

**Paparella, Stephanie**

---

**From:** Jean Fair [jeanlfair@]  
**Sent:** August-04-16 5:00 PM  
**To:** Office of the Mayor; Farr, Jason; Johnson, Aidan; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Fwd: Thoughts on the LRT ... for the Comment Page  
**Attachments:** 5-25-16 Letter to the Editor - the LRT.doc

Greetings to Hamilton's Leaders!

I'm very concerned about the proposed LRT, and sent the attached "Letter to the Editor" to the Spec on May 26th.

Great strides have been made in our core, notably on James Street North and also on King Street East. I don't want our core stripped of its progress. Yet, the closure of only one lane on King St. West cost businesses 30-40% of their income. And we're considering five years of no traffic; that will bankrupt them all.

Which 200 or so buildings will the city expropriate? And how many won't stand up to the incessant pounding at their footings? I don't want to possibly lose the Right House, nor the endless number of buildings that have been, are being and might be restored. There is huge potential along King Street East. I read The Spec ... there's been no mention of which buildings are targeted for demolition. I would like to know NOW, so that the citizenry is allowed to be outraged, or to take that in.

I understand that we'll lose about 40 stops along the route. That means that you're going to lose seniors and the handicapped ... they'll be forced to take taxis they can ill afford. I thought Main Street for the entire LRT route was the preferable route. However, I have a 74 year old friend who advises that walking that one extra block walk will prevent her from taking public transit. She's had a bus pass since she became a Senior. If the city is not well networked .... getting people to and from the various stops ...the net effect will be a decrease in ridership.

The effects on people working nearby were spelled out by the Waterloo office workers who felt and heard the pounding for years. One said it was hard on them and their computers! Really!

Who will benefit from this scenario? Developers who want to demolish current buildings and build straight up. Please, let them build anywhere else in Hamilton. It's too great a price! Losing the buildings, the businesses, and the current momentum is too much.

I saw a fabulous video in which the Mayor of Bogota said that you never know what shape your city is going to take. He chose to give priority to a well-integrated bus system ... with whole sides of buses opened up to allow the free flow of passengers. I was in Kitimat, B.C. many years ago. Beautiful place, walkable ... but half the city had shut down. Buses can change direction on a dime!

Include a fee on our property taxes so that public transit is covered for all. No argument over fares.

As Premier Wynne said, it's NOT LRT or nothing. Go for the option that's in the best interest of the people you represent. Please.

Best regards,

Jean L. Fair

----- Forwarded message -----

From: **Jean Fair** <[jeanlfair@](mailto:jeanlfair@)

Date: Thu, May 26, 2016 at 12:38 PM

Subject: Thoughts on the LRT ... for the Comment Page

To: [helliott@thespec.com](mailto:helliott@thespec.com)

Hello Mr. Elliot,

I didn't see an email for Comment Page submissions in today's paper. Please forward this to the appropriate party if need be.

Many thanks ..

Jean L. Fair (B.A., C.G.A., Resident of Ward 2)

Hamilton, Ontario

L8N 2W1

**Paparella, Stephanie**

---

**From:** Gord Baker [gbakertech]  
**Sent:** May-17-16 9:50 PM  
**To:** Office of the Mayor  
**Subject:** Fwd: Undeliverable: Sending a clear signal. NO LRT.

RE H. Elliots Spec View 17 May

Subject: Sending a clear signal. NO LRT.

Finally at least two of the generally impractical Councillors realize that Hamilton and other places do NOT need LRT.

It certainly requires a Referendum.

What percentage of Ontario taxpayers will it serve?

The lieberals are borrowing money and wastefully spending it like a drunken circus clown.

It is OUR Debt, NOT a Gift from the Province

Reality check. The final cost will no doubt approach \$ 2,000,000,000. TWO BILLION\$. The upheaval of the streets and destruction of neighbourhoods and businesses is horrifying. Where do you think Provincial dollars come from? It is OUR dollars with some 30+ more billions being Borrowed this year to fund this and other ridiculous items we cannot afford and do not need.

Simple LOGIC dictates that the newer Buses are far more practical, a Billion cheaper, do not disrupt the entire city, have routes that can be changed to optimize service and are far cheaper to maintain.

I applaud Mr. Collins and Ms. Skelly; hopefully other councillors will have the logic and fortitude to bring this snake out of the grass and dispose of it.

Your statement ...modern, environmentally sound, and whatever you deem economically catalytic to mean, leaves out logic, practicality, affordability and real need.

You are expounding on a subject without assessing the long range costs or practicality. It is Your mind that seems closed.

Have a serious look at the ramifications.

Regards  
Gord. Baker.

**Paparella, Stephanie**

---

**From:** jackgillies@...  
**Sent:** April-26-16 3:56 PM  
**To:** Office of the Mayor  
**Subject:** Hamilton LRT

Hello

My name is Jack Gillies. I am a retired teacher and I live in Mount Hope. I am strongly opposed to the proposed LRT.

I am not anti-Hamilton, I just believe this is the wrong project for the city. I have ridden in a number of LRTs in the States and Europe and they are beautiful. However because of their fixed rail limitations they are only effective in a very small part of the city. I feel that an enhanced bus system, that is far more adaptable to volume and changing rider needs, makes much more sense, now and far into the future. The savings in present government grant dollars and future local tax costs alone seems like a viable argument against the project. Although I have no connection with anyone along the proposed route, I feel that many businesses will be ruined during the 4 to 5 years of construction. These are also Hamilton citizens that need to be protected.

I feel that this project is a huge gamble. We have heard the optimistic opinions of how the LRT will be a catalyst for future development. I have applauded the steps that have been taken to once again make Hamilton recognized as - the Ambitious City. I just feel that we can accomplish the transportation need of the city without the risk of making a very costly mistake.

Sincerely  
Jack Gillies

**Paparella, Stephanie**

---

**From:** Roger Stermann [specimage@]  
**Sent:** July-25-16 11:29 AM  
**To:** DL - Council & Support Staff; Letters; Andrew Dreschel  
**Cc:** Doreen Stermann; Carmen Stermann; Andy R; Alexander Borghesan  
**Subject:** If an LRT breaks down

Good morning Council and Mayor and the Spectator,

Because the LRT would be two single train lines, can anyone tell me what happens when an LRT breaks down on the line or has an accident with a motor vehicle or if the track breaks due to winter upheaval or breaks for any other reason?

At every downtown intersection / crosswalk there is upheaval and of course there would be train breakdowns. I, myself, cannot figure out how any of these common type problems will be handled when there is no detour available for such a limited train network. Does everything on the train line stop?

I would appreciate it if anyone in council knows to send a reply.

Sincerely,

Roger Stermann

\*\*\*\*\*  
\*\*\*\*\*

Spectrum Scanning Services / SpectrumScanning.com  
Email: [specimage@](mailto:specimage@)  
16 Years Professional Action Photography Services  
16 Years Professional 35mm, 8mm Film, VHS & Camcorder Tape Conversion to Digital

\*\*\*\*\*  
\*\*\*\*\*

**Paparella, Stephanie**

---

**From:** Dennis & Joanie Martin [dmartin: n]  
**Sent:** September-14-16 6:31 PM  
**To:** letters@thespec.com  
**Cc:** Whitehead, Terry; Skelly, Donna; Jackson, Tom; Collins, Chad; Merulla, Sam; Johnson, Brenda; Partridge, Judi; Pasuta, Robert; VanderBeek, Arlene; Ferguson, Lloyd; Pearson, Maria; Conley, Doug; Green, Matthew; Farr, Jason; Johnson, Aidan; Office of the Mayor; kwynne.mpp@liberal.ola.org; patrick.brown@pc.ola.org; ahorwath@ndp.on.ca  
**Subject:** Jobs and the LRT

Once again, FACTS seem to preclude the need for an LRT in Hamilton. LRT studies were based on: (a) the Transit Master Plan 2007 (target set for reducing the number of kilometres made by single occupant vehicles by 20%, increase daily trips made by transit from 5% to 12% and walking and cycling from 6% to 15% and annual transit rides per capita from 40 to 80 - 100); and (b) Places to Grow (population growth in the Greater Golden Horseshoe +130,000 and 90,000 new jobs). It appears that the Transit Master Plan has been put aside (has anyone seen anything that tracks this wishful thinking?) but recent findings by Statistics Canada tell us that employment growth hasn't been growth, but rather a loss of 13,400 jobs in the last year. Result, 25,200 people are officially unemployed in the Hamilton area, up from 21,700 a year ago. 90,000 new jobs in the Greater Golden Horseshoe - REALLY?

In the recent editorial, Lessons about Hamilton's changing face (September 14), the very valid point was made that the millennial generation are not having babies at the rate they would need to drive growth. Why? The editorial says it all - precarious employment, low income and ability to rent or own adequate housing. Quote "This is just one reason economists and advocates alike are worried about the overwhelming growth of precarious employment, with its typical lack of security, low wages, no benefits and little dependability. We need to recognize this is a potential societal game-changer." So where are 130,00 new bodies coming from? Not from immigration - the editorial goes on to state that Hamilton is no longer the destination of choice for too many immigrants. Employment prospects and other more competitive jurisdictions have resulted in immigration decreasing.

As an Ontario taxpayer, with a provincial deficit of over \$300 billion, I resent a billion dollars being spent on an LRT that is totally unnecessary, and won't be the driving force behind any economic growth in Hamilton.

Dennis Martin

Binbrook

Paparella, Stephanie

---

From: b m eck [bmeck@... n]  
Sent: August-06-16 11:37 PM  
To: ;  
Subject: L.R.T.

**Dear Elected Councillors / M.P.P.'s :-- please stop the insanity of spending \$1 Billion, actually much more to run railroad tracks down King Str. from McMaster area to the traffic circle of nowhere in the Walter Str. area !! As anyone with a kindergarten education knows it will be \$2 billion before it's done and the cost is on us the tax payer. The businesses that will suffer from no people while it is being built & likely close their doors for good will further add to the tax burden. A couple more busses at a fraction of cost will do the same job. Please – please let sanity rule here & stop the LRT now !! thank you, Brian Ecker – already overburdened tax payer !**

8.1.907

**Paparella, Stephanie**

---

**From:** Rose Homer [rhome]  
**Sent:** May-27-16 4:23 PM  
**To:** Johnson, Aidan; Farr, Jason; Whitehead, Terry; Conley, Doug; Pearson, Maria; Partridge, Judi; Office of the Mayor; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; n.carobert.pasuta@hamilton.ca; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Pasuta, Robert  
**Subject:** LRT - MY OPINION

Hello to all My name is ROSE

I have written to all of you many times before for many issues - in which, I have not received a satisfactory reply NOR satisfactory results from any of you- still in office representing your wards except - Tom Jackson - although not my ward councillor - you took the time to reply to my earlier concerns!! Thank you - *Now - I have another issue to add to this discussion with all of you!!*

I would like to know how many people in Hamilton were asked about the LRT - My husband and I weren't!! You should talk to all the people in your wards before you decide for us!!

**1ST - SCRAP THE LRT IDEA AND LOOK BACK IN HAMILTON'S HISTORY -- SIMILAR TRANSIT WAS REMOVED ABOUT 35 YEARS AGO - ALL RAIL SYSTEMS TAKEN OUT OR DUG INTO THE GROUND - NO LONGER EXIST - SO WHAT MAKES YOU THINK IT CAN WORK NOW??? ALSO, THE PROPOSED ROUTE IS UNACCEPTABLE!!**

**2ND - STOP WASTING TAXPAYERS' MONEY = CITY MONEY**  
BIKE LANES WERE INSTALLED ALONG KING WEST TO MAC A FEW YEARS AGO, THEN REMOVED NOW REINSTALLING THEM ?? - WHY WERE THEY REMOVED?? MAKE OUR STREETS SAFER BY INSTALLING LEFT TURN SIGNAL LIGHTS ALL 4 DIRECTIONS AT ALL MAJOR BUSY INTERSECTIONS !!  
RE-EDUCATE ALL DRIVERS, MOTORCYCLISTS, BIKE RIDERS, AND THE NEW MOTORIZED BIKE RIDERS TO OBEY THE LAWS OF THE ROAD ESPECIALLY, THOSE WHO PARK FACING TRAFFIC ON A 2WAY STREET AT NIGHT!!

**3RD - MAYOR FRED: YOU CANNOT MAKE A UNILATERAL DECISION!! STOP - LOOK - LISTEN!!! THESE WERE THE 1ST THINGS WE WERE TAUGHT AS CHILDREN!!! SO, STOP & LISTEN TO US THE PEOPLE!! & LOOK AHEAD OF HOW YOUR DECISION WILL AFFECT US NOW & OUR FAMILIES IN THE FUTURE!! DO WHAT IS RIGHT FOR US IN HAMILTON!!**

**4TH - WE THE TAXPAYERS SHOULD NOT BE RESPONSIBLE FOR ANY CITY EMPLOYEE'S LEGAL FEES FOR THEIR INDISCRETIONS & UNLAWFUL ACTIONS!! SUSPENSION WITH PAY IS ONLY A PAID VACATION!!!! IF FOUND GUILTY- WHERE IN MOST CASES HAVE BEEN - DO YOU REALLY EXPECT MONEY PAID BACK?! AND, GET PROMOTED!! HOW STUPID DO YOU ALL THINK WE ARE ANYWAY!!**

Thank you to all for listening and reading to my opinions and concerns about road safety in our city.

Sincerely



**Paparella, Stephanie**

---

**From:** Tony Delville [tdelvilk  
**Sent:** May-24-16 5:22 PM  
**To:** PaulWilson.Hamilton@gmail.com  
**Cc:** Pearson, Maria; Collins, Chad; Office of the Mayor  
**Subject:** LRT - The time to stop it is NOW!

Here's the problem, Mr. Wilson, and it's why I oppose the LRT. What will it do that buses cannot do? So it has a capacity of 130 per car. Run more buses. And where is all that capacity going to come from? What is our current ridership on that route PER HOUR of each day of the week? The LRT will have to stop at stoplights. How is this any different than buses. Will it be able to signal to traffic lights to align them? Put that technology on buses. How much time will it shave off the trip from the traffic circle to McMaster? Four minutes? Five? How in any sane universe is that worth \$1 billion?

I am decidedly not anti-development. But I want bang for my buck. This project does not deliver it. Put that billion dollars toward an accelerated Go Train station at HWY 20 and the QEW. Extend it to Fifty Road. Now there's bang for your buck. By the way, since Metrolinx is going to own the LRT, they get all the revenue. How are we going to replace the HSR revenue we now get from that busiest route they run? I'll tell you where: property tax payers, who are already being taxed out of their homes!!! And where is the money going to come from for all the property expropriations? Is Metrolinx paying for that? I've heard that they are not. Property taxes again.

This is a lose-lose proposition for Greater Hamilton. It will be great for those politicians who depend upon the construction industry for campaign contributions (and therefore a loss for Hamilton). It will be an albatross around the property taxpayers' neck for decades to come. It will not materially improve public transit from end to end. It will close down a section of downtown Hamilton. It will destroy businesses along King St. during its construction (any offsetting subsidies will come from Hamilton property taxpayers, again). I already avoid downtown as much as I possibly can. With this disaster, especially during the construction period, I will stay in Stoney Creek or shop in Burlington and Hamilton Mountain. I suspect those areas will be very busy with Hamilton shoppers.

Tony Delville

**Paparella, Stephanie**

---

**From:** atopp atopp  
**Sent:** October-06-16 7:06 AM  
**To:** Johnson, Aidan  
**Cc:** Conley, Doug; Office of the Mayor  
**Subject:** LRT

Good Morning Mr. Johnson

I was told that you are accepting opinions in regards to the possible LRT from people in the Hamilton community, no matter what area they live in so I am writing to you today in regards to this very important issue.

My person feelings on the LRT are definitely against it and not just because I live on the Stoney Creek mountain. Of course there is no benefit to myself or my family especially due to the location of the LRT. However that is not the main reason I am against this. Yes, I realize that the government has promised 1 billion in funding for this upgrade in our transit system but it is a waste of money when we already have a transit system in place that just needs improving. I have been doing a lot of research on the LRT in other cities including places comparable to our city and what I see for our future is not a good one. Council keeps saying that this is for our children's future, please tell me how? I realize that less people in the next generation are not going to be driving based on costs, environment etc but realistically how can we put this kind of potential debt on the backs of our children. Here is some of the points behind my feelings;

- just over 21,000 people rode the HSR in 2015, how does this justify putting an expensive train in?
- the LRT to start is only going to be 7 km long on a stretch that already has a system that works
- trains break down, how will this affect traffic flow and do we have a towing company able to remove it if it can't be fixed liked buses can
- emergency vehicles are going to have issue's
- school buses that pick up our children in the downtown core are going to have major issue's
- the expense of running the LRT
- no jobs for Hamiltonian's is guaranteed due to the the fact that Metrolinx is not signed with any particular union which means they can use workers from any area
- there is not enough parking available for vehicles to have any sort of incentive for ridership of people who already drive
- the length of time that it is going to take to build the first portion on 7 km not to mention the extensions that will be added later at a high cost will make this form of transportation obsolete. Harder to make repairs if parts can't be found etc
- we will still need to improve the HSR at a cost and we will need more environmentally friendly buses
- it will be difficult for disabled people, families with strollers our elderly
- if people have to take a long bus ride to get to the LRT, why would they transfer to it when there is still busing available
- the cost to run the LRT
- if it helps riders, it will only be a small amount, the core is not necessarily the core anymore, our city is spreading out
- not to mention the amount of small businesses that won't be able to sustain themselves during construction. We will lost these businesses and for what? You can not take the stance that there will be casualties....casualties at what cost

- we should be looking at improving the HSR, spending money on increasing routes to the outer areas that are growing by leaps and bounds and looking at greener solutions for new buses of different sizes for peak ride times, low ridership times etc
- myself as a tax payer can not afford my taxes to go much higher especially for something else that will not improve my life
- how many movies will be shot in Hamilton in the future because we will lose our charm
- the impact to low income families and we have many
- even my 15 year son feels this is a waste of money and time...this is the generation we are trying to help

My family is already starting to consider what area's outside the Hamilton core that would be a better choice for us to live in, more affordable, better transportation, looking at commute times etc. Our city in the long run will not only be hurt financially but our core will be hurt. The amount of tax payers dollars that have already been wasted is deplorable including for example the amount of times gore park has been renovated, Christmas lights being on 24 hours a day and as late as February even though they are LED's, roads being torn up over and over because someone changed their mind and my list can go on and on.

I hope that you will take these things under advisement because they are the feelings of many Hamiltonian's. I appreciate you taking the time to read this and think about what council could end up doing to this city. I would much rather see the small amount of money spent on the LRT be thrown away, then a billion dollars plus.

Regards

April Topp

Stoney Creek, Ontario

**Paparella, Stephanie**

---

**From:** Gord Baker [gbaker@...] ]  
**Sent:** October-02-16 7:36 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Fred:

Your stance on the LRT is as wrong as the Stadium which was built in the wrong place, the wrong size, with the wrong money and destroyed a neighbourhood in the process.

The Billion(\$) slated for the dubious need of LRT over BRT is far too important to be handled by politicians.

Every taxpayer should have a vote on this. I think even you realize that any LRT benefits a very few of Hamiltonians and the Hijacked Amalgamates which would gain nothing. Don't count on more tax revenue from imaginary business with the Liberals plunging the Province even further in debt.

Expanding BRT would serve so many more citizens without tearing up the streets for 5-8 years and all the 'extras' being pandered about more stops and more rail lines. Kitchener has been a huge mess for years with their folly in LRT.

Paying for the LRT and its' maintenance would go on for Generations - forever actually - like the Hydro 'debt'.

Listen to the people like you should have done over the Stadium mess.

Regards,  
Gord Baker

**Paparella, Stephanie**

---

**From:** John Turner [mr.nautilu]  
**Sent:** September-30-16 2:29 PM  
**To:** Office of the Mayor  
**Cc:** Pearson, Maria; Collins, Chad; Ferguson, Lloyd; Andrew Dreschel  
**Subject:** LRT

Good afternoon Mr. Mayor. Is Hamilton the best place to raise a child? No. Is Hamilton the cleanest city in Canada? No. Did you change the culture of the workforce? No. Fix the absenteeism problem? No. How is the latest Strat Plan working out? Any better than the previous one?

Stop the preposterous overreach and hyperbole and stick to your knitting. LRT provides a solution to a problem we don't have.

John Turner  
Superintendent Public Works(Ret)  
City of Hamilton

**Paparella, Stephanie**

---

**From:** M.Umair K. Niaz [niaz مومين نياز]  
**Sent:** September-30-16 9:34 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Good Morning Fred,  
Hope you are fine.

I want to know if there will be any referendum on LRT where Hamilton residents are given opportunity to decide if they want LRT. It takes average 20 minutes to go to downtown on beeline bus from Nash/ Queenston road. If LRT also takes 20 min. from Queenston traffic circle to downtown then I don't think it makes sense to spend 2 billion dollars to build LRT . Number of passengers will be same whether its HSR or LRT. Only beneficiary of LRT is the company who will build it. LRT will destroy the historical infrastructure of King/ Main St. It is time to add more HSR buses and reject LRT.

Regards  
Umair Niazi

**Paparella, Stephanie**

---

**From:** Rowen Baker [rhbake.---]  
**Sent:** September-30-16 8:25 AM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd; Skelly, Donna  
**Subject:** LRT

I note in todays Hamilton Spectator, you oppose any referendum on the above project.  
Please note, I will not support any politician who opposes the citizens of Hamilton the democratic right to express their opinions on this topic.

I trust you will reconsider your position.

Rowen Baker  
Hamilton

## Paparella, Stephanie

---

**From:** Rowen Baker [rhbaker25@hotmail.com]  
**Sent:** September-30-16 3:00 PM  
**To:** Office of the Mayor  
**Subject:** Re: LRT

Fred,

Thank you for your note.

I am of the opinion that, with a controversial and expensive project such as this, it would be appropriate for the citizens of Hamilton to have a direct input into the decision. That would validate the decision and not leave the suggestion that the project is being "rammed down our throats"

Whilst there have been several elections held since the project was proposed, I do not believe any politician has directly stood on the matter. It has been overshadowed by other concerns.

The thought that as this is being largely funded by the Province it should be grasped is misleading. The money will be borrowed on behalf of Ontario taxpayers and will need to be paid back by the same taxpayers, including those from Hamilton. It will not be free money.

I am also concerned about future costs and will these become the responsibility of Hamilton? One of the biggest issues facing city taxpayers is the high level of taxes and council must reduce, not encourage, expenditure.

Rowen

---

**From:** Office of the Mayor <mayor@hamilton.ca>  
**Sent:** September 30, 2016 1:20:16 PM  
**To:** 'Rowen Baker'  
**Subject:** RE: LRT

Hi Rowen,

Since Council voted in 2006 to establish a feasibility report for Rapid Transit in Hamilton, Council has voted or received reports 64 times over 10 years and has consistently moved the project forward.

We have had 3 municipal elections, during which all major candidates have had some stance on Rapid Transit. In every election, the pro-LRT candidate has won the Mayoralty. A referendum at this point – after 10 years and 64 votes – is a bit disingenuous. I ask you how this disallows citizens their democratic rights to express their opinions as those on Council who suddenly oppose the project that they have voted for now to want to hide behind a referendum?

The Province has been very clear that if Council suddenly decides we do not want the funding, that there will be no new deal and we will be starting all over again. So that \$1Billion of your Provincial tax dollars would then go to other cities waiting for Rapid Transit funding – Kitchener-Waterloo, Guelph, Mississauga, London, Toronto or Brampton – and Hamilton's new ask would be at the back of the line.

Most people, given a chance to learn about why Council adopted the goal of LRT funding back in 2008 and has pursued it ever since, will come to the obvious conclusion: that there is absolutely no sensible reason to turn down a billion dollars in capital funding from the Province for a rapid transit investment that will shape land use, develop the economy, improve how Hamiltonians move around and increase the city's competitiveness for decades to come. This is the first phase of the total plan of the BLAST network that will be needed in twenty years once it is all built. If it's not built now, then when? And likely at the City's cost.

Fred



Fred Eisenberger  
Mayor  
City of Hamilton  
905-546-4200  
@FredEisenberger

---

**From:** Rowen Baker [<mailto:rhbaker25@hotmail.com>]  
**Sent:** Friday, September 30, 2016 8:25 AM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd; Skelly, Donna  
**Subject:** LRT

I note in today's Hamilton Spectator, you oppose any referendum on the above project.  
Please note, I will not support any politician who opposes the citizens of Hamilton the democratic right to express their opinions on this topic.  
I trust you will reconsider your position.  
Rowen Baker  
Hamilton

**Paparella, Stephanie**

---

**From:** Jeff Peters [JPeters@...]  
**Sent:** September-22-16 10:33 AM  
**To:** Whitehead, Terry; Office of the Mayor  
**Subject:** LRT

Assuming the subject makes you cringe when you see it in your inbox.

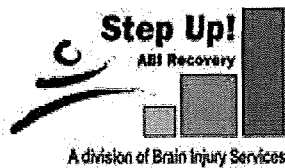
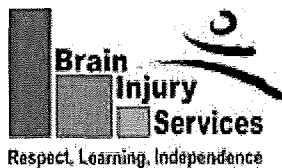
Curious to know what the average citizen who opposes this colossal waste of money can do to voice their displeasure.

As a resident of the west mountain, I am never going to use this and it's only going to cause headaches to get down the mountain and to and from work for a long long time.

Why can't this go to a vote by the citizens of this city?

**Jeff Peters,**

Hamilton ON L8R 1B1  
Phone:  
Fax: 905-571-3100



The information in this email is considered confidential. It may be read, copied, and used only by the intended recipient. If you have received this email in error, please contact the sender immediately via a return email.

**Paparella, Stephanie**

---

**From:** Edna [jednajsmi]  
**Sent:** September-12-16 7:13 PM  
**To:** Johnson, Aidan; Office of the Mayor  
**Subject:** Lrt

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Has anyone considered how the lrt, as the only transit on king st, will affect seniors? Many seniors simply cannot walk the many blocks between stops. Or families with young children. Unless they live close to a stop, the lrt will be inaccessible for these 2 demographics. Or are they expected to take busses to take them to the nearest lrt stop adding extra time to their trip and wasting part of the 2 hr. Transfer? That would be beyond inconvenient! It would be like having the #10 beeline express as the only transit running on king st.

Check out the difference in passengers carried on the King/Main local busses and the beeline. The beeline is always half empty and the the local busses on that route are stuffed. What does that tell you about the way passengers prefer their transit system?

The lrt by itself does not give adequate service on this route. It needs some kind of local transit support. Please do not downplay the inconvenience because it is way beyond inconvenience for so many riders. Public transit is for everyone...so make it accessible to all! Not just the busses themselves, but getting to the bus stops in the first place.

Sincerely  
Edna Smith

i.

Hamilton, ont.

Sent from my iPad

**Paparella, Stephanie**

---

**From:** Don Blackburn [don.blackbur  
**Sent:** September-11-16 11:10 AM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan; Whitehead, Terry  
**Subject:** LRT

Dear Mayor Eisenberger

My husband and I will be away for the period of time during which you are hosting community meetings to discuss the LRT plans, therefore we would like to send you our comments. We both very strongly oppose the LRT for a number of reasons including the route, which is already adequately serviced by our bus system. Fast tracking bus routes during rush hour will accomplish moving people more effectively without the cost or disruption to the city and businesses that will be affected by the construction of what I believe will end up a "white elephant" that will cost us- the taxpayers millions in maintenance over the years with little realized returns for the investment. Businesses along the route will be closing in droves because no construction projects operate on a smooth schedule and the schedule for disruption is years, not months. You need to consider that the downtown core is on the cusp of coming alive again - construction of this sort will kill it for sure. This city does not have the money to adequately maintain our existing roads and other infrastructure, without adding huge additional costs of the LRT. Have we considered the additional cost of snow removal? What happens when the train breaks down? How will it impact/impede emergency vehicles? We do not have very many alternative routes east to west through the city. Our existing public transit is currently not overly subscribed - a train will not have more people start to use the public system. How much of the fares collected will go to the city vs to Metrolinx? This one billion dollars is not coming to Hamilton without strings attached. The many strings include responsibility for ongoing maintenance, staffing snow removal etc. This one billion dollar "gift" will cost us the taxpayer for decades to come. A reasonable and sensible decision is to say NO loudly and clearly to "snake oil" salespeople offering such a ridiculous panacea.

Sincerely

Linda Orme and Don Blackburn  
1 Ave Hamilton .

**Paparella, Stephanie**

---

**From:** Mary Mills [millsma:  
**Sent:** August-24-16 9:32 AM  
**To:** Office of the Mayor  
**Subject:** LRT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

August 24, 2016

Mr. Fred Eisenberger, Mayor of Hamilton

I want to express my total opposition to the LRT. It will place a heavy burden on present and future taxpayers and be of no benefit to the mountain or Ancaster residents. We have neither the industries nor the ridership to support this project.

Sincerely,

Mary Mills, Ward 8 resident

Sent from my iPad

**Paparella, Stephanie**

---

**From:** Bill and Carol [bc.mars@...]  
**Sent:** August-23-16 2:18 PM  
**To:** letters@thespec.com  
**Cc:** Johnson, Brenda; Office of the Mayor; aiden.johnson@hamilton.ca; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org  
**Subject:** LRT

**IT IS SO OBVIOUS -- WE DO NOT NEED LRT!!!**

We, the taxpayers are going to get raked over the coals (once again) should this project proceed! What does it take for politicians to realize that **this totally unnecessary project will drain taxpayers pockets forever?**

An overwhelming (NO LRT) referendum would make it crystal clear that the vast majority of Hamiltonian's think LRT is an EXTREMELY bad idea.

Bill Marsh  
Hamilton

**Paparella, Stephanie**

---

**From:** Robert R Coxon [rhcoxo@...]  
**Sent:** August-21-16 8:12 AM  
**To:** Collins, Chad; Skelly, Donna; Office of the Mayor; Office of the Mayor  
**Subject:** LRT

Dear Councillors and Mr Mayor

I was wondering if we could have a city wide referendum on the LRT issue ? I hate to see King St. ripped up for years and be paying millions for upkeep for something we don't need. Quality bus service works fine on good roads. Who needs LRT anyway? I hear Metro Lynx and the Ontario gov needs it.

**Paparella, Stephanie**

---

**From:** rhydderch  
**Sent:** July-27-16 3:18 PM  
**To:** Ferguson, Lloyd; Office of the Mayor  
**Cc:** Skelly, Donna; Whitehead, Terry; Collins, Chad; Merulla, Sam; Green, Matthew; Johnson, Aidan; Farr, Jason; Jackson, Tom; Conley, Doug; Pearson, Maria; Johnson, Brenda; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; mtaylor-qp@ndp.on.ca; pmiller-co@ndp.on.ca; Ted McMeekin, MPP  
**Subject:** LRT

Dear Mr. Ferguson,

It is hard to believe, that a man as intelligent and intuitive as you are, thinks that the LRT is a good thing for Hamiltonians. Frankly, it makes no sense whatsoever. As a former resident of the South East end , and now living in Ancaster, I can assure you, that no one I know east of the Gage Park area, or any of the hundreds of people I know in Ancaster, want this project to go ahead. You will never get the ridership it needs to make it cost effective.

The only people who want it, are the people who will be making money off it.  
Smacks of the Sponsorship Scandal!

This is just wrong. Another huge, stupid Hamilton City Council mistake.

Surely the Wynn government cannot be that narrow minded that this billion dollars they are promising us, has to build a transit system that serves so few people. It takes a friend an hour by bus to get from Upper James and Mohawk to her job on Wilson at Halson. An hour twice a day!!!! Ridiculous!!

The suburbs, which are supposed to be part of Hamilton, are not being served. I am speaking for many of your constituents, Mr. Ferguson. We are not happy with your stand on this issue. There should be a referendum. The fact that you, and most of your fellow counsellors are opposed to it, speaks volumes. I applaud the wisdom of the few counsellors who want a referendum. That is the right thing to do.

Please reconsider this massive, expensive waste of our taxpayers dollars.  
Thank you.

With Kind Regards,

Marguerite Rhydderch

Sent from my iPad



**Paparella, Stephanie**

---

**From:** Aaron Reid [a.reid@hamilton.ca]  
**Sent:** June-13-16 2:24 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mr Mayor

I understand you are trying to bring the city of Hamilton up to standards with the LRT, but I'm afraid I'm not part of up the standards part,

because your only thinking of the downtown people of Hamilton not the whole city, 90 % of the mountain are not for the LRT so why is the city pushing so hard for the LRT rails? It will make the downtown smaller and tie ups larger.

**Paparella, Stephanie**

---

**From:** Teresa Campbell [terrie  
**Sent:** June-10-16 10:02 AM  
**To:** Office of the Mayor  
**Subject:** LRT

With the proposed LRT Hamilton, we would like to indicate as residents of the city that we are apposed to the implementation of the LRT in it's current format. This is not the highest priority that the city has. As taxpayers, we are sick of being the laughing stock of other cities who look at the whole picture and can invision what the future will be like with their decisions ie Tim Horton's Field with no access to major roadways that would move traffic efficiently, not to mention the horrendous cost of the project. We are a city as a whole including the mountain, Stoney Creek, Dundas, Waterdown etc. not just the lower city between Eastgate and McMaster. We feel this council is stale and are stuck in their ways and refuse to budge beyond their own needs instead of looking at the city as a whole. Right now we do not venture downtown unless absolutely necessary. That will become even worse if the proposed LRT goes as planned. We remember the bussling downtown of the 60's and 70's. As far as we are concerned the city councillors are responsible for what has happened to the downtown core. LRT will not make it better, in fact make it worse ie limiting traffic and movement of people. Maybe it's time that you all listened to everyone in the city.

John and Teresa Campbell  
Hamilton

Sent from my iPad

**Paparella, Stephanie**

---

**From:** Bruce Gray [wb]  
**Sent:** June-09-16 9:12 AM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Farr, Jason; Partridge, Judi; Pearson, Maria; Green, Matthew; Pasuta, Robert; Jackson, Tom  
**Subject:** LRT

Dear Fred,

Either you're dreaming in Technicolor or you're not reading your emails.

Hamilton has no need for LRT. LRT will only be used before 9 a.m. and from 4 - 6 p.m. That's because its heaviest use will be for those going to or from McMaster. Who really wants to go to the Queenston Traffic Circle.

The proposed route and number of stops means an average distance between stops is approximately a half mile. Currently the buses stop about every other intersection approximately every 300 yards.

LRT will only create traffic congestion similar to Toronto's, especially if the LRT line runs down the centre of the street. That layout is unsafe for vehicles, riders and pedestrian.

Do you honestly believe MetroLinx and the Ontario government is capable of building anything, and if you don't believe me, take a look at Tim Horton's Stadium and the Burlington GO station, both are two years behind schedule.

Give your head a shake and listen, if you hear any rattle, then there is something in there, if you don't, well you figure that out for yourself.

W.B. Gray



Virus-free. [www.avast.com](http://www.avast.com)

## Paparella, Stephanie

---

**From:** Bruce Gray [wk]  
**Sent:** April-28-16 10:47 AM  
**To:** Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Office of the Mayor; Pasuta, Robert; Whitehead, Terry; Jackson, Tom  
**Subject:** LRT

Has anyone asked the residents of Hamilton if they want LRT? I know I haven't and Ive been a resident of the GHA for over 50 years..

Has the city received the cheque to pay for LRT from the Wynn Government? I think NOT. The current Provincial will be history by the time LRT construction starts and whose going to pay for LRT then?

The original LRT route didn't make much sense and the new proposed route makes even less. Running tracks down the centre of King Street will create traffic havoc. Imagine a traffic accident at an intersection on the LRT Line. The whole LRT system will be shut down or a fire on the LRT Route. BRT can be rerouted around a problem LRT cannot . All the cities I've ever visited with an LRT System or Street Car System run their lines in the curb lane except of coure the only example Wynn has ever seen is Toronto's bad example.

Has anyone taken a look at a bi-level city that has an LRT system in operation? No, because there aren't any.

Has anyone looked at the track record of MetroLinks and any of the other Provincial undertakings? James Street Go terminal, the Stadium (is it actually finished?)

Remember Hamilton has LRT years ago (HSR) There was the Belt Line that ran from downtown to Stoney Creek. Remember that LRT is nothing but a catchy name for a street car.

BRT would serve Hamilton much better tha LRT ever will.

W.B Gray



Virus-free. [www.avast.com](http://www.avast.com)

**Paparella, Stephanie**

---

**From:** J Reid [reidw@...]  
**Sent:** June-08-16 1:12 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Fred:

If you can take another article on LRT, you may find this very interesting.

Here's a link to a short article from the Cato Institute, a libertarian non-partisan--and well respected--think tank.

<http://www.cato.org/publications/commentary/light-rail-doesnt-work>

Cheers,

Jacquie & John Reid

## Paparella, Stephanie

---

**From:** J Reid [reidwat@rogers.com]  
**Sent:** June-16-16 7:41 PM  
**To:** Office of the Mayor  
**Subject:** REPLY: LRT

Dear Mayor Fred & Staff:

I've done a little bit more checking on the Cato Institute. Also, I have an American relative who sent the following and thought it was of interest.

Regards,  
Jacquie Reid

The Koch brothers might still contribute to the Cato Institute, but the Institute takes in Republicans and Democrats with equal fire. Here's their message:

=====  
The Cato Institute is a public policy research organization — a think tank — dedicated to the principles of individual liberty, limited government, free markets and peace. Its scholars and analysts conduct independent, nonpartisan research on a wide range of policy issues.

Founded in 1977, Cato owes its name to Cato's Letters, a series of essays published in 18th-century England that presented a vision of society free from excessive government power. Those essays inspired the architects of the American Revolution. And the simple, timeless principles of that revolution — individual liberty, limited government, and free markets — turn out to be even more powerful in today's world of global markets and unprecedented access to information than Jefferson or Madison could have imagined. Social and economic freedom is not just the best policy for a free people, it is the indispensable framework for the future.

=====  
I have been a member for many years and find them nonpartisan. To me it's always a sign of a weak argument when someone tries to attack a donor, contributor, or member on an issue rather than the issue itself. There's one Koch brother on the Cato Institute board (<http://www.cato.org/board-of-directors>) so I doubt the "Koch brothers" wield undue influence.

Here's a link to an article from Forbes magazine about Cato funding and Koch contributions, so I would ask your Mayor where he got his information about, "Cato Institute is mostly funded by the Koch brothers.": Link: <http://www.forbes.com/sites/lauriebennett/2012/03/13/the-kochs-arent-the-only-funders-of-cato/#3fc3c46b6003>. Forbes is a reputable business magazine.

---

**From:** Office of the Mayor [mailto:mayor@hamilton.ca]  
**Sent:** Wednesday, June 15, 2016 3:45 PM  
**To:** 'J Reid' <reidwat@rogers.com>  
**Subject:** RE: LRT

Hi Jacquie and John,

My staff have noted that the Cato Institute is mostly funded by the Koch brothers, who are hardly non-partisan. That report is from 2007, and appeared in a city that is converting their bus rapid transit to light-rail transit.

Here is a report from the Canadian Urban Institute, which is Canada's Applied Urban Policy institute. They operate under a mandate of infrastructure optimization, good density, vital places and enabled teams.

[http://www2.hamilton.ca/NR/rdonlyres/8EB54D92-FC44-45AB-B072-BAC6CA830455/0/RR2B\\_A4\\_Appendix\\_CUI\\_Hamilton\\_BLine\\_Vaule\\_Uplift.pdf](http://www2.hamilton.ca/NR/rdonlyres/8EB54D92-FC44-45AB-B072-BAC6CA830455/0/RR2B_A4_Appendix_CUI_Hamilton_BLine_Vaule_Uplift.pdf)

If you have any other concerns about the LRT, I would be happy to discuss.

Fred

Fred Eisenberger  
Mayor  
City of Hamilton  
905-546-4200  
@FredEisenberger

---

**From:** J Reid [<mailto:reidwat@rogers.com>]  
**Sent:** Wednesday, June 08, 2016 1:12 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Fred:

If you can take another article on LRT, you may find this very interesting.

Here's a link to a short article from the Cato Institute, a libertarian non-partisan--and well respected--think tank.


<http://www.cato.org/publications/commentary/light-rail-doesnt-work>

Cheers,

Jacquie & John Reid

**Paparella, Stephanie**

---

**From:** chester marcinow [chetmarcinov   
**Sent:** May-26-16 5:09 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello Mayor

Just a quick note that my wife and me say NO to the LRT  
I am a big train/tram guy—but NO  
We do not need it now  
Taxes would go up to maintain it for sure  
Trams failed in the 30's and 40's  
Proof is the rails still under the roads in Hamilton

Senior living is getting extremely hard now  
Our pensions do not keep up with the standard of living

Economy woes are on the horizon

Cheers

2 votes NO

Chet and Mary



Paparella, Stephanie

---

**From:** Szabolcs Magyarody [smcorvinus]  
**Sent:** May-26-16 2:59 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mr. Eisenberger,

I have sent this letter to the councillors and the Hamilton Spectator. I have realised only now, that I have omitted you..

Please accept my apollogies.

Yours truly

Saby Magyarody

\*\*\*\*\*

LRT? What for?

Hamilton is not an industrial city anymore! We have lost a lot of manufacturing plants and well-paying jobs. To name a few: Stelco, Westinghouse, International Harvester, Otis, Studebaker, not to mention the textile industry employing about ten thousand girls (mostly) in the war area. With the computer age, we are to lose a lot more industries.

In plain language, we are the bedroom town of Toronto.

The only people using a downtown LRT are the commuters to and from the GO train stations. About 80% of the population of Hamilton will not have the opportunity and reason to use the LRT.

It would be a crime to waste so much money that would only benefit so few

This money would be much better spent on a pipeline bringing a lot cleaner drinking water from the Georgian Bay area to Toronto and Hamilton. Presently we are drinking the sewage of about 30 million people, stinking of chlorine.

Or building a modern non-polluting garbage incinerator like they have in Malmö, Sweden, instead of shipping the Toronto garbage to the USA at a tremendous cost.

Would be nice to have statesmen instead of politicians...

S.J. Magyarody

Hamilton, ON

**Paparella, Stephanie**

---

**From:** b-dundas@  
**Sent:** May-15-16 7:55 PM  
**To:** Office of the Mayor  
**Cc:** b-dundas@  
**Subject:** Lrt

Say no to the lrt. Briar

**Paparella, Stephanie**

---

**From:** c&r [drummerlad@] ]  
**Sent:** May-13-16 11:45 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Mayor Eisenberger

I am long time resident of Hamilton.

I believe that a referendum on LRT would be appropriate.

I feel that improving wheeled bus service makes a lot more sense than tracks.

Just because the Province is paying for LRT dose not mean that it is a good deal.

Pros and cons can be discussed at length and to no avail.

Maybe we could have a referendum (DEMOCRACY).

C. Neil

**Paparella, Stephanie**

---

**From:** Melissa & Tom [melissaandton  
**Sent:** May-06-16 11:43 AM  
**To:** Office of the Mayor  
**Cc:** hamilton city councillors  
**Subject:** LRT

You now have the opportunity to rethink the LRT money pit your allowing the province to saddle this city with.

We live in Ward 9 and none of my neighbours see the value in it except for some business people in the core area.

Tom Palmer

Crescent StoneyCreek ,Ont.

Sent from my iPad

**Paparella, Stephanie**

---

**From:** Robert Mines [robert.mines@  
**Sent:** May-05-16 9:38 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Mr. Mayor

This LRT needs to go to a referendum, as I and many others in this city think the same way. We have approximately 500,000 people in this city and surrounding areas. Just how many are really going to use this waste. This city would be far better off if we just purchased more articulated buses. \$1billion for a train to bugger up traffic in a 7km stretch is ridiculous not withstanding all the businesses that are going to lose customers, and the home owners that will have their property expropriated.

Another waste by the city and the province.

Please consider a Referendum as the TAX PAYER will be footing this boondoggle not the city or province.

Thanks

Robert Mines

rd

Hamilton Ontario

**Paparella, Stephanie**

---

**From:** gfy.rodgers@  
**Sent:** May-03-16 3:13 PM  
**To:** Green, Matthew; Office of the Mayor  
**Cc:** Johnson, Brenda; Collins, Chad; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Office of the Mayor; Merulla, Sam; Whitehead, Terry; Jackson, Tom  
**Subject:** LRT

LRT as planned.

Mayor says think about the future

The future is HWY 53/ rymal

Wake up and be wise for 30 years

intend of silly!

city future requires vision

Vision as such , would suggest hwy 53

If one was forwarding thinking, as a mayor



Virus-free. [www.avast.com](http://www.avast.com)

**Paparella, Stephanie**

---

**From:** Thomas Schilf [thomas.schilf@cityofstoneycreek.com]  
**Sent:** May-03-16 7:54 AM  
**To:** Pearson, Maria; Office of the Mayor  
**Subject:** LRT

Please read the comments.

<http://www.thespec.com/news-story/6524658-lrt-parts-of-250-properties-need-to-be-bought-or-expropriated/>

There have been only one or two positive comments, with the rest being negative, regarding any article on the LRT.

Stop the insanity before it's too late.

If you want to save face, hold a referendum.

If you don't care about the legacy that this current council leaves behind, full steam ahead.

This entire fiasco reminds me of the Monorail episode of The Simpsons.

Thomas Schilf

ve

Stoney Creek

**Paparella, Stephanie**

---

**From:** Herb Pegoretti [pegoret.   
**Sent:** April-26-16 3:27 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Your Worship

LRT is an invention of the 1800/70 , carts on tracks drawn by horses . Electrified by 1880 to 1910 . In the 1930 – 1950 eliminated in many cities ,around the world .

Today's future for environment friendly ( without major disruption for construction of rail lines) is in Electric Battery operated Buses . Electric Battery Buses are operating already worldwide . The cost is a fraction of LRT. Can be used throughout the City . There is the BYD Electro bus (assembled in California) with range of 260 km on a single charge. Siemens (and other manufacturers) have E-Buses running all over Europe.

“ LRT sounds to much like Liberal Retro Transit”

Best regards  
Herb Pegoretti



## Paparella, Stephanie

---

**From:** Herb Pegoretti [pegorett  
**Sent:** May-03-16 5:43 AM  
**To:** Office of the Mayor  
**Cc:** wolfgang schoen  
**Subject:** RE: LRT

Your Worship

Thank you for your reply.

I still believe , Electric Battery operated Buses , would have been a very viable alternative . Less invasive to current infrastructure, and certainly less expensive. Environment friendly and no negative impact to established business on King Street.

Electric Battery operated Buses could be also used on the Upper City .

Norway will have by the year 2022 , no Buses running on any fossil fuel , but only Electric Battery operated Buses.

We certainly differ on this matter.

Have a great day  
Sincerely

Herb Pegoretti

---

**From:** Office of the Mayor [<mailto:mayor@hamilton.ca>]  
**Sent:** Monday, May 2, 2016 10:37 PM  
**To:** 'Herb Pegoretti'  
**Subject:** RE: LRT

Hi Herb,

We will have to respectfully disagree. As I said many times, as the population ages, there will be an increased need for better transit. This is the beginning of that plan that has been studied, assessed and voted on several times over the last decade, and is about future development.

During my campaign, I stressed the importance for improved transit, including a higher order such as LRT, for all of Hamilton. The message has always been clear for me that LRT is the best option for transit and city building. It serves all of us in building on the momentum we see now. Tonight at Council we will ratify the decision to enter into a Memorandum of Agreement with Metrolynx. The Province has committed to fully funding this, and we will hold them to that promise.

This year, our budget focused on further cutting down the infrastructure deficit, moving forward with the 10-year transit plan, and affordable housing. Again, we have to balance all of the needs across the whole city.

Thank you for taking the time to share your concerns.

Cheers,  
Fred

Fred Eisenberger  
Mayor  
City of Hamilton

905-546-4200  
@FredEisenberger

---

**From:** Herb Pegoretti [<mailto:pegorett>]  
**Sent:** Tuesday, April 26, 2016 3:27 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Your Worship

LRT is an invention of the 1800/70 , carts on tracks drawn by horses . Electrified by 1880 to 1910 . In the 1930 – 1950 eliminated in many cities ,around the world .

Today's future for environment friendly ( without major disruption for construction of rail lines) is in Electric Battery operated Buses . Electric Battery Buses are operating already worldwide . The cost is a fraction of LRT. Can be used throughout the City . There is the BYD Electro bus (assembled in California) with range of 260 km on a single charge. Siemens (and other manufacturers) have E-Buses running all over Europe.

“ LRT sounds to much like Liberal Retro Transit”

Best regards  
Herb Pegoretti

## Paparella, Stephanie

---

**From:** Herb Pegoretti [pegorett  
**Sent:** October-05-16 5:01 PM  
**To:** Office of the Mayor  
**Cc:** billkelly@ , scottthompson@  
**Subject:** sabotage

Your Worship ,

Since I have e-mailed you before on this them , just one more comment , what is the Provincial Government selling of next to cover this Billion Dollar expense ?

Traffic Circle ?? The ride to nowhere? Maybe we can put a Casino and an Amusement Park there?

Find the comment of "sabotage " extremely strong wording . I totally agree with Donna Skelly in her analogy , of the LRT. Very refreshing , good work Ms.Skelly.

LRT , totally outdated technology dating back to the 1850. The future is in Electro Battery operated Buses , and self driving buses.

Perhaps you should read up on E-Battery operated Buses , Lithium-ion Batteries for Buses.

Read up .

My regards  
Herb Pegoretti

Hamilton '

**Paparella, Stephanie**

---

**From:** Cheryl St. James [cstjames200@hamilton.ca]  
**Sent:** July-03-16 3:44 PM  
**To:** Johnson, Aidan; Cheryl St. James; Farr, Jason; Office of the Mayor; judi.partridge@gmail.com; VanderBeek, Arlene; Ferguson, Lloyd; Jackson, Tom; Collins, Chad; Merulla, Sam; Green, Matthew; donna.skelly@hamilton.ca; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Pasuta, Robert  
**Subject:** LRT CONCERNS

Hi Aidan,

I hope this email finds you well. My name is Cheryl St.James, and I helped vote you into your position. I have some major concerns about your support of the LRT.

I have been in business now for over 20 years. I am sure you can imagine how difficult it is in these times to remain a constant force on Main St. E of Hamilton. Our concerns as business owners need to be heard before you make your decision, Aidan.

Firstly, we are a destination business just like all other business on this road. Meaning car transportation for those coming to see us from out of town is imperative. The fact that you want to turn a major street into 2 lanes is mind boggling. I, like all other business owners in Hamilton, need cars to take product or merchandise to our place of business, and will continue to therefore drive, as well as receive shipments from delivery services such as Purolator, UPS, etc. This construction plan will have a great affect on our future business as well, (if we can sustain ourselves for 5 years with higher taxes and a decrease in store traffic), as many will avoid this street due to the slow down of movement on a one lane road. How can one logically say that this will increase ridership? The HSR cannot even run at capacity as we speak, with more bus-stops on their present routes at present ridership levels. How can one say that the LRT plan with only one lane vehicular traffic will increase business, as most businesses can barely afford to stay open now?

Let us look at the example of Hamilton's Bus Lane only project. I don't need to tell you how that ended, but I will say that business owners along King Street lost approximately 30-50 % of their business during that flawed experiment. And now the businesses are expected to suffer another major financial hit for the NEXT 5-7 years as well?

Let us go back to the one lane, Aidan. How do you even propose to deal with cars that stall; accidents on a daily basis or emergency vehicles serving life-saving situations where time is vitally important? These questions have been asked of many councillors; and hearing from those that we voted in that " we are looking into that" is not sufficient, but some citizens are not getting replies from emails at all. Our questions need to be answered before a major decision is made on this topic, before the first shovel breaks ground. You must provide concrete information to the citizens of Hamilton as well as the small business community in an open and honest forum; as we also have to make plans to mitigate the construction phase issues that we face.

Business may have to deal with expropriation of their businesses yet, no one has answers as to which business. What happens to those businesses who's frontage meets the sidewalk, yet are then told that another 20 feet will be needed for fire dept. hydrant access? Do you expect a business operating for 50 years

to just chop off the front of their building? If this is so; I'm sure there are literally hundreds of businesses facing that prospect with no firm remedies or plans in place.

Many of your Hamilton small businesses have been in business from 5-62 years on this street. These are the very people that have invested their life savings to raise the level of community in areas that have been for so long abandoned. Many of these business owners and landlords have paid property taxes on the buildings, as well they also own property in the city; in which they are also paying property taxes for.

I need to ask why you feel that this is a good idea for the citizens of Hamilton, when your small businesses, which are the life-blood of the growth of this fine city; are going to take another huge financial hit?

I personally am not concerned with the students getting faster transit to Mac, especially when the HSR buses rarely operate at full capacity at present. I went to Mac and I had to walk 2 miles just to get a bus. As a student there are no business or property taxes being paid to Hamilton. Many that ride transit are either students; they can't drive; they are unable to afford to drive; they are disabled; so not able to drive, and many are apartment dwellers which means there is a large percentage of those on public transit that are not contributing to the tax base of the city. Yet, the business owners of your city will be impacted by this immensely Aidan; so how does that help the less mobile citizens of Hamilton? However those are the most vulnerable when it comes to being able to exit the route without having to walk 3 or 4 blocks using a cane, wheelchair, or powered scooter; especially in inclement weather!

Let's remember since Waterloo completed their LRT; businesses such as McDonald's, Tim Horton's and Swiss Chalet have since closed. When you have big businesses closing because of lack of customers, how do you think your small businesses in the your city will be affected?

Keep in mind as well that in 2015 Brampton turned down the LRT proposal.

Lets be truthful, people supporting this are saying NO LRT , NO money, such as Paul Johnson . That is simply not true. There are other options, and Premier Wynne clearly states "if the city decided on BRT the province would consider that"

We have many questions Aidan, and so do the residents that will be affected by this catastrophe.

Being in business for over 20 years, I can count on two hands the number of people who have come to our business from the transit system, yet you are leading citizens to believe that this will increase their business, and ridership on the LRT. How is that possible, Aidan; when this has a 5 year completion date? How many small family-owned business who cumulatively employ a large number of workers be expected to be able to afford to stay in business, when the walk-in customer's are not able to shop in their stores? How many single mom's will lose their employment status when the owner's can no longer afford to pay for staffing? Moreover, how can any new business start up even consider investment in Hamilton, when they are facing a financial loss of 5 years; or more?

As property owners and business owners, we demand concrete answers from the councillors that we voted in , who are there to serve their community. City Hall is doing a disservice to the citizens of the City of Hamilton, by minimizing and misleading those very people who will be affected the most by your factually unsupported decisions.

As an option, I propose that the City of Hamilton take advantage of Burlington St. being changed over to Tesla Blvd on July 10th. Let Sam Merulla know that the hub at the former City Motor Hotel which he bought for his ward could become an electric charge station for Electric cars, and the City can invest in Electric cars for the people of the City so that we can either purchase or lease, and make Hamilton the first Electric car friendly city in Ontario. Another option is to expand the BRT which is already and existing transportation option, making it less invasive for the Citizens of Hamilton. or moving the LRT to Barton St, to reinvent or renew an area that desperately is in need of it.

Thanking you for your time and consideration in advance, I look forward to hearing from all of those CC'd on this letter by the 10th of June so that I can relay your responses to our members at our next meeting.

Cheryl St.James

Sent from Outlook

## **Paparella, Stephanie**

---

**From:** Cheryl St. James [cstjames2002@...]  
**Sent:** October-02-16 5:42 PM  
**To:** Johnson, Aidan  
**Cc:** Office of the Mayor  
**Subject:** Say no to the LRT in Hamilton

Hi Aidan

I saw your post on FB re thoughts on the LRT I am also sending this to the Mayor.

Due to all of the controversy with respect to Metrolinx, and Bombardier with their inability to deliver, their poor workmanship, refusing to be audited and the 5-6 claims being made on a daily basis in KW for property damage due to construction. In addition, the fact that we at this time do not have the ridership, and amazingly the lack of information being given publically to both the community and public, I really think that one needs to slow down with how quickly you are moving forward with this. A lot has happened since you began this venture, and 8-10 years is not ample time to move forward.

I personally Aidan, have been trying to find out for 3 months if we are on the expropriation list, to no avail. Expropriation is meant only for the benefit of all, and many feel this is not the best move for Hamilton. The lack of transparency, and unanswered questions is additionally a great concern.

I have personally had a petition filled out with 500 signatures alone, only 4 people were pro LRT....PLEASE reconsider destroying your downtown core and businesses, for an old paradigm. Yes, I am all about a better transit system for Hamiltonians, but for an old paradigm the cost is to extreme. This does not work with the current infrastructure, and only services a line that is currently serviced. No wonder those on the mountain, the creek and Dundas are not for the LRT.

The LRT benefits the private sector at the expense of the public. PLEASE slow down as transit is moving so quickly and the LRT shows not to be in the best interest of all. An LRT is not progressive thinking for Hamilton, its regressive.

It baffles me that students, and yourself Aidan feel that they need this to get to school....we have buses, there is no reason why we cannot add buses to our line, electric or Hydrogen on demand for example. I had no bus when I went to Mac and had to walk 2 miles to catch it at the CNIB....due to the congestion getting out of Hamilton to Toronto, it takes me 2.5 hours to get to my work. This is regularly a 50 minute drive.

If you really want to keep bringing people here from Toronto, and you don't feel that the housing prices are enough, you might want to consider decreasing the traffic flow for commuters, who still work in Toronto. Now that is an issue. Think about the congestion and grid lock this will cause....think about all of the owner operated businesses that will be put out of business, who have been paying taxes for up to 80 years to the city. This will push a lot of people to shop at chain stores. The businesses that will survive are those that own their properties, all others will parish due to still paying taxes, mortgages, with hardly any traffic.

There was no study done to show that Main St. E was the best route to take.

In Utah where the most successful LRT line exists, it has different characteristics than what Hamilton is planning. Firstly, where the owner operated businesses are, there are TWO lanes on either side of the train, so that the public can still access the businesses. What you are suggesting will literally destroy more than "a few business" as you think. Secondly, the line in the core is free. Only in the industrial area of Utah do they have one lane on either side of the train, in fact, creating a build of residential opportunities in a low populated industrial area.

Also, I am still waiting to hear from Paul Johnson with respect to bike riding. Now, supposedly Paul has said that there will be no bike riding on King due to safety issues, I would think the same for Main. To have a train, cars, electric bikes, and cyclists on one road lane is dangerous. Cyclists as you both know have the right to ride on any road in the city, meaning, they have the right to ride on Main. So if a student living at the circle chooses to take Main -King all the way to Mac...we are all following him by car. Car drivers cannot legally pass that cyclists due to the lack of room. The fact that you would have all 3 modes of transportation on a one lane road going thru the city is not only dangerous, but it is not progressive. If you think that 30,000 car drivers who are going to be diverted to side streets, and then be told that they are not able to legally pass a bike rider due to lack of space, will cause congestion, grid lock, lack of flow with a lot of grumpy car drivers.

I appreciate your time and consideration,  
Trusting you will make the best decision for all of Hamilton.  
Cheers  
Cheryl

There is a lot of information out there with respect to the LRT, it's contracts, and  
Sent from [Outlook](#)



**Paparella, Stephanie**

---

**From:** Santo Barbieri [santo.yay@]   
**Sent:** June-14-16 9:11 PM   
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi   
**Subject:** LRT- Hype vs.Pragmatism?

Dear Councillors,

Last month, I attended a public meeting at Adas Isreal synagogue in Ward 1 where Andrew Hope from Metro-link and Paul Johnson from the city, gave a presentation on the LRT.

I learned:

1. According to city staff, the current B-line bus works well and is not operating with an over capacity of passengers.
2. The LRT may decrease the travel time of the current B-line bus route that will be replaced by 10 minutes.
3. The LRT is intended to stimulate development along its route.
4. That city staff and Metro-link staff speculate that Hamilton will experience an increase of 200,000 to 300,000 in the next 20 years.
5. It is estimated that the project will take approx. 5 years to complete and cost 1 billion tax dollars to complete.
6. The LRT will more than likely be operated by a private company but remain a public asset.
7. The LRT will run for two kilometres north from King St. along James St. N. to Ferry St.
8. It was decided to run the LRT along King St. instead of Main street because King St. is the "Heart of the City".
9. Many small business owners along the route are against the LRT believing it will put them out of business and/or reduce their sales substantially.

10. The LRT will run totally on electricity, much of it generated from nuclear power plants. Nuclear waste isn't very environmentally friendly.

11. Sewers will have to be moved as well as any other underground infra-structure.

My impression is that this is a make work project that will temporarily stimulate the construction industry and increase an already massive Ontario government debt. To off set that debt, governments usually start selling off assets, decrease services in health and education, increase taxes and/or go into private/public partnerships. The Ontario government has already put forward cuts in health care that will have a greater effect on the average Hamiltonian's life than an LRT. I would rather see that money go towards Health care.

Paul Johnson from the city indicated that there is no "Need" to replace the current B-line bus and statistics show that there hasn't been an increase in ridership to justify an LRT. Therefore, to justify the project the government speculates that Hamilton will see a population increase of 200,000 to 300,000 people in the next 20 years. In the last 25 years the city of Hamilton has seen a minimal increase in population, while the suburbs that have become part of Hamilton have seen large increases. The LRT won't even come close to the suburbs and only covers a small section of the city. I believe that urban sprawl has to end and infill has to happen but that has started to happen without an LRT. Putting a moratorium on urban sprawl is a cheaper and more effective way of stopping urban sprawl than an LRT. The justification for the LRT is to promote development along its route. That's like needing a haircut and deciding to buy a \$10,000 Armani shirt that makes your hair look shorter. What if the real estate bubble pops?

Another thing that's been happening in Hamilton is an influx of people moving from the GTA because of cheap housing which is no longer cheap. Hamilton has seen the sharpest price increases in Canada in the last few years. The influx will stop when housing prices combined with commuting costs and time lost won't make it an attractive option anymore. In the last 10 years Hamilton has become more of a bedroom community and the all day GO train service is long overdue. Currently approx. 35% of Hamilton's workforce commutes outside of Hamilton. The jobs aren't here and that's where the 1 billion should be invested. The creation of permanent local jobs instead of temporary construction jobs. A high speed train around the golden horseshoe would make more sense than an LRT covering a distance of 11 kilometres.

The suggestion that its "free" money handed out from the provincial government and one must seize the opportunity and the conditions that go with it, is ridiculous.

We didn't "Need" a new stadium but since money from the provincial government was offered, let's take it and spend our Future Fund money from the sale of Hamilton Hydro to make it happen. Now the city, the province, the Ti-Cats and the contractor are in a web of litigation against each other and the stadium safety has recently become a major concern. Its time the city started dictating its own future by asking for what it needs not simply accepting the handouts and the conditions attached to them from the province. History shows that these monster projects often run over budget, take much more time than predicted and are rife with corruption. The Pan Am Games is a good example.

Paul Berton and Matt Jelly have suggested that because voters elected politicians who support LRT that the last municipal and provincial elections were somehow referendums on the LRT. Jelly writes, " Brad Clark ran opposing LRT and lost to a candidate that supported it." using that logic why didn't Brian McHattie become mayor since he was the most vocal supporter of the LRT? He was a distant third place. Suggesting LRT was front and centre to a majority of voters and that being against the LRT is "obstructing a democratically approved project" as Matt Jelly writes is a convenient way of trying to shut down the opposition to the project by suggesting people had their chance during the election. In the ward 7 election the councillor was elected with less than 25% voter turn out and won with less than 5% of eligible votes. Our political system is full of flaws. The only way LRT would become a "democratically approved project" as Matt Jelly writes, is to have a city wide referendum on it where you vote for an issue not a person (with all their complexities, political party and business affiliations). A referendum is a truer form of democracy. Part of a referendum question could be to decide on a route. The LRT issue should be decided by the citizens of the city.

In the 2014 election minimal details about the LRT were known to the general public, there continues to be many details that haven't been decided. Some people are opposed to the LRT because putting it on King St. instead of Main St. is much more disruptive to small businesses and involves expropriating more property. Besides government organizations, who owns the most property on the King St. route? LRT is presented as an economic boost. Who will be the winners and who will be the losers? That's something that deserves some research. On the surface LRT sounds like a great idea but once the details of the project and the justification of the project are aired, the wisdom behind the decision becomes questionable.

Having an LRT is promoted as a city builder project but it can also be a city divider, not just in the political sense but more importantly in the geo-political sense. There might be LRT Hamilton (the area it services) and the Rest of Hamilton. Will the Rest of Hamilton stop driving their cars? I don't think so. Will the Rest of Hamilton avoid LRT Hamilton, due to congestion? Probably. Will LRT Hamiltonians avoid the Rest

of Hamilton due to inconvenience? Possibly. Will Hamilton's population increase by 200,000 to 300,000 in the next 20 years? Unlikely. given that the population growth rate in Ontario is 1%. If Hamilton's population growth rate is higher than the provinces which currently it isn't; then in 20 years Hamilton's population will be around 610,000 (100,000 more) not all of that increase in the LRT area since the same politician voting for the LRT votes for urban sprawl as renowned city planner Pamela Blais contends.

There appears to be no room for real public input or consultation at city hall, its full steam ahead like it or lump it. A north to south route incorporates the whole city. There could be stops at the harbour, both Go stations, downtown, St. Joseph's hospital, and the major east-west streets on the mountain to the airport. All the mountain buses could stay on the mountain connecting to the LRT. An express bus using the Linc can take people from Stoney Creek mountain and Ancaster to a terminal on the mountain. The LRT could be the spine of the city's transit system like the Yonge St. subway line in Toronto. The current route alienates the majority of the population. Thus, dividing the city rather than uniting it. McMaster University could continue with the B-line. Anyone who works in post secondary education knows that on-line education is growing rapidly which means fewer and fewer people need to be on campus. Obviously this hasn't been taken into consideration. I hope that council will get over the hype around LRT and be more pragmatic and accountable to the citizens.

Sincerely,

Santo Barbieri

**Paparella, Stephanie**

**From:** Brendon [brendonhough on behalf of 'Brenda Hough Brendon'  
[brendr  
**Sent:** June-13-16 4:17 PM  
**To:** Pearson, Maria; Conley, Doug; Johnson, Brenda  
**Cc:** pmiller-qp@ndp.on.ca; Office of the Mayor  
**Subject:** LRT jeopardizing B-line Express to Eastgate - negative impact

Hello:

The proposed LRT Phase One has a **negative** impact on transit users living east of the Queenston Traffic Circle (all passengers who utilize the current Eastgate Square terminal including residents of upper Stoney Creek). The current B-line Express from McMaster University to Eastgate Square takes 33 minutes. Since the mid/late 80s it has been an efficient and effective weekday service for commuters travelling from McMaster to Stoney Creek and vice versa. The proposed LRT route, with a terminus at the Queenston Traffic Circle not Eastgate Square, will be disruptive by introducing a transfer and will add significant time to the trip.

Until Phase Two is implemented the LRT will have a negative impact on the existing transit services provided to those living in Wards 5, 10 and some in 9 and 4. In the event that the LRT is successful, arrangements for an express service between Queenston to Eastgate should be provided until Phase Two is in place.

Regards,  
David & Brenda Brendon

Stoney Creek, Ontario

Footnote below



Footnote:

The Phase One LRT proposal is going backwards, back to the poor service of the 80s. The following outlines our family's experience with commuting from Stoney Creek to McMaster University:

In the early 80s the two of us took the HSR from Stoney Creek to McMaster University. David would walk from his parents' home on Durham Road along #8/Queenston to the trolley turn around at Donn Avenue. Brenda would walk from her parents' home on Avalon Avenue to the corner of #8/Queenston and Lake Avenue Drive. We would wave to each other from our bus stops along #8. David would get on the King 1 at the beginning of the route and then Brenda would get on at Lake Avenue Drive. We would take the King 1 to King & James then transfer to either the University or West Hamilton bus. On our way back home we had to make sure that we did not board the King 1A that ended at Reid Avenue but board the King 1 that continued to the end of the trolley loop. The one way trip took one hour. After a few years of over 2 hours commuting per day we pooled our money together and bought a car to drive into Mac. Our Sisters would join us in the carpool. It wasn't until the mid/late 80s that the B-Line was introduced – too late for us.

30 years later we have our home in east Stoney Creek (base of Fruitland Road) and found that the B-line express was perfect for our daughter while she went to Westdale High School (HWDSB French Immersion). We would drop her off at Eastgate for her to catch the B-line to Westdale. Now, as a McMaster University student she continues to take the B-line express to Eastgate. The only complaint we have is that the B-line does not run on the weekend.

**Paparella, Stephanie**

---

**From:** 4donnawebb(  
**Sent:** June-08-16 7:56 AM  
**To:** Office of the Mayor; Johnson, Brenda  
**Subject:** Lrt open to the future

dear mayor

I have not been a fan of the LRT because it is limited to such a small area and doesn't really put us ahead but will be more of a headache. If we were really looking for something that would make us forward thinking look at China's futuristic "straddling bus" video. that is thinking ahead and tracks could possibly be laid where people could not only travel in town but could travel out side our town and back again. No worry about a snow storm or traffic jams. Instead of going forward with something that will need to be torn up because of its limits really go for the future. This could even be a way of getting the mountain connection. The possibilities could be endless rather than limiting as the LRT will be. Hamilton could be a destination that outsiders would want to come because of such a futuristic way of getting around.

.  
Donna

**Paparella, Stephanie**

---

**From:** Don Pullen [dpullen\_]  
**Sent:** June-28-16 6:41 AM  
**To:** Johnson, Aidan; Farr, Jason; Green, Matthew; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Cc:** Office of the Mayor; Merulla, Sam  
**Subject:** LRT Proposal

Greetings Councillors,

First, I apologize for the mass emailing to all of you. However I feel passionate enough about the LRT issue that it seemed necessary to reach as many of you as possible.

I have already written directly to the Mayor and my local councillor, Sam Merulla requesting that they vote against the LRT proposal. I am copying them on this email so they can see that the content is essentially identical to my correspondence to them.

I know that Mr Merulla, in his good but misdirected intentions, is strongly in favour of the LRT. However he represents my ward and I have to try to convince him to vote as I and other constituents wish.

I'm sure many of you have already been contacted by other citizens, from your constituency and beyond, to either encourage or discourage your support vis-a-vis the LRT. I would like to add my voice to vote against proceeding further with the current LRT proposal. Please understand that this does not mean I am against the city or new development. It's just this particular proposal I believe is inappropriate for our city.

I'm listing some reasons below why I believe the LRT would be bad for our city. This is by no means complete nor exhaustive.

- It would cost taxpayers too much. What the province has offered to pay will not even provide a complete single line. It only handles from Mac to the Queenston Traffic Circle where there is nothing. We would have to pay for the rest of the B-Line replacement to cover from University Plaza to Eastgate Mall and into Stoney Creek. Metrolinx has also indicated that any cost overruns would result in a reduced product, increasing the cost to the city. Our city is not unfamiliar with the concept of cost and project overruns.

- It would result in lost businesses downtown.

- Property values would temporarily go up raising the tax base, which in turn will increase city council spending. Then when property values drop due the inevitable exodus from the downtown, the city and its residents will be left with a huge hole in the tax revenue which will have to be made up or cut services.

- Our downtown area (and most of the city) is not designed to handle a rail line in conjunction with car traffic. If you stop car traffic, then you lose the downtown area - it will not spur foot traffic. We are not a Calgary.

- LRT and similar transits work in places like Calgary, Toronto and Montreal in part, because their downtowns are all interconnected through either underground or aboveground tunnels/passages. Calgary is a new city so made provision for LRT early in its development. Toronto and Montreal went underground (predominately). Vancouver sort of works because they went above ground. Where it works, transit does not share the same roads as cars. In Europe,



transit is affordable in comparison to most offerings in North America. We can't compare that market to ours - not even close.

- A single line will be subject to massive delays and hold-ups. There is no way to handle when accidents (pedestrian or vehicle or even nearby fires, etc) occur. There would not be any secondary lines to divert around problem spots. And since it shares the same roads as cars, it will be subject to the same traffic delays.
- Foot traffic was plentiful in the past when cars and buses co-existed in an efficient manner. Transit riders are not enough to sustain the downtown.
- The large rail vehicles proposed for the Hamilton LRT will require longer stopping distances. This represents a much greater safety risk to cars, pedestrians and cyclists.
- It does nothing for the environment. Because the LRT would be inadequate (both short term and long term plans), cars would still be required to reach most of the city in the most efficient manner. And it does nothing to eliminate buses - even the B-Line will still require buses at either end which is not reached by any version of the LRT.
- It does not provide many sustainable jobs. Those created during construction will evaporate when complete, many of which will come from outside the city. There will be a few more transit employees, but nothing significant. That may be offset by the failed businesses downtown during construction or due to higher property tax costs, etc and loss of revenue from citizens avoiding the area. As Buffalo has shown, visitors alone are not enough to sustain a downtown.
- Although it was not part of the plans, University Plaza and Eastgate Mall provide free parking spaces. This allows cars from further afield to park and transfer to transit - much like Go Stations or TTC stations outside of the downtown area. There is no serious provision to handle this in the initial or even future proposals. This will further encourage continued use of cars over transit.

- If LRT is such a good idea, then why did we get rid of our old rail line?

- Who pays to get rid of LRT when we finally realize it was a mistake?

The offer from the province is not an "LRT or Nothing" proposal. If we don't do LRT, we may not get the \$1B (which may end up costing us 2, or 3 or more billions), however we can still go back and look at other solutions that may be better like electric buses, or above ground rail, smart traffic light timing, etc.

My hope is to encourage you to vote against this proposal. However, if you are going to commit residents to billions of dollars of additional debt for many decades, then at least you should hold a referendum to democratically permit the citizens to decide on this specific issue. As elected officials, you do have some freedom to work without being shackled by having to go to the electorate over every issue. However for this decision, good or bad, which will extend long beyond your terms, I believe you are ethically and morally obliged to take this to the people. I recognize that there is a cost to hold a referendum, but that would be a tiny fraction of the cost of the LRT.

respectfully submitted,  
Don Pullen

Hamilton, ON

**Paparella, Stephanie**

---

**From:** r\_manthei@  
**Sent:** May-19-16 9:12 PM  
**To:** Johnson, Aidan  
**Cc:** Office of the Mayor  
**Subject:** LRT referendum

Hello

I read in the Spec today a suggestion about having a referendum on the LRT project. I agree that it makes a lot of sense to garner the opinion of the wider population on this very costly, and extensive project.

My vote is for a referendum.

It would be great if this could be brought before Council (and the Province be encouraged to wait some more while we come to a decision on this project....)

Renate Manthei

Hamilton, L8S

Sent from my iPad

**Paparella, Stephanie**

---

**From:** Joe Seroski [jseroski]  
**Sent:** May-16-16 1:15 PM  
**To:** Collins, Chad  
**Cc:** Merulla, Sam; Whitehead, Terry; Office of the Mayor  
**Subject:** LRT Referendum

Hello Councilor Collins,

I read the article in today Spec with regards to the LRT. I agree with you that a referendum is needed.

As a kid I lived in the North End through the 70's & 80's and used the Cannon Bus, Bay Front Bus to go downtown and to Scott Park School. I never had a problem getting to school, work or anywhere I needed to be. I left early enough, not to be late. I drive now and I will never use a bus, train or LRT to go to where I need to be. If someone needs to get from point A to point B, leave earlier by bus if you do not have a car. The City Of Hamilton is too small for a train to go through the city and along James Street North. LRT is not going to improve the downtown core. Bring back the one way streets and you will have more parking and I will start shopping again downtown.

I think the money the province is providing (if they have it) is better suited for a GO Train service to the Niagara Region. The TH & B was a great service from Fort Erie to Toronto.

With the population in the city over 500,000 people, My tax dollar can be spent on better projects. More baseball or slo-pitch facilities for adults and youth groups, water park close to Pier 4 instead of Confederation Park, Easier access for the kids in the city to get too. I have not ever seen anyone walk across the bridge over the QEW. Waste of Money.

I am voting against LRT.

Regards,

**Joe Seroski**

*rive,*

Hamilton, Ontario.

(H) (905)

(F) (905)

## Paparella, Stephanie

---

**From:** Joe Seroski [jseroski@sympatico.ca]  
**Sent:** May-18-16 3:06 PM  
**To:** Office of the Mayor  
**Cc:** Andrew Dreschel; Whitehead, Terry; Merulla, Sam; Collins, Chad; Jackson, Tom  
**Subject:** RE: LRT Referendum

Hello Mr. Mayor,

Thank you for the diagram.

I am for expansion, if it is necessary. I agreed, we needed, the Waste Water Treatment Plant, Red Hill Parkway, Lincoln Alexander Parkway, Hamilton Airport expansion, Hwy 6 by pass around Mt. Hope, green space for the water front, affordable housing expansion and I also agree on better transit system for the whole city.

What I have not seen or heard of in any city reports or plans, unless I missed it, is additional or improvements to adult/children sports field complexes for slo-pitch, cricket, etc. A Olympic size Aquatic Centre for residents in The City Of Hamilton.

With new homes building up on the Mountain, Binbrook, Mt. Hope, Upper Stoney Creek, Ancaster and I project the City Of Hamilton's population will reach 1 million residents by 2025. I believe this is where the future is for Hamilton, not a LRT system that will never service the Mountain.

I am sorry, But your explanation for LRT to me is like asking for a new toy because Toronto has one. I cannot see or imagine 10% of the populations in the LRT area for The City Of Hamilton ridership is going to support this LRT project or the Province Of Ontario is going to fund LRT after the next Provincial Election.

If the Province of Ontario or The City Of Hamilton is going to put out millions or billions of dollars for transit, first improve GO Service, fix what we have now for HSR. and supply adult/children sports development for the future.

We need a referendum to find out what the residents/tax payers in The City Of Hamilton want. Yes or No to LRT

I am against LRT. I have BALLS.

Regards,

**Joe Seroski**

47 Fortissimo Drive,

Hamilton, Ontario.

L9C 7V1

(H) (905) 575-3052

(F) (905) 318-5779

---

**From:** Office of the Mayor [<mailto:mayor@hamilton.ca>]

**Sent:** Tuesday, May 17, 2016 1:02 PM

**To:** 'Joe Seroski'

**Subject:** RE: LRT Referendum

Hi Joe,

Thanks for reaching out to me about this. As I have said many times, as the population ages, there will be an increased need for better transit. This is the beginning of that plan that has been studied, assessed and voted on several times over the last decade, and is about future development.

During my campaign, I stressed the importance for improved transit, including a higher order such as LRT, for all of Hamilton. The message has always been clear for me that LRT is the best option for transit and city building. It serves all of us in building on the momentum we see now. Tonight at Council we will ratify the decision to enter into a Memorandum of Agreement with Metrolinx. The Province has committed to fully funding this, and we will hold them to that promise. I've attached the BLAST network system, which is what it will look like once everything is built. This is not just one east-west line, but will become an integrated network of transit across our city.

Thank you for taking the time to share your concerns, but this is not the gamble that you fear. It will be transformative and continue to build our city further.

Cheers,

Fred

Fred Eisenberger  
Mayor  
City of Hamilton  
905-546-4200  
@FredEisenberger

---

**From:** Joe Seroski [<mailto:jseroski@sympatico.ca>]  
**Sent:** Monday, May 16, 2016 1:15 PM  
**To:** Collins, Chad  
**Cc:** Merulla, Sam; Whitehead, Terry; Office of the Mayor  
**Subject:** LRT Referendum

Hello Councilor Collins,

I read the article in today Spec with regards to the LRT. I agree with you that a referendum is needed.

As a kid I lived in the North End through the 70's & 80's and used the Cannon Bus, Bay Front Bus to go downtown and to Scott Park School. I never had a problem getting to school, work or anywhere I needed to be. I left early enough, not to be late. I drive now and I will never use a bus, train or LRT to go to where I need to be. If someone needs to get from point A to point B, leave earlier by bus if you do not have a car. The City Of Hamilton is too small for a train to go through the city and along James Street North. LRT is not going to improve the downtown core. Bring back the one way streets and you will have more parking and I will start shopping again downtown.

I think the money the province is providing (If they have It) is better suited for a GO Train service to the Niagara Region. The TH & B was a great service from Fort Erie to Toronto.

With the population in the city over 500,000 people, My tax dollar can be spent on better projects. More baseball or slo-pitch facilities for adults and youth groups, water park close to Pier 4 instead of Confederation Park, Easier access for the kids in the city to get too. I have not ever seen anyone walk across the bridge over the QEW. Waste of Money.

I am voting against LRT.

Regards,

**Joe Seroski**

47 Fortissimo Drive,

Hamilton, Ontario.

L9C 7V1

(H) (905) 575-3052

(F) (905) 318-5779

**Paparella, Stephanie**

---

**From:** Agnes Frebold [afrebo]  
**Sent:** September-30-16 11:49 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Agnes Frebold  
**Subject:** LRT Referendum  
**Attachments:** LRT2016.docx

## **LRT Referendum**

Having attended two of the LRT meetings and talking with several LRT representatives we came away with one thought:

“Why would Hamilton choose this so totally unsuitable form of transit through our inner city ?  
 “

LRT trains are designed in Europe to run on their own road bed above or below ground level to bypass inner city traffic and connect to other major transit stations often railways or subways.

We already have a well functioning express bus route from the very west end at the Dundas Plaza to the east end at Eastgate Square with ample free parking at both terminals. LRT would not provide this important need.

The B Line Express buses offer the latest in comfort, easy access even for mothers with baby strollers, a place for bicycles and clear announcements before every stop. The Nr. 5 bus lines pass through side areas such as Westdale bringing hundreds of riders daily into the very centre of the McMaster campus.

Our buses move comfortably with other traffic whereas LRT would drive masses of traffic into residential side streets certainly creating dangerous, congestion..

No business will flourish if it is inaccessible to general motor traffic. The argument that LRT will attract business is quite unrealistic.

“LRT will get people out of their cars” said one of their officials. Well, this is now 2016 not 1916. People own cars and if their home or destination is 5 or 6 blocks from a transit stop they will certainly take the car and save hours of travel time.

The billion dollar funding offered by the province may be tempting, but that is our tax money and it would no doubt be available for more needed transit routes in our growing city .

We urge councillors to give this matter some serious and logical thought, and at least hold a Referendum, before plunging Hamilton into a costly disaster.

Yours truly.

*Richard J. Schroder & Agnes Frebold-Schroder*

**Paparella, Stephanie**

---

**From:** Ron Johnson [rjohnsor]  
**Sent:** July-21-16 5:24 PM  
**To:** Office of the Mayor  
**Subject:** LRT will lower service for seniors, disabled

### LRT—The Long Walk Home

Many indicators show that Hamilton will be left with a poorer overall transportation system as a result of the installation of the LRT, despite the expenditure of a billion dollars. The loss will be especially felt by people with physical disabilities, notably seniors, people who depend heavily on public transit

The age of an LRT car can be judged by its capability for assisting people with disabilities. A few decades ago, the norm was a high level car perched on top of its wheels, requiring passengers to scramble up several steps. The most recent models drop the floor almost to ground level. Wheel chair users can now either roll on directly, or a discreet ramp can be extended automatically.

No doubt the Hamilton planners will order the latest equipment, which will be a plus to all passengers.

Unfortunately, the rest of the Hamilton plan is not so supportive, and many users will face a deterioration in convenience, and those with disabilities will suffer more than most.

The problem is the loss of local service. Project planners are so enamoured of the theory of LRT travel that they have ignored the needs of the Hamilton travelling public. The spine of transportation in Hamilton, the King-Main corridor has been usurped by Metrolinx people, with the dregs left for buses, trucks, ambulances and the 90% of Hamiltonians who drive cars.

Hamilton buses offer both a local #1 King Street route, as well as the #10 B-line express. The #1 is the beast of burden, whereas #10 skips many stops, delivering the passenger faster and making connections to other major routes such as those off the mountain. #10 has fewer buses and is cancelled all together on late evenings and weekends. Buses have the flexibility to pass each other, but rail traffic needs extra track and signalling.

The Hamilton proposal is offering us *only* the express service. This decision seems inexplicable, but it does fit the blueprint of the LRT “miracle”. After all, you can hardly be rapid if you are stopping all the time for those pesky passengers. So 2/3 of the stops—about 20 out of 30--will be closed. People who found those stops to be close to their home or destination are just out of luck. We are told we will all be healthier if we hoof it to the nearest stop, which will be no more than 400 meters, and that should take only 5 minutes.

Too bad about the people in wheel chairs, too bad about seniors with hip or knee problems, so sorry for parents with strollers, too bad for all users, really. But if we do manage to struggle to the nearest stop there will be a helpful ramp for us. No time estimate is provided for an elderly person to push her walker 400 meters in the snow.

As examples of deterioration of service, there are 350 seniors living in the building at 30 Sanford. It is about 100 meters to King or Main to catch the bus at present. But the Sanford stop is disappearing, so now those folks will have to hobble an extra 200 meters to utilize the nearest stop at Wentworth. The popular Gage Park summer festivities draw many visitors, but instead of dismounting directly, they will now have to walk from the remaining stops at Scott Park or Ottawa Street. The #1 bus provides the preferred curbside transfer at the Hunter St. GO station, but the new improved LRT requires a 3 block hike.



Further, many more passengers will need to transfer from buses to LRTs to reach their destinations, and those transfers will further discomfort the disabled.

LRT planners here are so fixated with speed they have ignored the fact that LRTs in other communities achieve their speed goals by burrowing underground, running along highways, utilizing disused rail tracks, or moving to less busy side streets. None of those opportunities fit the Hamilton landscape. But heck, for a billion dollars, so what if the travelling public is worse off than they were before. Unfortunately, putting back those 20 stops using the elaborate loading platforms will no doubt put the project over budget.

One might think that a Hamilton First plan, as opposed to a Transit First plan, might have looked at these issues many years ago. Instead, it seems only now is the HSR involved in figuring out those best proposal considering the provincial officials have already waltzed off with our best artery. Will local transit and GO buses still be cruising King Street, gobbling up the remaining traffic space? Will auto traffic be diverted to the remaining two lanes on Cannon? Who knows?

Ron Johnson

Hamilton

[rljohnson](mailto:rljohnson)

Before his retirement, Ron Johnson worked with agencies serving seniors and people with disabilities. He has investigated LRT's in 7 communities in North America and Europe.

**Paparella, Stephanie**

---

**From:** Susan Apro [sus@njaprc]  
**Sent:** October-07-16 10:02 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Good Morning Fred -

I am getting frustrated by the LRT moving forward. The majority of the people of Hamilton don't want this. It is costing \$1B. plus more that the taxpayers will have to absorb. Where is the government getting this money? from the sale of Hydro One. Our hydro bill doubled this past two months from previous months.

Please Fred start listening to the people of Hamilton and do what is right.

You sat on the Board of WCC 21. We always worked with a balanced budget. The City should take a step back and say, if we can't afford, don't build it.

Susan Apro

Sent from my iPad

**Paparella, Stephanie**

---

**From:** William A Warnick [wwarnick]  
**Sent:** September-12-16 9:59 PM  
**To:** LRT Office  
**Cc:** Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Farr, Jason; Conley, Doug; Office of the Mayor; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Pasuta, Robert; Merulla, Sam; 'City of Hamilton Scott Duvall Ward 7'; Whitehead, Terry; Jackson, Tom; 'CHCH NEWS'; 'CHCH Pamela Vanmeer'; Dana Brown - The Spec; 'Spectator Hamilton Editor'; Matthew Van Dongen  
**Subject:** Many question need to be answered NOW  
**Attachments:** Light Rail Transit or Little Real Transparency.docx

Hello all,

This email is addressed to LRT information.

It is my hope that these answers are available before their local information sessions are completed. If not by then, when with the City have another chance to answer what I consider to be questions of primary importance to this project.

With thanks

William A. Warnick

HAMILTON, ON  
Cell # 1  
Home #  
Webpage [www.wwarnick.com](http://www.wwarnick.com)

**Paparella, Stephanie**

---

**From:** b-dundas(  
**Sent:** April-11-16 9:11 PM  
**To:** Office of the Mayor  
**Subject:** Metrolinx

Would you buy a used car from metrolinx with their track record of over budgets and never within the promised time lines. Brian Blackburn Dundas

**Paparella, Stephanie**

---

**From:** Glenn Murphy [murf@...]  
**Sent:** April-25-16 7:21 PM  
**To:** Office of the Mayor  
**Subject:** more buses for Hamilton Mountain???

Hello Mr.Mayor.

Will there be extra buses added to the Hamilton Mountain especially during the rush hours as buses are full and kids are late getting to school. I have nieces trying to get to Mac and it is a major issue...Also seniors who are left behind trying to get to their appointments

Also with the LRT there is talk that buses fares will increase to offset costs for the LRT is this true and approx. by what percentage may they go up?

Glenn Murphy

Ward 7 Mohawk Rd. East

**Paparella, Stephanie**

---

**From:** Peter Kelly [ppkelly@v.....]  
**Sent:** July-26-16 5:28 PM  
**To:** Whitehead, Terry  
**Cc:** Office of the Mayor; Skelly, Donna  
**Subject:** NO LRT for Hamilton

Thank you Terry for listening to the taxpayers of Hamilton and Ontario.  
This LRT plan is a complete waste of money. The Liberals don't have the money, it's more debt. Ontario's already \$350 Billion in debt but they have a Billion to waste on something that's not needed. That money is better spent on improving Health Care for one, which is actually under going budget cuts.  
The private sector will be bankrupt soon at this rate.

Thanks again for standing up for the taxpayers.  
Peter Kelly

Hamilton, ON

**Paparella, Stephanie**

---

**From:** Ron Johnson [rljohnson@],  
**Sent:** September-21-16 1:43 PM  
**To:** Office of the Mayor  
**Subject:** Not for a Dream or Vanity's Sake

Not for a Dream or Vanity's Sake

I took an all-day tour of Cleveland's transit system (RTA) a few years ago, and the staff started by apologizing for the Waterfront Line, evidently a pet project of former mayor Mike White. The Waterfront Line bears an uncanny similarity to the proposed extension of Hamilton's LRT proposal, and bears important lessons for local voters.

The 3.5 km extension connects the main downtown terminal to an underdeveloped lakeside area understandably known as "The Flats." The \$70 million project [Metrolinx should get some hints on cost containment from these people] was completed in 1996 with lots of hype and riders, both of which faded.

From April 2010 through May 2013, RTA completely eliminated weekday regularly scheduled Waterfront Line service due to low ridership and trains ran on the line only on weekends and for special events. Though seven-day-a-week service on the line was restored, a number of trains don't travel beyond the downtown terminal.

RTA General Manager Joe Calabrese said the public transit system, including the waterfront line, is important to millennials and to the...lakefront. But the RTA is out of money and in no position to run any service "for a dream or vanity's sake," as Calabrese put it. "RTA remains committed to getting people to work and to school."

The Waterfront Line attracts the bulk of its riders during the morning and afternoon rush hours, but is virtually empty during the day and evening...the Waterfront Line attracts 400 riders a day, 80% during rush hours (not including special events such as the Browns football games). A proposal to cut off service after 7 pm would save \$300,000/year.

"Smart, young people want to take public transit," Calabrese told a reporter. So have smart, young people started filling the Waterfront Line? "Not yet."

Ron Johnson

Hamilton, ON

rljohnson

## Paparella, Stephanie

---

**From:** Ren Johnson [rjohnson]  
**Sent:** July-03-16 7:23 AM  
**To:** Office of the Mayor  
**Subject:** Poor Planning for LRT

### Poor Plan for LRC

This is summary of the recent Ward 4 constituent meeting on June 28 to get an LRT report from Paul Johnson.

I would term the audience to be, by-and-large, sceptical. If I can summarize, two issues stand out in the LRT proposal, setting aside the billion dollar cost.

1. What happens to the automobiles, delivery trucks, and emergency vehicles, etc. which will no longer be able to use King Street as an arterial road. According to some city documents, 95% of Hamilton travel is by car, and it is hoped that improved transit will reduce this to 88%. LRT will take over 50% of the lanes, and in some areas leave nothing whatsoever to other traffic. It may well be that tracked transit will be needed in the distant future, but in the meantime, where are the vast majority of vehicles going?
2. In the present setup, the #1 King St. bus route offers local service, whereas the #10 route offers express service, mimicking the smaller number of stops on the LRT proposal. I count about 35 stops on the #1 route near the proposed route, but only 13 on the LRT.

The #1 route offers up to 10 buses per hour, #10 an as many as 6, only on weekdays. LRT is supposed to offer trains every 5 minutes, so not much difference.

For our one billion dollars investment, Hamiltonians will then be getting worse transit. As one attendee noted, “Are you taking from us a superior road system and handing us an inferior transit system?” The answer is yes.

As far as accessibility is concerned, those who live along the 13 stops will have an equal level of service, but for the other 22 stops, travellers will have to hike further to catch transit—bad news for seniors, mums with strollers and anyone with a mobility disability, people for whom public transit is a necessity. As well, people needing a GO connection at Hunter Street will have to hoof it 3 blocks, whereas the #1 bus alternately stops at the bus station curb.

And where are all those cars which crowd King Street? Instead of the Big Move, we got the Big Shrug. Local planners, HSR people, etc., will be meeting to make alternate arrangements now that the LRT scooped up the best routes. We were told that traffic could go down parallel streets. Which ones? Well, there’s Cannon (now reduced to two lanes because of bikes), Barton (often one lane), and Burlington, all of which will require some serious modifications to traffic flow.

Instead of a “Transit First” approach from the LRT people, one would have assumed that planners from all parties would have put together a balanced approach for *all* traffic, including cars, other bus routes, etc. But evidently not. We have heard for some time that Hamilton has a “auto first” policy, but the same for transit is for some reason OK.

There are two basic types of electrically propelled city transit. The LRT is more of a suburban service, offering high speeds and connections to local buses, parking lots, etc. On the other hand street cars stop every few



blocks. The planners have evidently fallen so in love with the LRT concept they inserted the model on a geographic area that is clearly streetcar territory.

I rode the vaunted Portland system on a recent visit. From the airport, our route was definitely Light Rail, with speeds that rivalled the parallel expressways and stops every few miles where buses interchanged. When the transit reached downtown, however, the service changed to a streetcar heading, with slower speeds and stops every few blocks.

The Hamilton folks have ignored Portland's approach to urban stops which are close to what is proposed on James North—passengers are picked up on the curb, and imbedded rails permit mixing with all traffic. Also, Portland has a single track running one way on one street, the opposite direction travelling on the next parallel street. When a streetcar is not on the scene, there is minimal intrusion on the urban landscape. Not possible, according our Hamilton designers.

We are told that while we may not appreciate rail transit now, we will in 25 or 50 years. 25 years is about the time that Hamilton's previous trolley system was built and then paved over. How do we know what our needs will be in that time? The high capital costs of LRT construction (do we really need to rebuild every single sewer?) and the lengthy preparations mitigate against such a long term investment.

Certainly, Hamilton could easily end up with a worse mess than the relatively successful auto system we have now. Should we look a billion dollar gift horse in the mouth?

Ron Johnson

Hamilton, ON  
[rljohnson@](mailto:rljohnson@)

**Paparella, Stephanie**

---

**From:** Mary Aduckiewicz [marya-z@denninger.com]  
**Sent:** June-07-16 12:38 PM  
**To:** Farr, Jason  
**Cc:** Office of the Mayor; Johnson, Aidan; Green, Matthew; Merulla, Sam; Skelly, Donna; Whitehead, Terry; Pearson, Maria; Ferguson, Lloyd; Jackson, Tom; Partridge, Judi; VanderBeek, Arlene; Collins, Chad; Conley, Doug; Johnson, Brenda; Pasuta, Robert; Anderson, Kelly; Johnson, Paul; jamie.robinson@metrolinx.com; andrew.hope@metrolinx.com; Derbyshire, David; david.christopherson@parl.gc.ca; ahowarth-qp@ndp.ca; Ted McMeekin, MPP; scottthompson@900chml.com; bkelly@900chml.com; adam.atkinson@chch.com; Rick Hughes; mattvandongen@thespec.com; Carla Ammerata; Jim Poling; Andrew Dreschel; sbuist@thespec.com; ursula.grundy@bellmedia.ca; Keanin Loomis; INternational Village BIA; Herb Wodehouse; Troy Thompson; Wolfgang Schoen; bob.bratina@part.gc.ca  
**Subject:** position on light rail transit  
**Attachments:** LRT (Councillor Farr) 2016\_06\_07.pdf; LRT (Attachment to Councillor Farr letter) 2016\_06\_07.pdf

hi councillor farr -

attached please find a letter outlining the collective position of denninger's, the black forest inn and thompson pawnbrokers and jewellers regarding lrt in hamilton

we (troy thompson, wolfgang schoen and myself) look forward to meeting with you on this in the near future

thnx mary a-z

--

Mary Aduckiewicz FCPA, FCA, MBA  
 Chief Executive Officer  
 R. Denninger Limited

**Paparella, Stephanie**

---

**From:** Paul Castellan [paul\_castellan  
**Sent:** June-09-16 11:53 PM  
**To:** Office of the Mayor  
**Subject:** RE: Curb Poverty

You do not seriously believe these so called studies.  
 Having spent 30+ years in local industry major project purchasing it became apparent that any "study" results were determined by the purchaser of the study to support their project.  
 Totally biased.  
 Consider more than one option to upgrade all of Hamilton not just the north end. BTW does the proposed LRT improved travel time consider the ramping for wheelchairs that currently dominate the downtown core? The route is not where the growth is.

Paul

-----  
 On Tue, 6/7/16, Office of the Mayor <mayor@hamilton.ca> wrote:

Subject: RE: Curb Poverty  
 To: "'paul\_castellan'" <paul\_castella  
 Received: Tuesday, June 7, 2016, 9:58 AM

Conservative estimates  
 for return on investments for cities who implement light rail projects is \$4 for every \$1 spent. Can send you the relevant studies if interested.

Fred

Fred  
 Eisenberger  
 Mayor  
 City of  
 Hamilton  
 905-546-4200  
 @FredEisenberger

From: paul\_castellan  
 [mailto:paul\_castella  
 Sent: Saturday, June 04, 2016 11:25 PM  
 To: Office of the Mayor  
 Subject: RE: Curb Poverty

Wish you luck with this objective that I do not agree with.  
 Hoping that it does not turn  
 into another "Eisenberger Park" that the Barton - Queen - Tiffany area has been named after the stadium screwup. Yes this what the locals call it.  
 Choose your targets well.

Paul

Sent from

Samsung tablet

----- Original message -----

From: Office of the Mayor <mayor@hamilton.ca<mailto:mayor@hamilton.ca>>  
Date: 06-03-2016 3:45 PM (GMT-05:00)  
To: 'Paul Castellan' <paul.castella ilto:paul.castell  
Subject: RE: Curb Poverty

Hi  
Paul, we will have to disagree. Light rail projects in many comparator cities have proven again and again to provide economic uplift in terms of growth and development. Hamilton needs to build this infrastructure now for the future. The entire system will go across the whole city once it's built, not just downtown. This is about what is good for the whole city, not just one area.

Fred

Fred  
Eisenberger  
Mayor  
City of  
Hamilton

@FredEisenberger

From: Paul  
Castellan [mailto:paul.castellan@  
Sent: Saturday, May 28, 2016 2:33 PM  
To: Office of the Mayor  
Subject: Re: Curb Poverty

So after reading the Spec updates on what the city is doing.  
I still find your response to  
be total BULLSHIT that will cost the real taxpayers to carry the losers that should get out  
and provide for themselves.  
LRT falls into the  
same analysis....useless to 99% of taxpayers.  
Sorry but not everybody accepts what you or lower city councillors support because you are  
all too self centered to be the hero's of the downtown dead core.

Paul Castellan

---

From: Office of the Mayor <mayor@hamilton.ca<mailto:mayor@hamilton.ca>>  
To: 'Paul Castellan' <paul.castella mailto:paul.castella >  
Sent: Wednesday, April 27, 2016 3:54 PM  
Subject: RE: Curb Poverty

Hi Paul,  
Thanks for your  
candor, and yes I believe that by investing in affordable housing and programs to assist  
lifting people out of poverty we make society better as a whole. Our CityHousing stock has  
a deficit of more than \$8M in repairs, and we have nearly  
6000 people on the waiting list. My proposed initiative is not just to fix housing units,  
but also to integrate some of the work I've done with the Blue Ribbon Task Force speaking

to employers about why they have jobs they can't fill, and why we have workers that can't find jobs. Social programming is a part of this as well.

Fred

Fred  
Eisenberger  
Mayor  
City of  
Hamilton  
905-546-4200  
@FredEisenberger

From: Paul Castellan [<mailto:paul.castellan>]  
Sent: Thursday, April 21, 2016 9:52 AM  
To: Office of the Mayor  
Subject: Curb Poverty

Fred  
Thank you for confirming  
what a mistake Hamilton made by giving you the big job again.

Seriously do you  
actually think that wasting \$50 million on housing renovations will cure poverty.  
You are  
planning to curb poverty by improving free housing for people that will just continue to  
destroy property that they do not have investment in because somebody else will pick up  
after them.  
Waste more money on lazy Canadians and  
aboriginals when we will likely get more benefit from refugees that want to improve their  
lives rather than be generations of bottom feeders.  
Cure poverty by giving the bottom feeders jobs like cleaning city streets, alleys and water  
shores not capitulating to their ignorance.

Paul Castellan

**Paparella, Stephanie**

---

**From:** kevin.  
**Sent:** May-12-16 8:42 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for LRT in Hamilton

LRT is essential in Hamiltons transformation into a much more vibrant city. With all the new investment and development happening in downtown, it would be foolish to turn away a project as important as this to the further development of the city. We have something good going here, please don't ruin it.

Kevin Nourian

**Paparella, Stephanie**

---

**From:** John Bassindale [j\_ a]  
**Sent:** June-04-16 5:00 PM  
**To:** Skelly, Donna  
**Cc:** Office of the Mayor; Merulla, Sam  
**Subject:** Support for LRT in Hamilton

Hello Ms. Skelly,

As a lifelong resident of Ward 7, I wanted to let you know that I fully support LRT in Hamilton.

I consider myself an average Hamiltonian who works full time and doesn't have the ability to attend council meetings or presentations because they cut into my working day. But I do try and keep an ear to the ground in local issues, and I care a great deal about my city, and I've always believed that public transit is should be seen as a convenient travel option for all citizens of Hamilton – even if they have three cars sitting in the driveway at home! This is the way the TTC is viewed in Toronto (although it's not perfect, but then again, nothing ever is).

In my years in Hamilton, I've taken the bus all over the city:

- To high school in ward 8.
- To the downtown core to visit the stores, restaurants (some of the finest in the city), entertainment options (karaoke, board game café, ping pong bar), the movie theatre at Jackson Square, Farmer's Market, etc.
- To the waterfront
- To various special events (Festival of Friends, Sew Hungry, Winona Peach Festival)
- To the downtown, and then west to McMaster University.
- To the downtown core to work at my job.
- To the GO station to travel to Toronto.

So I am a committed user of public transit, even though I have a car and could drive to many of those places.

My experience that is most relevant to LRT is that of heading to McMaster University. Now, I was at McMaster 10 years ago, but even then there were four buses heading to McMaster (51, 5A, 1A, 10 Beeline) and during peak periods when classes were running, I was fortunate enough that there would usually be room to stand, and occasionally a seat, when I got on the bus in front of Jackson Square. But the buses fill up quickly as they go, and even more quickly in the winter when the weather is cold and people find it intolerable to walk even small distances through mostly snow-covered sidewalks (but that's a topic for another day). Often by the time we get to Westdale we would be driving by stops with the bus being too full to hold any more students.

Many times heading back from McMaster I would have to wait as one or more buses filled up completely with students heading to the downtown. Again, we would drive by people waiting at bus stops along the way because the bus was full. I know for a fact that this is a pet peeve of westdale residents who feel that the students are monopolizing the HSR capacity because McMaster is the first (and in some cases only stop) that the bus makes before being filled to capacity.

I've looked at the data and the numbers, read the reports, watched the presentations (including an early one at Sackville Hill seniors centre). I'm convinced, from my own experience, and the due diligence conducted by both the city and Metrolinx that the B-line corridor as it is currently has more than enough demand to justify LRT.

The deal that Metrolinx has provided, in which they will fully fund the capital costs of LRT to a certain fixed dollar sum, sounds like a fantastic deal to me, and nothing I have seen indicates there is any "hidden cost" which is why Mississauga (which is quickly trying to become a true city and develop a downtown "core" – something Hamilton has had for decades and taken for granted) has gladly accepted an LRT in their city.

The more the city delays continued work on LRT, the more inflation will eat away at the fixed dollar sum the province has given us.

Cities like Kitchener-Waterloo, and Ottawa, are embracing LRT because they know it's right for frequently used transit corridors. City staff, Metrolinx, the provincial government, and Hamilton City Council has come to that same conclusion for Hamilton – on several occasions.

Please, Ms. Skelly, I ask that you assist the Mayor, Sam Merulla, and other members of council who support LRT, to get LRT moving in Hamilton on an expedited basis rather than dragging our heels as we seem to be doing at present. The quicker we get the B-line LRT complete, the quicker we can move onto further transit projects that will benefit other areas of the city.

P.S. Please don't buy into the view of some individuals that "the downtown" is getting "too much". Public transit, wherever it is located, benefits the whole city because transit is an interconnected network. Even though I might not use LRT all that often, that's no reason for me, or anyone else, to be against it. If we thought about schools, parks, or libraries in that way, the whole city would be poorer for it. There are some goods which are in the public interest for a city to have, and we trust city hall to have the forethought to pool our resources (taxes) and pay for these things which we might not otherwise want to contribute to individually.

Regards, John Bassindale

---

"A society grows great when old men plant trees whose shade they know they shall never sit in." – Greek proverb



**Paparella, Stephanie**

---

**From:** abau  
**Sent:** May-19-16 9:55 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for LRT in Hamilton

Public transit is a worthwhile investment in any major city. It benefits the environment, enhances public health and wellbeing, and strengthens a community's national and international reputation. Let's make a sound decision for Hamilton's future.

Sincerely,

Andrew Baulcomb  
Hamilton, Ontario

Andrew Baulcomb

**Paparella, Stephanie**

---

**From:** Einekleinerandy  
**Sent:** May-12-16 2:44 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for LRT

We must take steps toward peaceful living and a healthier environment. Steps to public transit, not cars! :)

Andrea Kleiner  
Stinson neighbourhood, Hamilton

**Paparella, Stephanie**

---

**From:** scottnancy@  
**Sent:** May-19-16 1:55 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for LRT

We own property in Hamilton. LRT is THE best idea Hamilton has come up with in 40 years. People hate change...but...once built, your entire corridor will be transformed into a people friendly, active and vibrant community. There is plenty of evidence of this...I attended talks by both Gil Penlosa and Brent Toderian. Fast, efficient, reliable, affordable public transit will pull Hamilton into the 21st century. It is the way of the future. Young people don't want to own a car. LRT's are light years ahead of bus service. Go for it!

Nancy Scott  
1000 Guelph St

**Paparella, Stephanie**

---

**From:** Cynthia Lokker [lokkr]  
**Sent:** May-27-16 9:29 AM  
**To:** Office of the Mayor; Green, Matthew  
**Cc:** Granat, Simon  
**Subject:** support for LRT

Dear Mayor Eisenberger and Councillor Green,

I am writing this email to share my support for LRT in Hamilton. I use the HSR to commute to work from Ward 3 to McMaster everyday. I have been happy with the service provided by the B-line bus but I see the value that the LRT will bring to the city.

Though I count myself as an urban activist, being heavily involved in my community and wanting the best for my adopted city, I wanted to add my voice to the chorus of supporters for this progressive plan for Hamilton.

Keep up the good fight. I watch the council antics with dread, but am heartened by the steadfastness you bring to this debate.

Kind regards,

Cynthia Lokker  
#ProudtobeWard3

**Paparella, Stephanie**

---

**From:** zachary@z  
**Sent:** June-02-16 9:30 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for LRT

Every world-class city I have ever travelled to has some kind of LRT system, and the benefits that would accrue in Hamilton have been well-documented.

By making a commitment to LRT at no capital cost to the city, I believe that Hamilton will be setting itself up for continued growth and prosperity for many years in the future.

Zachary Strong

enue

**Paparella, Stephanie**

---

**From:** Andrew Richardson [richardsonandrew2]  
**Sent:** May-21-16 8:16 PM  
**To:** Office of the Mayor  
**Cc:** Conley, Doug  
**Subject:** Support for Hamilton LRT

Mr. Mayor and Councillor Conley,

I'm writing you today to express my strong support for the proposed LRT line along the King Street alignment, and further to that point I was very happy to hear your idea to shift the extra buses onto the mountain to increase service.

I think the idea of shifting buses onto the mountain has the potential to be a powerful compromise for the problem at hand. If the buses were deployed onto an **east-west express line** running along Stone Church from the Meadowlands to Valley Park, it would touch 5 mountain wards and connect residents with a faster, more reliable service.

Consider the following:

- 1) It would hand mountain Councillors their own victory to bring home to constituents, making it very hard to turn down.
- 2) It would generate increased revenue beyond what local routes can produce, compensating for lost revenue to the LRT.
- 3) It would alleviate pressure on the Linc, especially future pressure created by suburban expansion in Ward 9.
- 4) It could be extended to connect with both Eastgate Square and the new Confederation GO Station in the future
- 5) It would only be a slight amendment to the already existing S-Line in the proposed BLAST Network.

I strongly believe that there's a compromise to be had here, and that Councillor Merulla's motion can be amended to include a directive to staff regarding a Mountain Express line to satisfy enough parties.

I've copied my own Councillor to this email, and will be contacting his office to voice my support this week. I do hope you get a chance to read my email, and wish you best of luck in the coming debate.

Sincerely,

Andrew Richardson

**Paparella, Stephanie**

---

**From:** dancharleton  
**Sent:** May-10-16 11:05 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support for Hamilton LRT

If Hamilton city council rejects funding for LRT, they are in dereliction of duty. The city is decades behind in transportation infrastructure. No more time can be wasted. Please don't blow this (again)!

Dan Charleton

**Paparella, Stephanie**

---

**From:** Phuong\_my\_hoang  
**Sent:** May-18-16 9:20 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Suport L RT

Support LRT

Phuong Hoang



**Paparella, Stephanie**

---

**From:** debrascot@  
**Sent:** May-17-16 9:20 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Suport Hamilton LRT

Please don't let shortsightedness and ideology spoil Hamilton's chance to have a funded LRT.

Debra Scott

S

**Paparella, Stephanie**

---

**From:** elise2  
**Sent:** May-24-16 6:34 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBEEK, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Strongly support the LRT

I am strongly in favour of building the LRT in Hamilton and urge City Council to do the right thing on this issue. It is time to think about the long-term future of this city and what is best for the development of a vibrant downtown. A healthy downtown is good for everyone in the city, no matter where you live. The LRT is just the beginning of a transportation network for the city, but we have to start with the biggest piece of the puzzle.

As a senior living downtown, I just hope I live long enough to be able to take advantage of the LRT and the HSR network to get around the city and to access the GO trains.

Continuing to focus on the negatives is not productive. When has there ever been progress in any city without some issues? Stop listening to the negative minority and make the decisions that you were elected to make.

Elise de Stein

**Paparella, Stephanie**

---

**From:** haugald@  
**Sent:** May-20-16 6:10 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeeck, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Stop the political games

It is time for people to leave the political games aside and think long term. I am tired of council just thinking about the next election instead of doing some actual PLANNING for the good of the city.

Some construction induced congestion is unavoidable, but the benefit will be for years to enjoy.

For once, please stop being so shortsighted and get finally moving with LRT! Eight years of waiting and now what? One more study of the study of the study?

Enough with this.

Hernan Ugalde

**Paparella, Stephanie**

---

**From:** Lorokw  
**Sent:** May-17-16 10:21 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Stop stalling. Thanks for the 1 billion.

I support the LRT. Let's get this thing rolling.

Warren Korol

**Paparella, Stephanie**

---

**From:** tinadort  
**Sent:** May-26-16 12:24 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Stop repeating mistakes of the past! LRT for the future!

We need a long term transit strategy. For years the city and stalled and blustered on public transit. This has to end. The province has offered to make an amazing investment in the future of Hamilton. Please consider future generations and accept the LRT proposal. Consider if other transit projects had been built when proposed what Hamilton would be now (subway in 60's, to the Mountain Mono-rail in 70s, Rapid ICTS in the 80s, LRT in the 90s, LRT in the 2000's LRT in the 2010s) Stop pushing off these projects and help Hamilton GROW!!!

Tina Dort  
Hamilton Taxpayer!

**Paparella, Stephanie**

---

**From:** mcphersoncathy2  
**Sent:** May-18-16 9:21 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Support Hamilton's LRT System to Support More Jobs and Prosperity

We need a LRT in Hamilton to help us lift areas of this city out of extreme poverty into one where we can offer jobs and prosperity to those who live here.

The benefits of having a LRT are well documented. Businesses and developers will locate next to LRTS knowing that these transit routes are permanent and can be counted on to bring them customers and those who want to live next to transit systems.

Please support this very important initiative.

Cathy McPherson

**Paparella, Stephanie**

---

**From:** gary.earl  
**Sent:** May-24-16 6:27 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Stop goofing around.

Say yes now and sweat the small details later.

Gary Dennis

**Paparella, Stephanie**

---

**From:** Aaron.weafe  
**Sent:** May-19-16 10:17 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeeck, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Step up

There can be no logical reason to say no to this.

Aaron Weafer

17



**Paparella, Stephanie**

---

**From:** richbroo2  
**Sent:** September-13-16 2:13 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Step up for Hamilton

I am a senior resident and lover of Dundas. But, I am also a resident of Hamilton and care about the health of our city.

I believe LRT can provide a major impetus to the better development of the City. By encouraging new development at the various LRT stops, we can further build on the current revitalization the City is experiencing.

Richard Brooks

las

**Paparella, Stephanie**

---

**From:** jonathanvanegmond  
**Sent:** May-20-16 3:26 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Stay the Course to Finalize an Investment in Hamilton

To get anything done in government takes consistency and staying the course. With such diversity of stakeholders, agreement on anything its rare.

To that end, thank you for your consistent leadership on the LRT matter over the last few years. The consensus to keep moving forward has been nothing short of miraculous, shows a deep preference for LRT by Hamiltonians, and your leadership has reflected that.

Nothing is perfect, and Hamiltonians don't expect this project to be perfect. But by continuing to stay the course now, we can at least secure a major piece of infrastructure for the city. Changing our mind now would be the epitome of political incompetency that gridlocks cities in the past.

Please vote once again to secure the LRT line, and finalize this investment in Hamilton.

Thanks,  
Jonathan Van Egmond

Jonathan Van Egmond

8.1.971

**Paparella, Stephanie**

---

**From:** stephanie.mclarty  
**Sent:** May-24-16 6:26 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Shortterm Pain for Longterm Gain

As a business owner in and resident of Hamilton Ward 3, I fully support the LRT plan moving forward. There will be inconvenience and impact, for sure, but the longterm gain and benefit of the LRT is unquestionable. Businesses have to adapt and evolve to changing circumstances, and we see this as one of those times -- and at the end, there will be new infrastructure in place to help our businesses. It is totally worth it.

Stephanie McLarty

**Paparella, Stephanie**

---

**From:** jmccarter@  
**Sent:** June-15-16 12:53 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Short term pain for long term gain.

The LRT initiative is paramount to the future success of our city. Short term pain will exist for some but this is merely in exchange for the long term gain of the many.

Please have someone get council's together. That group, past and present, is a big part of the reason why Hamilton has encountered it's unfortunate challenges. That someone needs to ensure that council does not let this incredible opportunity become one of those unfortunate challenges.

Jordan McCarter

**Paparella, Stephanie**

---

**From:** rich.pascoe  
**Sent:** May-26-16 6:03 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Short term pain. Long... term... gain!!!

I reside in Waterloo, but lived in Hamilton at one time. The LRT project here (ION) is transforming this community. While traffic can be challenging at times, GrandLinq Consortium, builders of ION, inform the public regularly about road closures and alternate routes. We have seen and continue to see major development projects completed, under construction and planned/announced all along the LRT line. And when completed, Upton Waterloo and Downtown Kitchener will be vibrant, people oriented destinations for work, shopping, eating out, cultural events, etc.

The next phase of ION, extending the LRT through Cambridge is already in the planning stages and will be extended to include that community once Phase 1 is completed.

Hamilton is a larger, more densely populated city than K-W. An east-west LRT line through downtown Hamilton will be successful, no doubt, and it will also transform your community. Get going on this important project. Be ambitious. Take the provincial funding. Don't think small and let this generational opportunity slip away. And then get planning started on the next LRT line up the mountain.

Those in Hamilton who say LRT is not currently necessary fail to see that the planning & development of major transportation infrastructure must be done 30 to 40 years in advance of it's need. Witness Calgary, Edmonton & Ottawa Waterloo Region is now following those models. An LRT line will be the best thing to happen to Hamilton in a very long time.

Rich Pascoe

ON

**Paparella, Stephanie**

---

**From:** woreg7  
**Sent:** May-24-16 6:26 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Seriously?

I am so confused with all of you in our city council! Why would you even think twice of the proposed LRT plan??

Why would you turn your noses up to One Billion Dollars to be invested in a city that has sat in a shadow for so long??

OMG guys and gals!! You were elected by us to lead us into the future..

I did not vote for this high school game or clowning around when there is a very large sum of money to update Hamilton here! You all are lacking any sort of pride in this city, and it's clearly seen by all.

Embarrassing really..

Douglas Gerow

**Paparella, Stephanie**

---

**From:** heidi@  
**Sent:** May-17-16 11:02 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Say Yes

It is unfathomable to me that Council, after numerous rounds of support and allocation of City dollars towards investigation and research for LRT already, would now turn down such an amazing commitment from the Province. Those wavering appear to representing constituents that don't live in the LRT implementation area. My suggestion is to allocate dollars to a public education campaign about transit, traffic flow, sustainability, economic improvements, equitability on our roads and safe streets. I live near a hub for LRT and am very excited for the long wait ahead to opening day. My spouse and I are also scrounging up what we can to see if we can invest in commercial property along the LRT line knowing that this property will be unattainable financially after LRT completion and that the area will see drastic improvement along the corridor than what it is today. We've rode light rail in other cities, we've talked to their citizens about the before/during/after. Please say YES!

(and if you're thinking of saying no - are you representing sound and educated thought and providing leadership or simply vocalizing uneducated opinions and backlash from vocal opponents?)

Again - please, for the sake of this and the next generation - say YES!  
 Thanks

Heidi VanderKooij  
 ...

**Paparella, Stephanie**

---

**From:** Skulnick@metrolinx.com  
**Sent:** July-09-10 3:20 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Say YES to LRT

I strongly support LRT for Hamilton. It will be crucial to the continued growth of the city and it would be foolhardy to reject ONE BILLION DOLLARS in sorely needed infrastructure improvements. As taxpayers, we will be paying for it regardless, so instead of letting another municipality benefit from this once-in-a-lifetime opportunity, we need to seize it with both hands. I take the B-Line Express bus to work every morning and I see firsthand the packed buses and the need for improved public transit. Please, I implore you to show vision and continue to help Hamilton become the world-class big city it deserves to be. Say yes to LRT.

Marc Skulnick  
Councillor, Hamilton



**Paparella, Stephanie**

---

**From:** elizabethseidl@  
**Sent:** May-13-16 8:16 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Say Yes to LRT!

Dear Mayor and City of Hamilton Councillors: LRT is a once-in-a-lifetime chance to move Hamilton forward and will better the city, by encouraging it to grow up rather than out. It would be devastatingly unwise to turn this opportunity away.

Elizabeth Seidl

**Paparella, Stephanie**

---

**From:** mark.accardi  
**Sent:** May-24-16 6:21 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Say yes to LRT and \$1B from the province!

Please say yes to LRT! Let's accept the \$1B funding from the province and make a massive leap forward for Hamilton's future!

Mark Accardi

**Paparella, Stephanie**

---

**From:** susan@corrigan  
**Sent:** May-19-16 5:46 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** SAY YES to LRT

SAY YES! A no vote would be end of what is a wonderful renaissance in our beautiful city. We need to build a city that is equitable, accessible, and green.

Susan Corrigan

**Paparella, Stephanie**

---

**From:** |  
**Sent:** May-18-16 9:23 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Say yes to Hamilton

It's time to let Hamilton grow up to be the city it's becoming. Light Rail is good for business and good for the environment. A more accessible, more densely populated urban centre yields exponentially more in tax revenue than sprawl. Our city is gaining traction as a place you can come and start your dream business, be movers and shakers, and saying no to an opportunity like this is saying that Hamilton is not that kind of city, but is a city stuck in the mindset of urban decline. Downtown is the hub of the suburbs and should not be treated as a no-man's land any more! Hamilton has highways to get you from one end of town to the other at high speeds. We don't need our arterial roads to be mini-highways; we need them to be filled with shops that supply the not only goods and services but also jobs and tax revenue.

Please, saying no to LRT is saying no to a thriving Hamilton.

Miranda Lee

**Paparella, Stephanie**

---

**From:** cindystove  
**Sent:** May-19-16 1:55 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Save the LRT in Hamilton

Dear Hamilton City Council, MPPs, and Premier Wynne,

The LRT is not only vital to Hamilton's future as a world class city, but is also necessary for families of various socio-economic backgrounds to be able to access the services they need in an affordable way. I'm excited about the LRT as I both live nearby the proposed track, and work directly along the King St. proposed track, and can't wait to have rapid transit options to my workplace and near home that will get me to and from important spots in the city. Please don't halt the progress of this very important project, or waste time in useless debates any further. Instead, please do everything you can as a unified group representing what is best for our city to push it forward with as few obstacles as possible.

Thank you,

Cindy Stover

Cindy Stover

**Paparella, Stephanie**

---

**From:** timothyala  
**Sent:** May-11-16 10:54 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

Will surely put Hamilton on the map. Absolutely progressive!

Timothy Alan

**Paparella, Stephanie**

---

**From:** kellytilma  
**Sent:** May-11-16 2:28 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

Make it happen!

KELLY TILMA





**Paparella, Stephanie**

---

**From:** thinhv: [mailto:thinhv@metrolinx.com]  
**Sent:** May-13-16 9:54 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

To keep our world green for the next generation, we need LRT. LRT will reduce traffic jams, save money and time loss on the highway. Using LRT is also benefit your health thanks to walking. Wake up people of Hamilton and city councilors!!! LRT is our future! Thank you!

Duc Thinh Hoang  
North, Hamilton ON

**Paparella, Stephanie**

---

**From:** normnewbery@  
**Sent:** May-13-16 1:43 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

Hamilton's LRT is too important to play political games with it. It will be a key ingredient to transformation of our city. Without transformation, Hamilton will become less and less desirable to live in. Embrace the future. Vote LRT.

Norman Newbery  
5 M. Donald Ave., Hamilton, ON L

**Paparella, Stephanie**

---

**From:** mikebelmore( n  
**Sent:** May-17-16 11:04 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

Enough is enough. There is a billion dollars on the table for LRT. Hamiltonians from all over the city, through their Council asked for this funding. Repeatedly. Get on with building our future and please try to think 20 years into the future, not just one election cycle.

Mike Belmore

indas ON

**Paparella, Stephanie**

---

**From:** jmw@ ca  
**Sent:** May-10-10 8:20 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariodp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** return Hamilton to greatness

We need LRT? Why? Because it is 2016 and 2016 is about planning for smart growth and not continuing with unaffordable suburbia. City council please work together to make Hamilton great again.

Mike Waddington