

Garbage Collection

1. Garbage Can Destruction

Currently, your collectors can pick up your can and destroy it without notifying the home. To make matters worse the home owner has to prove they did it.

On top of this you have to fight with the city telephone operator, transfer to waste management, debate the issue and possibly be transferred again to risk management to deal with this.

I've had 3 garbage cans and 1 large green can be destroyed by your staff in one calendar year then be told I have to go to Kenora to get a replacement on the bus... While I am disabled.

Please change this policy to force the collectors to put a notification on your door and auto replace the can.

2. Street Sweeping and Collection of Garbage

Currently, my street has street sweeping regularly done roughly 6-7 hours before garbage collection is done.

2a) Why can the city keep me awake at 2am by street sweeping?

2b) Why does the city pay money to clean the streets only to have their garbage collectors and recycling collectors make a mess hours later

If you cannot do the street sweeping on awake hours of the day at the very least please move the street sweeping schedule 1 day forward. This will clean up after you pick up trash and your collectors make a mess by throwing cans and/or missing the truck.

3. Park Entrance Cans

Can every park in the city have a can placed near any walk way entrances so that anyone entering or leaving the park can have no excuse to throw out their trash and not litter the park. Also, anyone walking their dog could have a place to dispose of their "poop bag".

HSR Changes

1. Extend Service

Hamilton is one of the largest cities in Canada. It is time we start responding to that with extended public transportation. Plenty of people work past 1am and "last call" is 2am. Every route should run until 220am. King, Delaware, Barton and Upper James should run 24-7.

2. New Two Way Streets

City Council made the decision to change our main streets to 2 way. Why have there be zero changes in public transportation to have access the other way?

3. Change in Bus Stop Locations

Many routes have been altered to accomodate the new two way street changes. These changes have made people like myself have to walk further and further. The easiest example of this is the Delaware stop for the GO Station moved almost a block away from the GO Station to fix turning lanes. This does not help the people usinig the bus or paying for service. Please move critical stops back for patron use not driver ease.

4. Delaware 5E

This route no longer services Delaware and confuses HSR patrons. Please change the name to GRENHILL 5E or return it to servicing Delaware.

5. PRESTO PASS Charges?

Why should the average patron have to pay for the card as well as givign the HSR money for transportation. There is no charge for the ticket or the pass if I buy the old style.

6. "Advanced Green" turning at King and John.

Busses get stuck for up to 3 lights at this interection. Can the city please put a coordinated or wirelesss trigger for busses to get an advanced turn ability here please. This will also help with linking up to the new bus terminal.

7. B-Line stop additions:

Please add stops at Gage and Wellington. Gage park, Hamilton Works and more.

8. Please fix the new terminal clock.

Nuff said.

Transportation Issues

1. Stoplight on Barton one block east of Hess.

Why is there a stoplight for east bound traffic only? Please remove it or put a two way stoplight in for traffic in both directions.

2. Sherman Cut

2a) One way on rush hours:

Long ago there were additional mountain accesses one way for a period with alternating accesses one up, one down at rush hours. Currently, only the Sherman access has a restriction. Please remove it.

2b) Can there be a light installed to notify drivers that a train is blocking Wentworth just like the "RED" sign light on the Clairmount Access just before St. Joes?

3. Wentworth near Cumberland.

When a train arrives it blocks up traffic in numerous directions. One solution to this problem would be repainting lines. Changing the flow from two lanes north and one lane south to one lane north and two lanes south.

Make one lane of the three dedicated from the tracks to Stinson as north bound traffic.

Make the middle lane heading south and turning lane into Cumberland.

Make one lane, heading south and dedicated to going up the hill.

- please see attached graphic for point #3 -

4. Gladstone and Delaware "all way" stop moved to Sanford and Delaware.

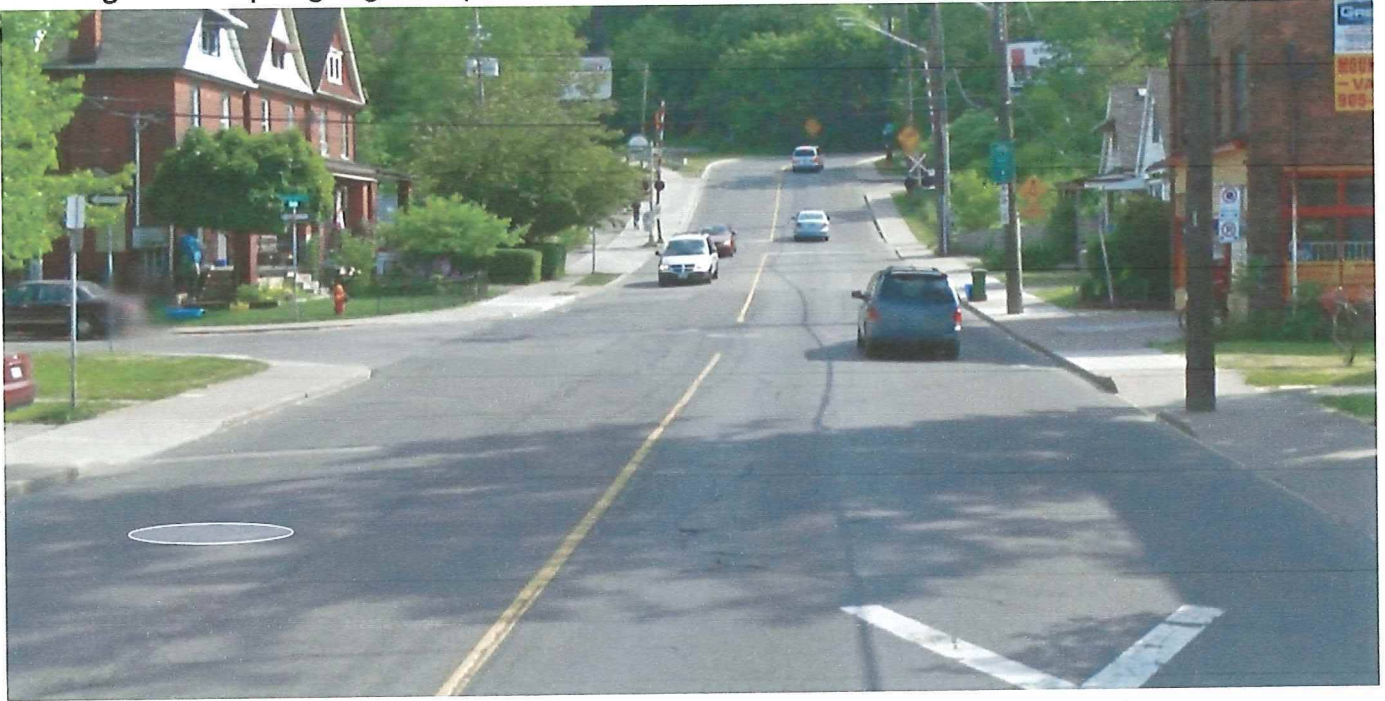
Gladstone and Delaware is one of the city's worst skewed streets. The north half of Gladstone does not match up with the south half. To make things worse someone decided this should be a "4 way stop". I have lived on Gladstone for 36 years and this is a huge mistake. Many years ago Gladstone only stopped for north-south traffic. This intersection has never had cross walks painted. It is missing a wheel chair ramp in front of the Jehovah's Witness Centre and there is a fire hydrant messing up the intersection

I have spent hundreds upon hundreds of hours at the Delaware and Sanford HSR stop observing things. Cars speed around that intersection. Cars stop badly for the mail box and more.

- please see attached graphic for point #4 -

Transportation issues #3

Existing view as per google map feb. 3, 2013

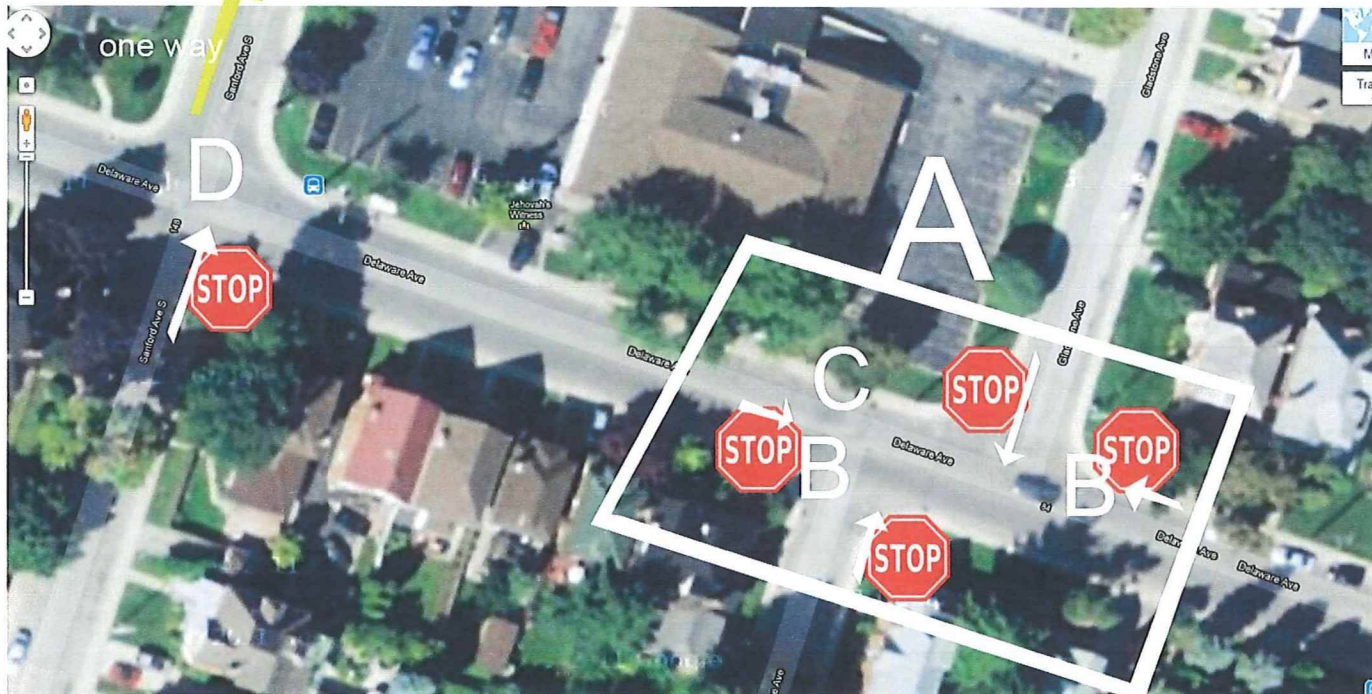


Alex's Proposed change view



Traffic Concerns for Point #4 Gladstone & Delaware vs Sanford & Delaware.

Existing area as of Feb. 2, 2013



The existing area has a 4 way stop at a badly skewed intersection (A), no brake lines (B), no wheel chair ramp (C) at "stop" area and little traffic flow control on a busy street (D).

Alex's Proposal of the area:



What I am proposing is moving the "All Way" stop one block west to the major intersection in the area with a bus stop, mail box and ramps.