

Feb. 25, 2014 City Budget Input

LRT – Not for City of Hamilton B-Line /Eastgate / McMaster / Dundas Plaza .

Looks pretty in cities where fits with monorail cars in pictures.

Do Taxpayers want substance or beauty ?

Metrolinx's " Big Move " GTHA (PAN / AM 2015)

City of Hamilton challenges to pay by TAXPAYERS.

Cost \$ 800 m approx. for B-Line

Lack of ride ship / growth barriers ,20% Hamilton operation budget (TAXPAYERS \$600.00 per house hold ?)

Lack of direct route connections to nodes (Red Hill Business Park) of transit planning.

No set rules of engagement for revenue (TAXES) (Metrolinx /Province /Federal / Hamilton)

- \$811 m LRT Hamilton's B-Line. (\$265 m BRT London Ontario (State of art transit buses for comfort of Rider Ship) REF. London Transit . City of London Transportation Master Plan 2004)

City of Hamilton Challenges

-Aging Infrastructure \$200m more/year/over 10 yrs..

-No increase TAX base for commercial/ industrial from 23% to 40% ?

-Population Dynamics (Seniors population/ Health costs/Obesity/ Poverty)

-Workforce Dynamics (City employee retirement/ external demands/Mental health)

No Transit Strategy Plan to reduce auto drivers to take transit to alternatives to switch to carpooling /cycling /walking etc.

Transit Study -

Further transit belt line or loop (Calgary transit C- Train) East
North Centennial Parkway GO Train Station West/North /
Waterdown GO Train Station
South /North A-Line to city hub Go Station to North GO Station
James ST. N. North- Centennial Parkway –GO Station
What's the Provincial plan Niagara to GTA corridor Planning and
EA study Oct 12 2010

Traffic Planning Engineers think outside the box with 21st century
Vision .

THINK OUTSIDE THE BOX meet with Federal / Province /
Metrolinx Transit McMaster Plan City of Hamilton for Revenue
Tools (TAXES) ? Who PAYS ?

Respectfully

John McGreal Concerned Senior Taxpayer

HSR Transit Feb 24 ,2014 9..00 am

B-line EASTGATE / McMaster /26 km.

Trip from Binbrook /Transcab / Route 44 /Eastgate /McMaster
and return to Binbrook

3 hrs. 50 min. 46 km. Cost \$3.00

Car Feb. 23 2014 9.00 am

Binbrook RR 56/ Centennial Parkway /Eastgate West /King
James/ James North Waterfront /James South / King West /
McMaster and return to Binbrook 1 hr 30 min

Cost \$ 8.00+ (Ins./ wear on car)

B-Line 14 km transit by Car + James/Waterfront 24 km. Round
trip 56 km 1hr 30 min Cost \$ 8.00

Travel time by B-Line Eastgate /McMaster 27min.

Car – Eastgate / McMaster 33 min.

Feb.25,2014 6.00 am

Binbrook /car /airport /A-Line / to City Transit Hub .

City Transit Hub / A-Line /Airport / Car to Binbrook Total time
round trip 1 hr 7 min. Cost Transit ticket \$2.00 / Car \$ 2.00 / total
\$4.00 GOOD VAULT for SENIOR TAXPAYERS.

A-Line / City Hub 19 min.

A-line / return Airport 23 min.

CAR / BINBROOK / CITY HALL

Why take Transit ?

The problem isn't B-LINE its connecting public transit with the B-
LINE Public Rider Ship opinion EXCELLENT To GOOD as this.
#1 City of Hamilton should concentrate on A-LINE with
connecting Transit Routes to A-LINE / Airport / to North Go
Station

All mountain transit route east/ west to A-LINE upper hub.

Why have 6 Upper Mountain BUSES to the lower city

Other Taxpayers savings.

\$833,300 for Pan /AM promoting Hamilton for Toronto Pan/AM 2015 Games.

This promotion should be on Toronto Pan/AM 2015 Games budget Troop' s budget .

\$830,000 should go to Scott Park Projects (e.g Outdoor Ice Rink)