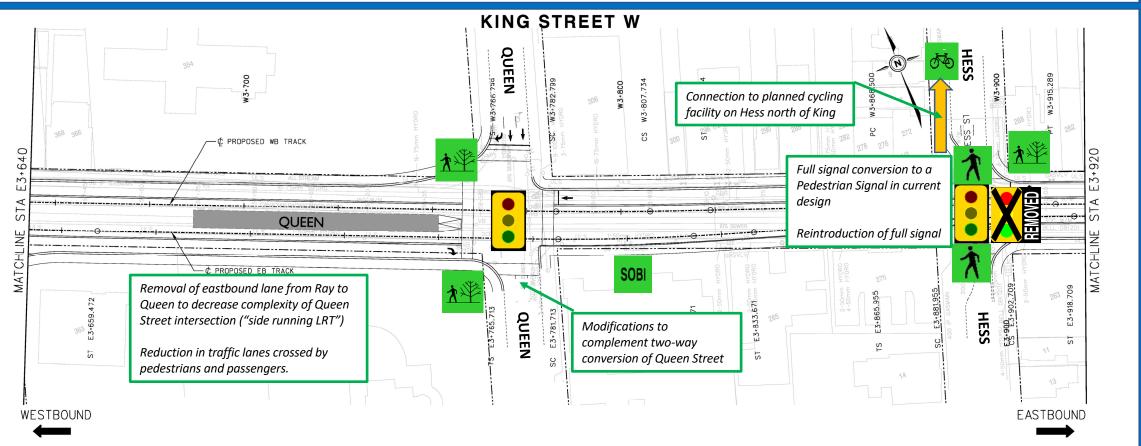


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





**Additional Pedestrian Crossings** 



Integration with HSR (Re)envision and/or Shelter Locations



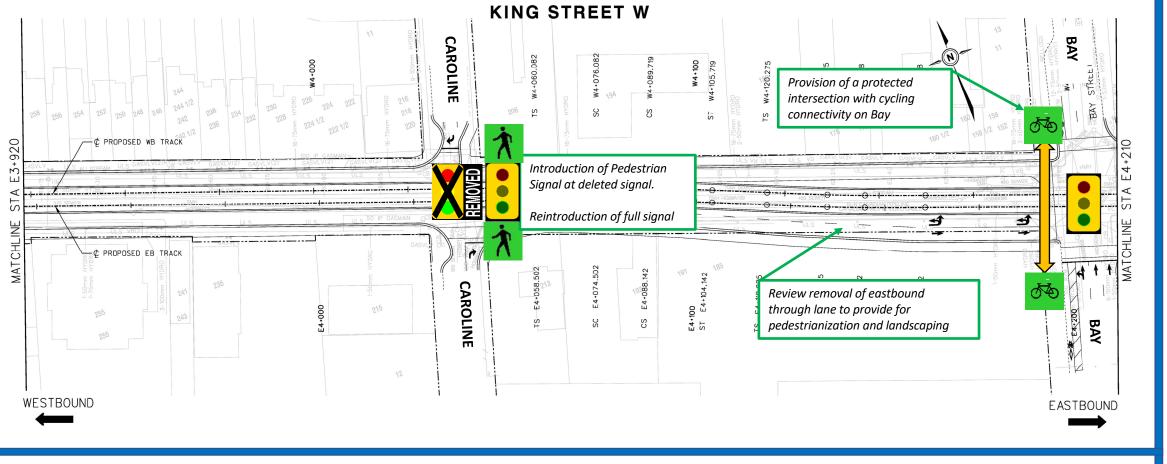
Integration with Existing and Planned Cycling facilities

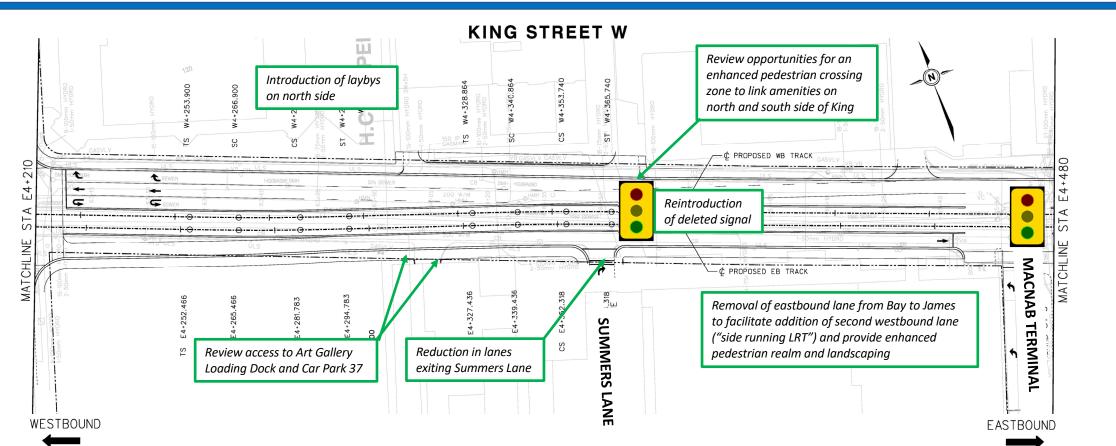


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



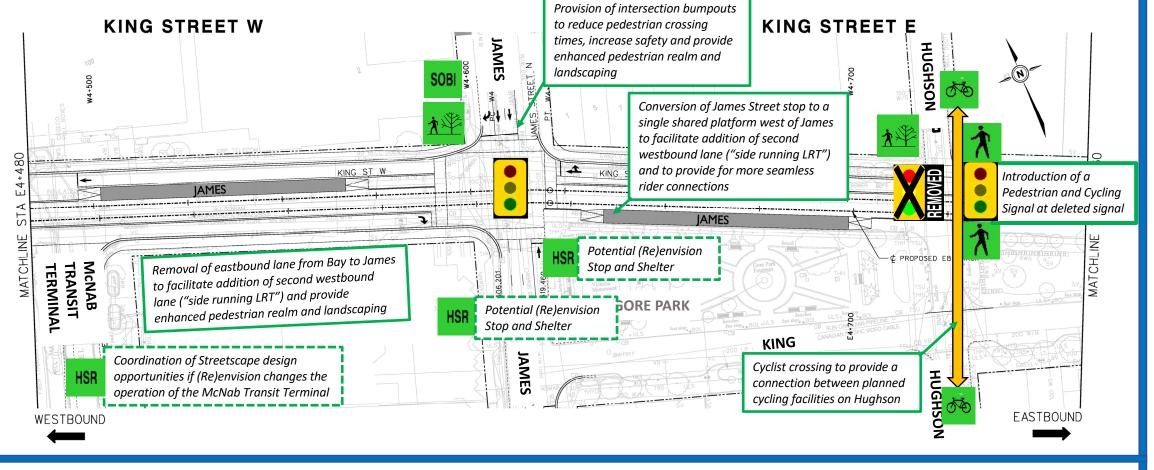
Integration with Existing and Planned Cycling facilities

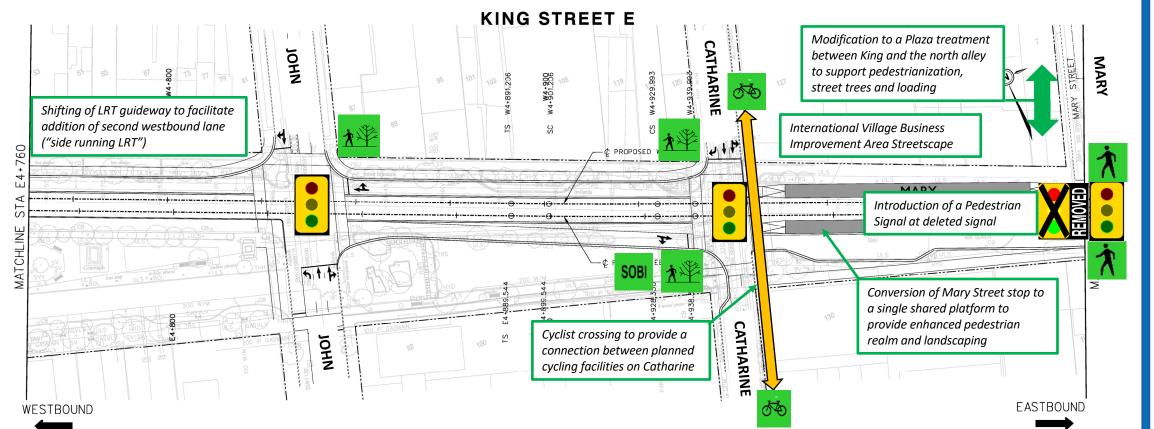


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







Additional Pedestrian Crossings

**ALLEY** 

Conversion of Wellington

Street stop to a single shared

platform to reduce pedestrian

EASTBOUND

crossing times and increase

safety



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

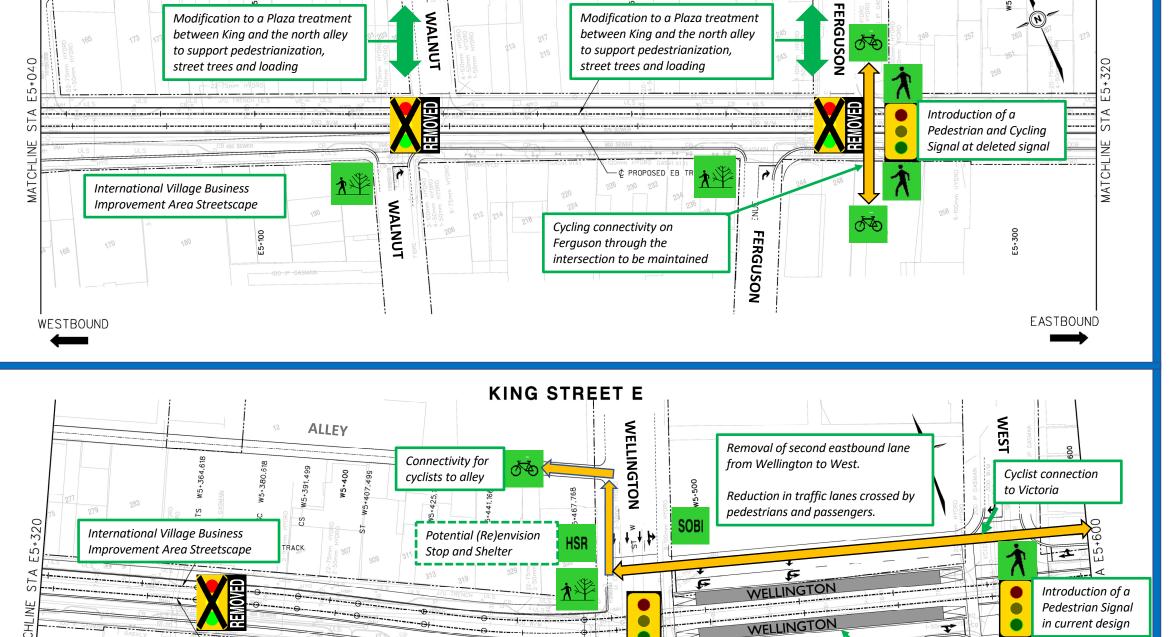


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



**T** 

WELLINGTON

Provision of intersection bumpouts

times, increase safety and provide

enhanced pedestrian realm and

to reduce pedestrian crossing

landscaping

Removal of eastbound lane from Spring to

Wellington to decrease complexity of

Wellington Street intersection an

Reduction in traffic lanes crossed by

pedestrianize the area

pedestrians.

**SPRING** 

KING STREET E

**ALLEY** 

Conversion of Spring from

northbound to southbound

operation

WESTBOUND

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



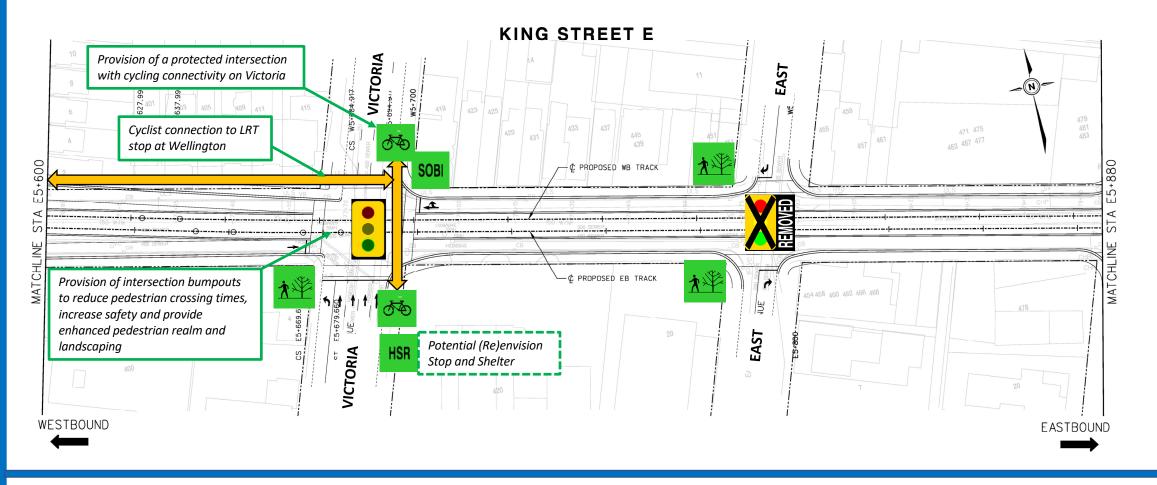
Integration with Existing and Planned Cycling facilities

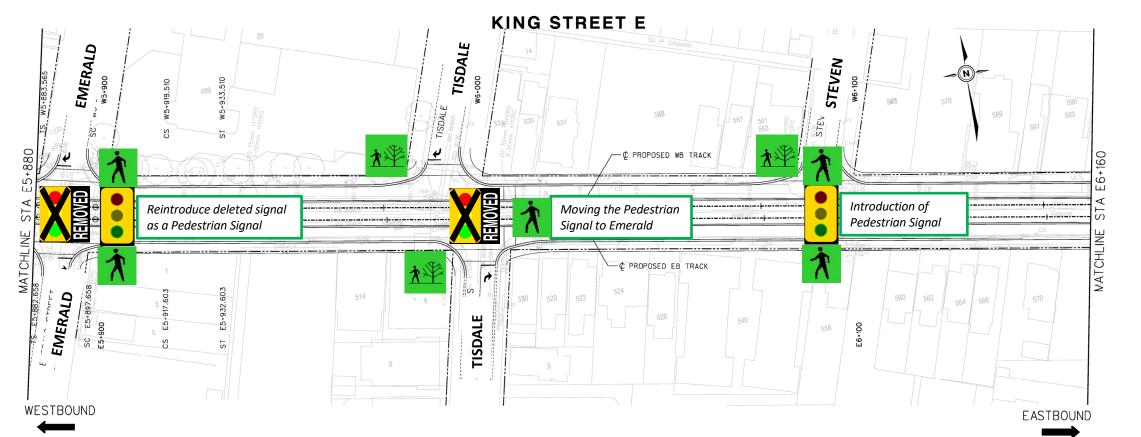


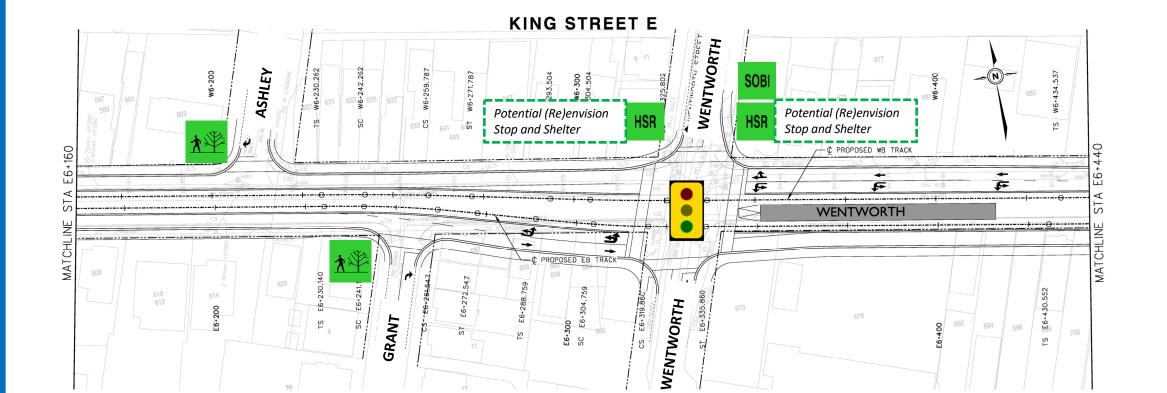
Placement of SoBi Hubs

SOBI

Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







WESTBOUND

### CITY DESIGN THEMES BEING EVALUATED:

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

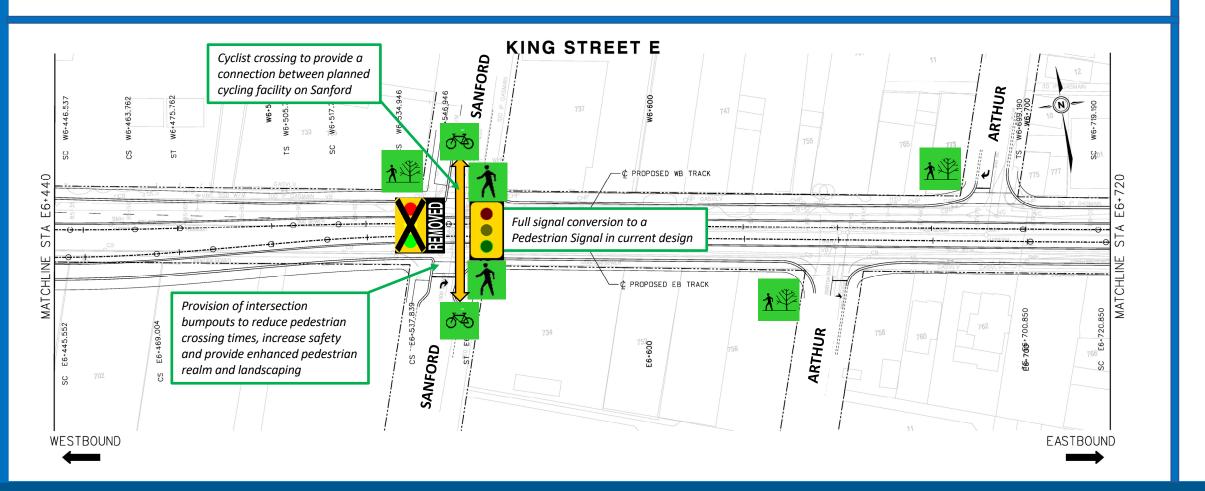
EASTBOUND



Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.



Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



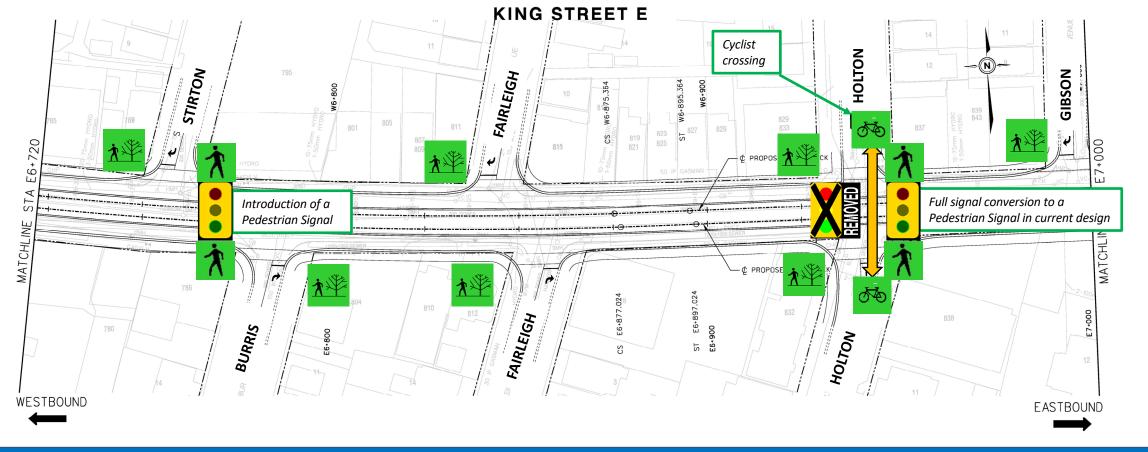
Integration with Existing and Planned Cycling facilities

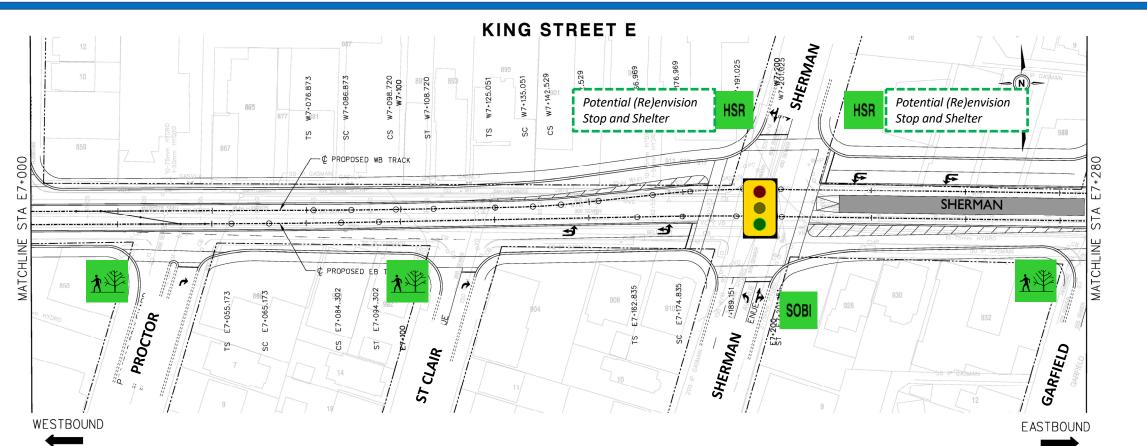


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



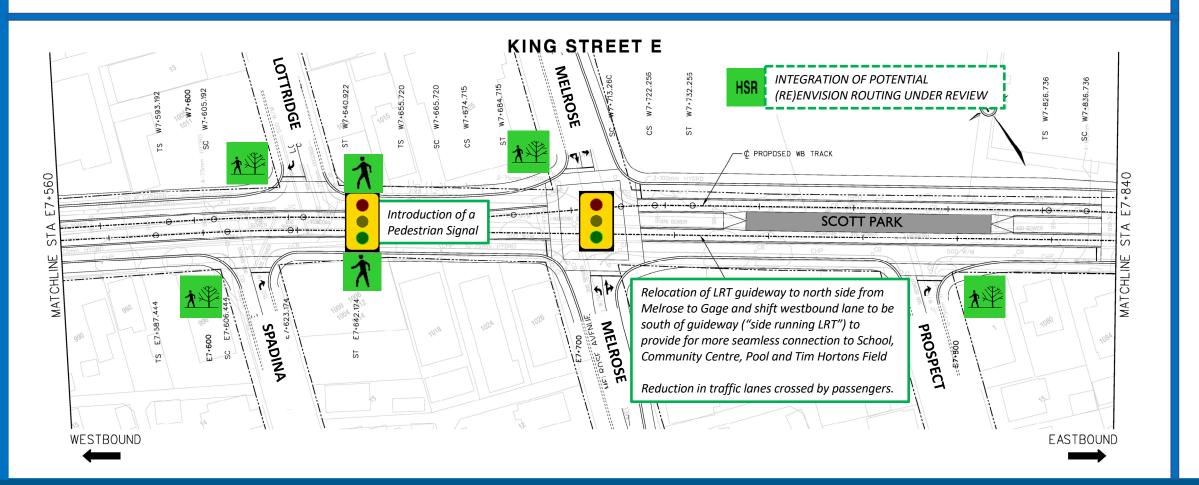
Integration with Existing and Planned Cycling facilities



Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.



Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



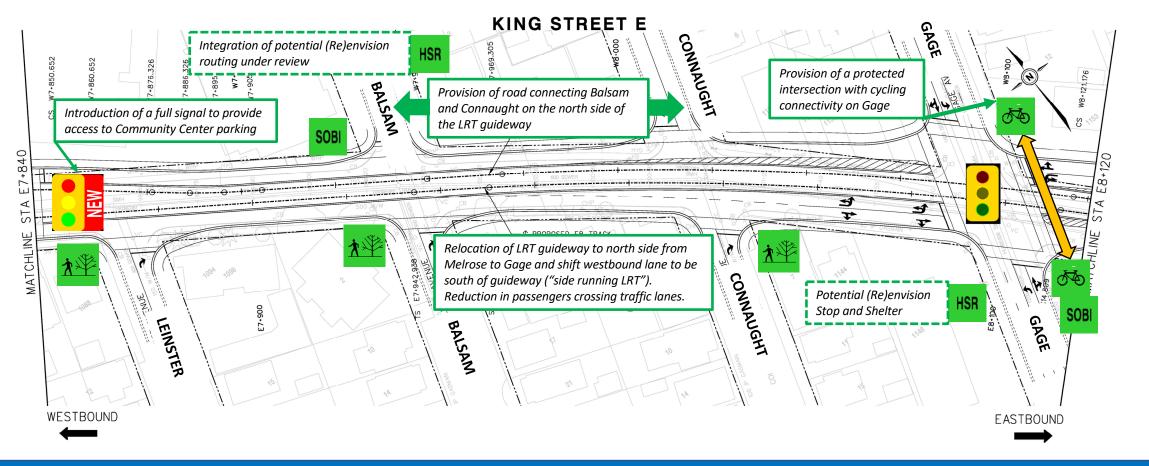
Integration with Existing and Planned Cycling facilities

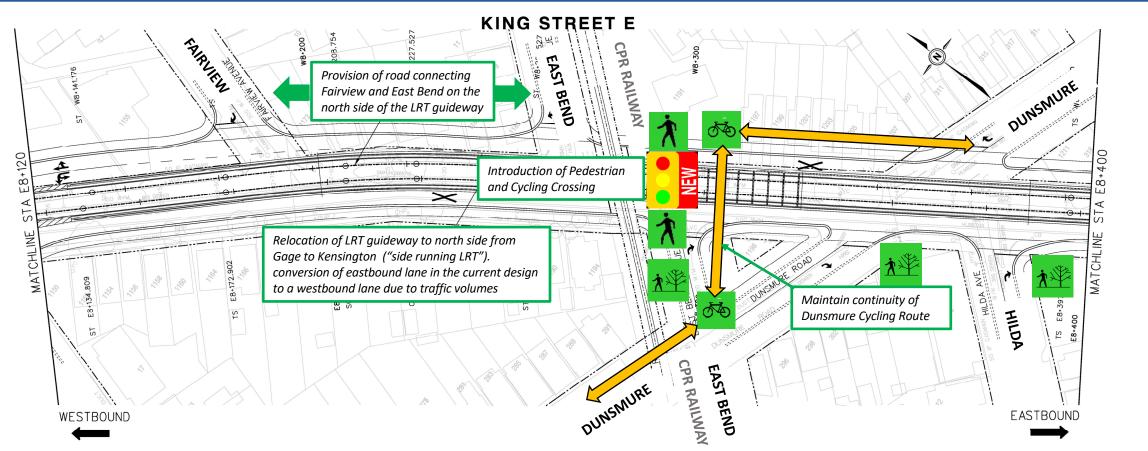


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



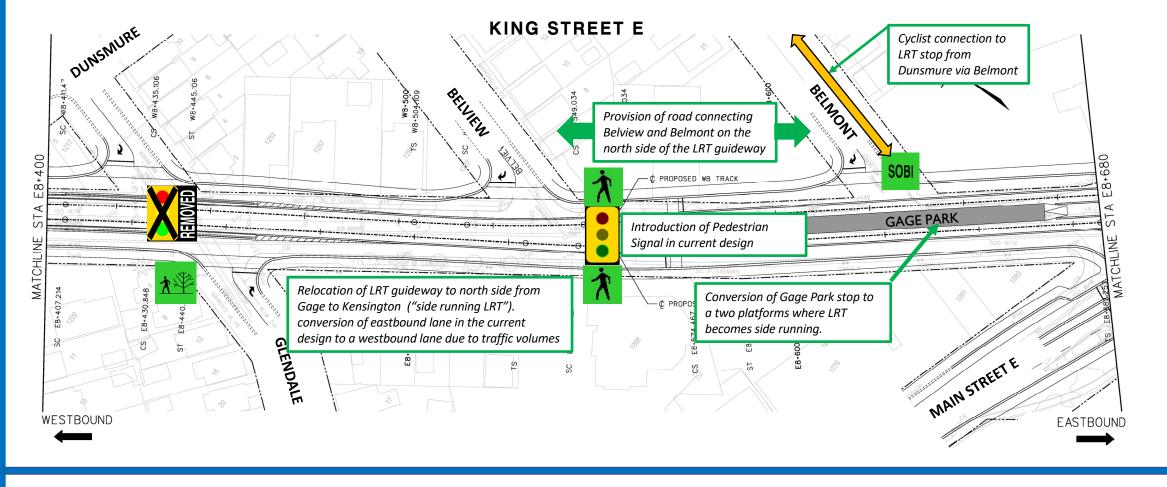
Integration with Existing and Planned Cycling facilities

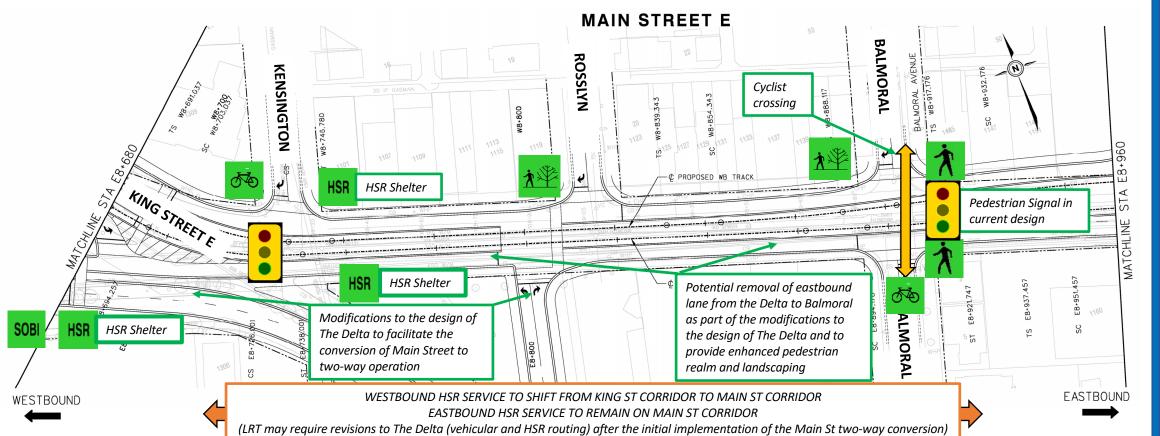


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



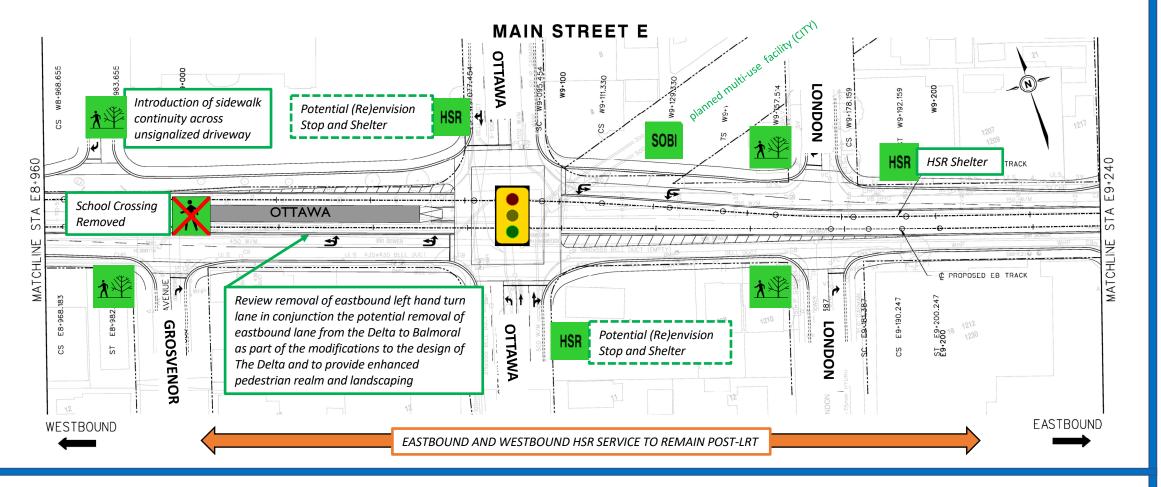
Integration with Existing and Planned Cycling facilities

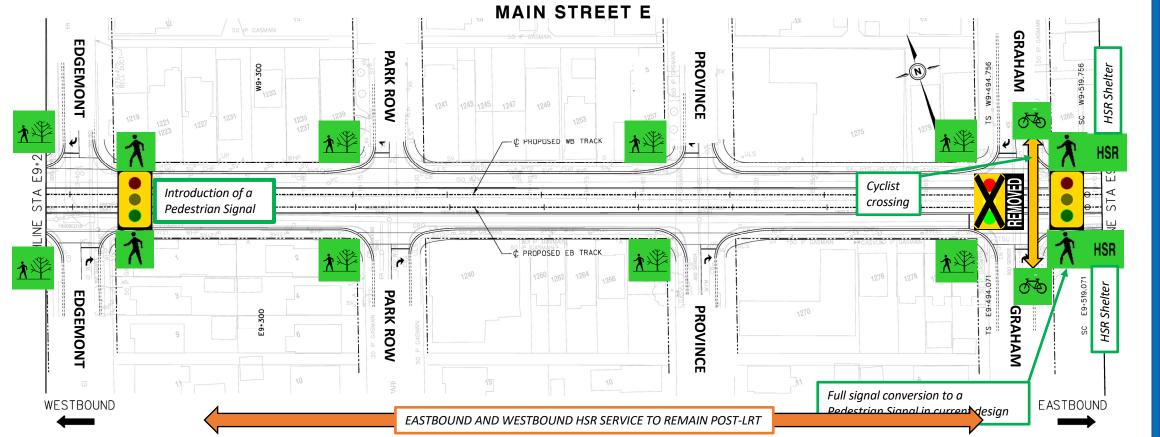


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





**Additional Pedestrian Crossings** 



Integration with HSR (Re)envision and/or Shelter Locations



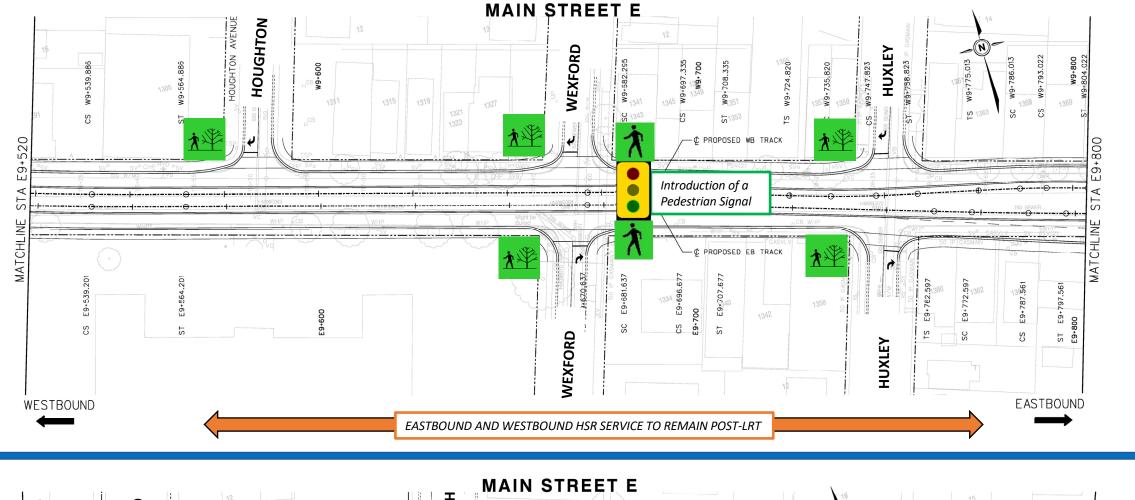
Integration with Existing and Planned Cycling facilities

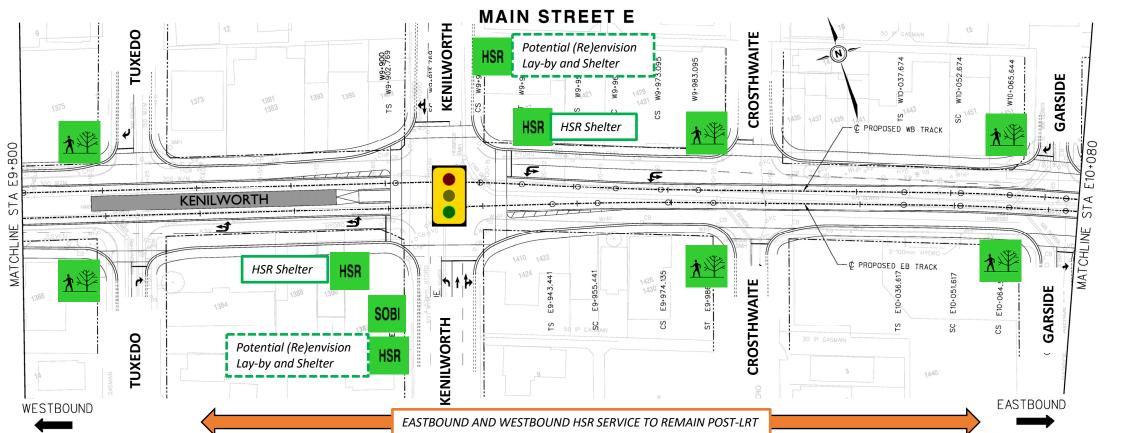


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



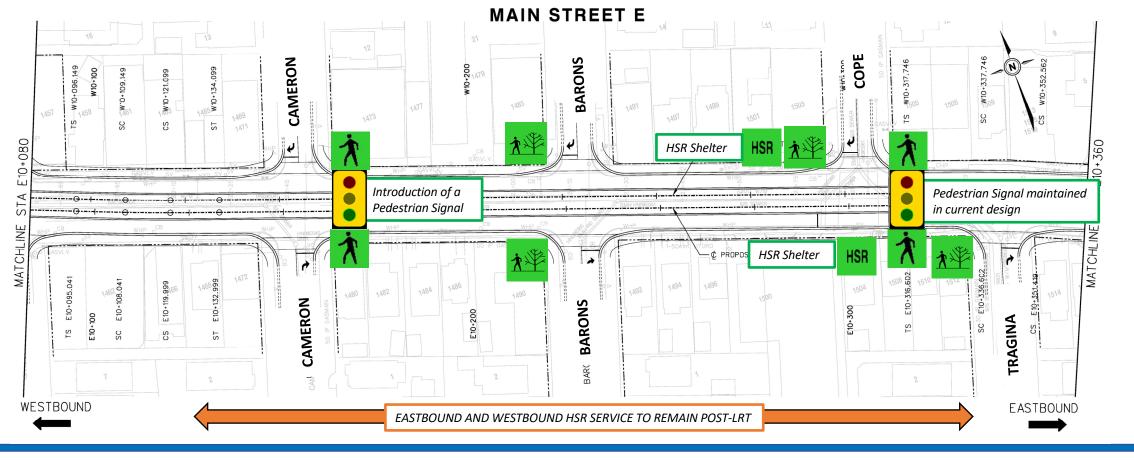
Integration with Existing and Planned Cycling facilities

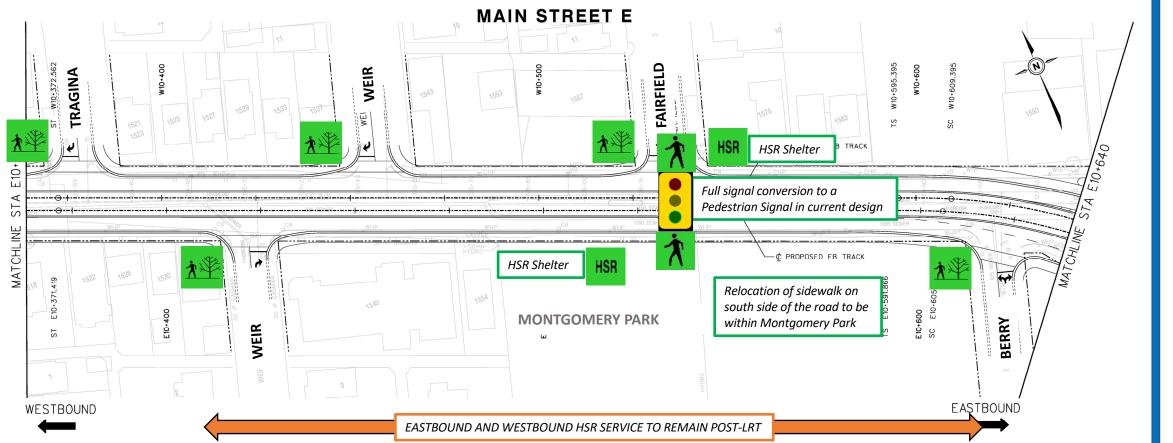


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.







Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

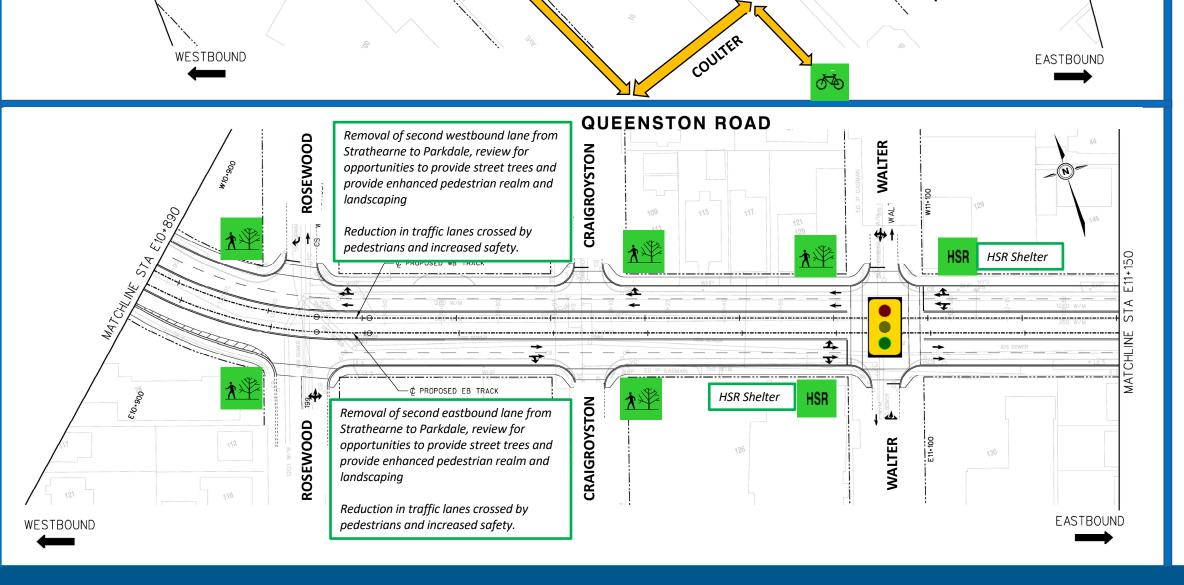


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



QUEENSTON ROAD

HSR Shelter

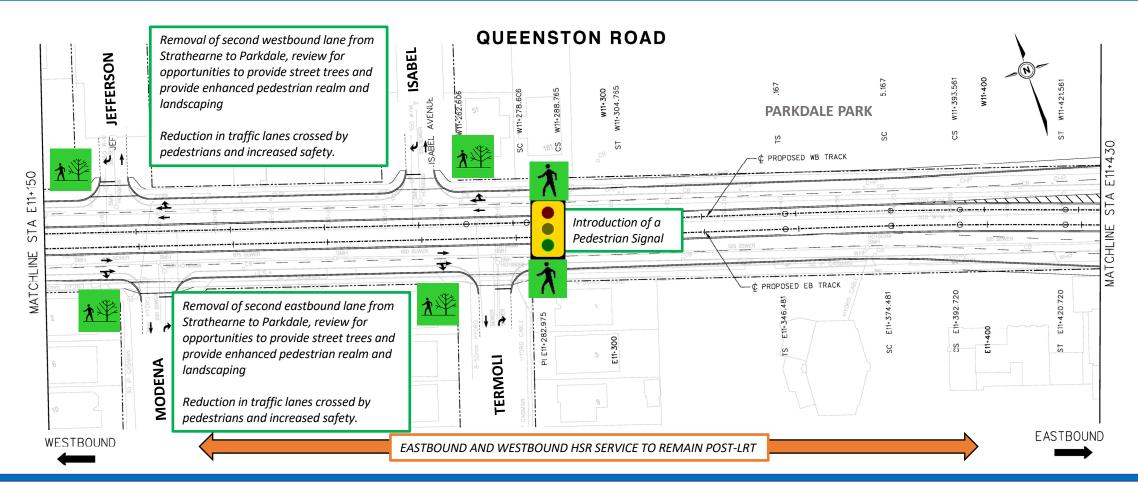
Cyclist crossing to provide a connection between planned cycling facilities in Hydro Corridor

Conversion of Queenston Road stop

to a single shared platform to reduce pedestrian and passenger crossing

times and increase safety

HSR Shelter



Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



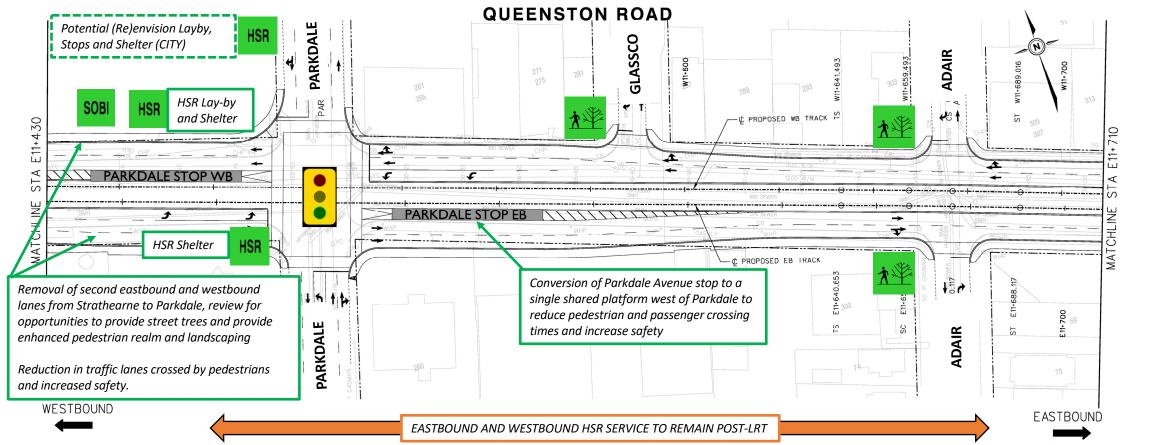
Integration with Existing and Planned Cycling facilities



Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.



Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



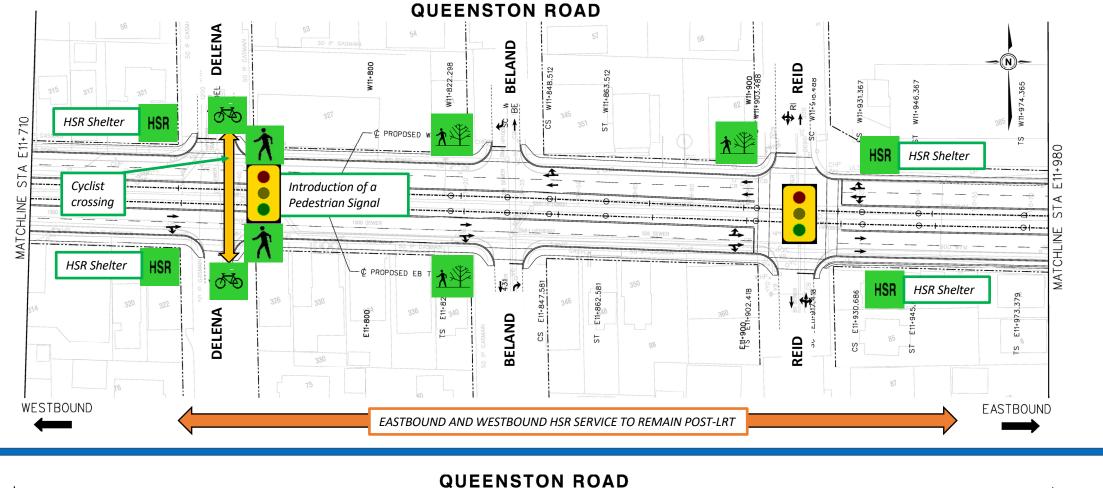
Integration with Existing and Planned Cycling facilities

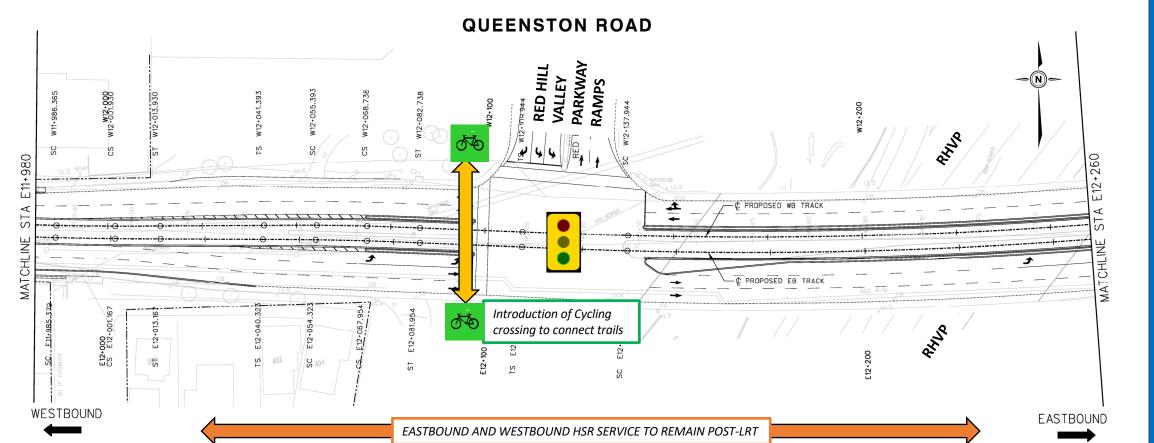


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.





**Additional Pedestrian Crossings** 

HSR Shelter

Introduction of a Pedestrian

and Cyclist Signal



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

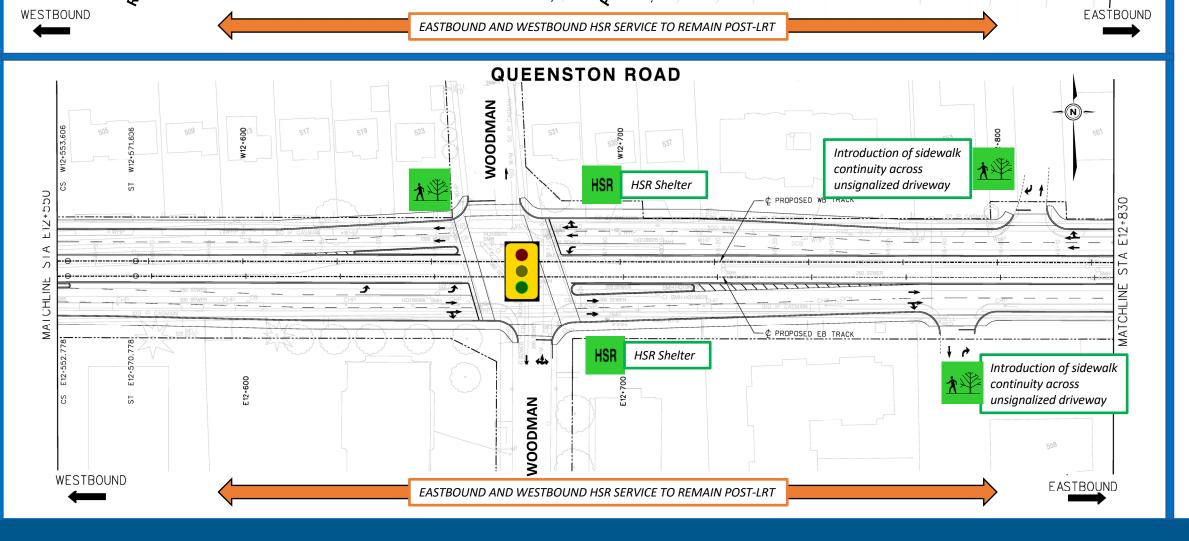


Placement of SoBi Hubs

SOBI

Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



**QUEENSTON ROAD** 

*→* 

C PROPOSED WB TRACK

crossing

HSR Shelter

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities

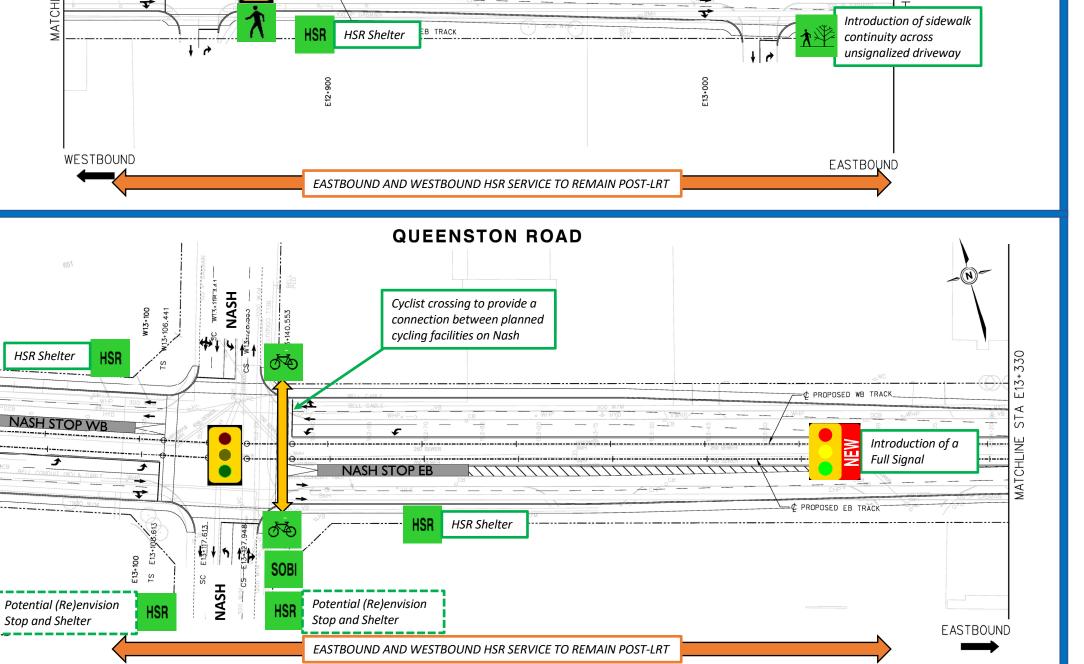


Placement of SoBi Hubs



Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

Subject to further discussion with Metrolinx and Detailed Design



**QUEENSTON ROAD** 

HSR Shelter

Existing Pedestrian Signal

in current design

Additional Pedestrian Crossings



Integration with HSR (Re)envision and/or Shelter Locations



Integration with Existing and Planned Cycling facilities



Placement of SoBi Hubs

SOBI

Provision of sidestreet bumpouts, tight radii and elevated crosswalks on minor streets to reduce pedestrian crossing distances, increase safety and create opportunities for enhanced landscaping and streetscaping.

