

8.1.1017



## WHY HAMILTON NEEDS TO SAY "NO" TO LRT!



### PETITION

- \$1 billion ++++ to construct LRT LINE
- 5++++ YEARS TO BUILD
- LRT will be owned by Metrolinx or a third party
- Revenue collected with go to METROLINX
- Hamilton taxpayers responsible for cost of maintenance & upkeep resulting in millions of dollars yearly which currently does not exist in the municipal budget.
- The city of Hamilton has not spent the allocated budget required on transit improvements for over 15 years. How was that money allocated and why was transit neglected- THE KEY PROBLEM IS TRANSIT!
- Ridership proven to be too low to sustain LRT system
- Lack of accessibility during construction to businesses and services along LRT corridor
- Parking on King st will be eliminated
- Where will "GO" buses, Darts, garbage trucks, delivery trucks & emergency vehicles go?
- 13 LRT stops only. A reduction of over 25 bus stops. Inconvenient distances for elderly and families with young children
- Limited system servicing only 11 km. Does not service any amalgamated communities. They will still be responsible for paying any additional costs.
- Smaller businesses will lose at least 25 %++ revenue or be forced to close
- How many properties will be expropriated and at what cost. Where is that money coming from?
- Lack of transparency and misinformation. How much will this really cost taxpayers?
- LRT is re-packaged old technology to "look nice" and will not eliminate cars
- Green energy technology is currently available in other public transit vehicles(BRT)/autonomous & electric vehicles being more advanced than LRT but for less the cost.
- TOO MANY QUESTIONS AND NO ANSWERS!!

#### The petitioners therefore request that Hamilton City Council:

- 1) Decline LRT system in Hamilton
- 2) Agree to request that funding be used towards BRT / VRT or more advanced transport development in Hamilton and surrounding amalgamated communities.

#### Please return original petitions to:

439 King ST West, Hamilton, Ont L8P 1B8 Or Call for pickup – 905- 524-0593

24 October 2016

Dear Mayor Eisenberger and Hamilton City Council:

As physicians practicing family medicine and other specialties in the City of Hamilton, we write to express our support for the city's plan to build a Light Rail Transit system along the B-line corridor with a branch line to the West Harbour GO station. We hope that the current plan, funded by Metrolinx, will be the first step towards a comprehensive rapid transit network that serves our entire city.

We believe that the LRT will have significant effects on the safety and health of citizens. An LRT system, along with the complete streets that feed into the LRT corridor, allows street users to choose travel methods other than driving a car. By reducing car use overall, the risk of traffic fatalities is reduced. Complete streets also serve to reduce speed, which is well known to be associated with a drop in the risk of death if a pedestrian or cyclist is hit by a motor vehicle. The reduction in automobile use will also prevent cardiovascular and respiratory illness and death that results from exposure to the exhaust from internal combustion engines.

Furthermore, having an LRT will give people the option to include active transport as part of their commute (by walking or cycling to and from LRT stations). As physicians, we often advise patients to include physical activity in their daily lives, though many find it too difficult due to time constraints. Physical activity has been shown to prevent and treat many chronic conditions, including hypertension, diabetes, osteoporosis, depression and dementia. How wonderful would it be to have LRT as an option for patients to incorporate physical activity into their daily routines as they travel by foot or bike to LRT stations?

We firmly believe that the LRT will provide significant safety and health benefits to the citizens of Hamilton and it is something Council should support.

Sincerely,

Dr. Jason Aguanno  
Family Physician

Dr. Mark Crowther  
Hematologist

Dr. Dale Guenter  
Family Physician

Dr. Diana Ahmed  
Family Physician

Dr. Meghan Davis  
Family Physician

Dr. Gordon Guyatt  
General Internist

Dr. Ken Burgess  
Family Physician

Dr. Zoë Del Bel Belluz  
Family Physician

Dr. Geoff Holdway  
Family Physician

Dr. Scott Brimble  
Nephrologist

Dr. Erick Duan  
Intensivist

Dr. Adrian Hornich  
Family Physician

Dr. Michael Carvalho  
Pathology Resident

Dr. David Farnell  
Pathology Resident

Dr. Alistair Ingram  
Nephrologist

Dr. David Chan  
Family Physician

Dr. Peggy Goodacre  
Family Physician

Dr. Nick Kates  
Psychiatrist

Dr. Fiona Kouyoumdjian  
Public Health Physician

Dr. Christian Rabbat  
Nephrologist

Dr. Jill Wiwcharuk  
Family Physician

Dr. Guy LeBlanc  
Family Physician

Dr. Alia Rana  
Family Physician

Dr. Steven Wong  
Internal Medicine Resident

Dr. Kimberly Legault  
Rheumatologist

Dr. Ranjith Ratnasingam  
Family Physician

Dr. Christine Zrinscak  
Family Physician

Dr. Carolyne Lemieux  
Pathology Resident

Dr. Lori Regenstreif  
Family Physician

Dr. Rachel Loewith  
Family Physician

Dr. Bram Rochweg  
Intensivist

Dr. David McCullagh  
Internal Medicine Resident

Dr. Gemma Rodgers  
Family Physician

Dr. John Neary  
General Internist

Dr. Erica Roebbelen  
Family Physician

Dr. Simon Oczkowski  
Intensivist

Dr. Haider Saeed  
Family Physician

Dr. Ravinder Ohson  
Family Physician

Dr. Myles Sargeant  
Family Physician

Dr. Tim O'Shea  
Infectious Diseases

Dr. Shelly Sender  
Family Physician

Dr. Emily Ow  
Family Physician

Dr. Deborah Siegal  
Hematologist

Dr. Tamar Packer  
Family Physician

Dr. Madeleine Verhovsek  
Hematologist

Dr. Casey Park  
Internal Medicine Resident

Dr. Allyn Walsh  
Family Physician

Dr. Bernard Pawlowicz  
Pathology Resident

Dr. Brianna Wilson  
Family Physician

Dr. Sébastien Prat  
Psychiatrist

Dr. Roselyn Wilson  
Psychiatry Resident

**Keith Black**

**RE: Response to LRT  
Proposed Urban Transportation System – The Sky Car**

Hamilton has an excellent opportunity to be “put on the map”. It would be a transportation system so bold and so exotic that it would make headlines in Texas. Instead of traveling on the street level it should be elevated - above the power poles - unobstructed by cars, trucks, busses, pedestrians and even weather, such as wind storms, rain storms, snow storms or sleet. The stations would be air conditioned and strategically placed, and accessed by elevators so that walking distance would be a minimum. The tram cars have no operators and travel from start to stop with the press of a button and go north, south, east and west – up and down the mountain – even to malls and train stations. There is no waiting at stations – up to four cars are waiting at the station all the time and if not used – all is quiet – no energy is wasted. The cost of this system is minimal because everything is made in a factory and put in place without diverting traffic. People would come from miles around to ride the Sky Car and see the sights from above for only two dollars – cheaper than going to Wonderland!

**The Process**

If you want to go to a destination in the city you first go to a strategic street corner where an elevator takes you up to a station above the street. In these enclosed areas there are up to four tram cars at each end of the room going in opposite directions. You go to the lead care going in your direction, you open the door, step in, close the door, sit down and press a button to go. The tram car immediately moves out of the station into the main tram way where it speeds up to the set speed. On the wall is a line map of the system showing the location of your car with a moving light. When you see your destination coming up you press a stop button. The tram car leaves the tram way and goes into the station and stops. You open the door, get out into the station, walk to the elevator and go down to the street.

**The Structure**

The supports for the tramway and station are large pipe poles from the edge of the sidewalk up to the deep frames that form the structure. All trusses are made

from light weight steel shapes and are made in a factory. All pieces are galvanized. The tramway is double decked with the lower section used for maintenance. The upper section has a roof of steel sloped and coated with Teflon to resist the adherence of rain, sleet and snow. The whole structure has open sides and steel grating floors.

### **How it Works**

The elevator is a free standing structure with an in door and an out door. Both locked. To open the in door a two dollar coin is inserted in the slot. A double door can then be opened to enter the elevator car. The outer door and the car doors close together. A button is pushed calling the elevator car to go up and stop at the station floor.

The station room, which is lighted, insulated and air conditioned spans the street with the tram way running above the sidewalk and above the power poles. The tram card are all aluminum, light weight, insulated, have no wheels or propulsion but are self contained with battery, lights, cooling and electronics.

The elevator car holds two adults or one adult and two children.

The tram car holds four adults or two adults and four children.

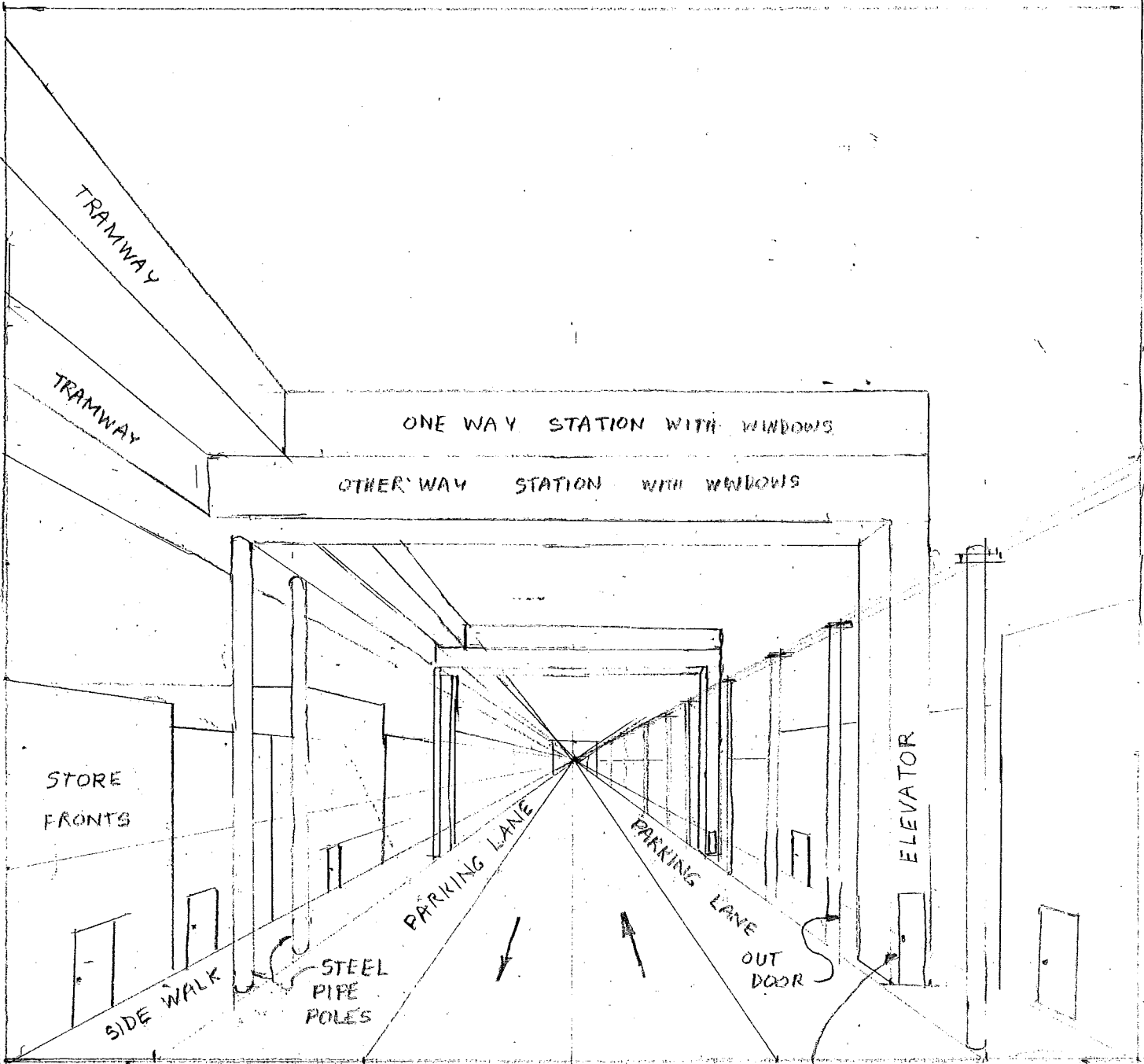
The tram cars have a flat bottom and are supported and propelled by rubber tired motor wheels in the floor of the tramway which are controlled by computers and sensors.

### **Comments**

This system is not intended to replace busses. Busses are needed to go to the outer edges of the city and beyond.

The tramway can go anywhere in the city – north, south, east, and west and up and down the mountain on a four to six percent grade in all weather.

Accidents on the streets can be bypassed as well as fires.



NOT TO SCALE

IN DOOR WALKER ACCESSIBLE

KEITH BLACK

Pilon, Janet

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**Subject:** LRT

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**From:** nathan  
**Sent:** Friday, September 30, 2016 10:55 AM  
**To:** Johnson, Brenda  
**Subject:** LRT

Good Morning,

I felt it important to contact you as a constituent to say I am very much AGAINST LRT in Hamilton. If you have another opportunity to vote for or against LRT in council, I encourage you to vote against.

Regards,  
Nathan Czorny