



Thank you for affording me the opportunity to speak today, Mr. Mayor, Deputy Mayor, Councilors, Staff and assembled citizens, in Support of the Submission of Environmental Assessment of the Hamilton LRT Project

Event Co-Ordination



Supporting Businesses



Stinzen Advertising

DWN
TWN

Shopping Local

- The Stinson Community Association voted back in June 2016 and accepted a motion to intentionally support our local BIAs and businesses and offer our support through LRT construction to promote events and shopping local.
- The Stinson Community Association committed to safer neighbourhoods and complete streets.

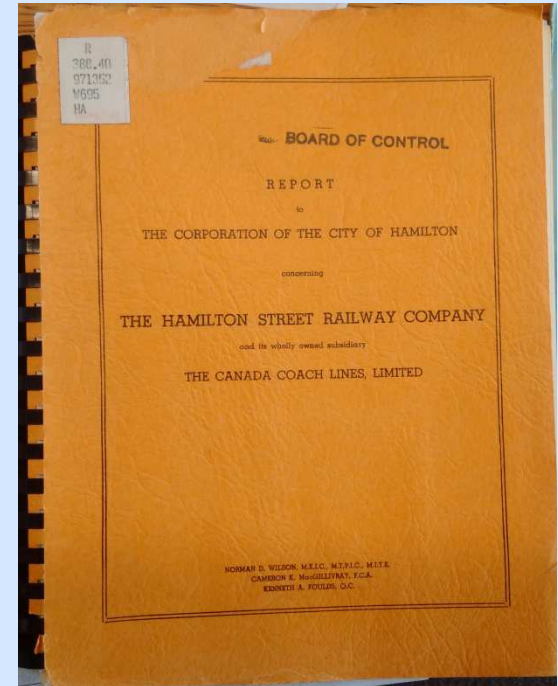
SPECIAL REPORT: LIGHT RAIL

A Legacy of Missed Opportunity: The Hamilton Rapid Transit Plans That Could Have Been

History shows that today's LRT opportunity for Hamilton could once again pass us by, as so many previous opportunities did. But with leadership, this once-in-a-generation opportunity need not be squandered again.

By [Karl Andrus](#)

Published June 23, 2016



- Paper provides a detailed history of the Rapid Transit Discussion going back to the procurement of the HSR in 1960
- Outlines the nature of previous debates Look at previous opposition strategy in the debate
- Cost adjusted figures for missed opportunities in the past (Adjusted to 2016\$)
- A good resource for Council on the historical context please review if you have not had the opportunity

- Submitted to Council Sept 16, 2016
- Was included on the September 28, 2016 Council Agenda (16-018)
- Received by Council and referred to the Light Rail Transit Sub Committee
- Received by the Light Rail Transit Sub-Committee November 29, 2016

The Need for Historical Context



Some of the Dozens and Dozens of reports on Rapid Transit paid for over the years
- Source Hamilton Public Library

The Need for Historical Context

- October 1971, responding to the city's request, promised funding of \$238 million (\$1,447,040,000 in 2016 dollars) Plans called for 17.3 miles (28 km) of rapid transit, linking Mohawk Road at Upper James with Burlington Street through downtown. Another line was to run from Mount Albion Road to Highway 2 and Main Street in the West **75% funding from Ontario Government – 25% from Local/Regional Government**
- December 1981, Downtown to the Mountain Intermediate Capacity Transit System, Elevated, system was installed in Scarborough as RT and Vancouver as SkyTrain and is still running to this day. \$111 million (\$285,270,000 in 2016 dollars) **45% funding from Ontario Government, 45% funding Federal Government and 10% Regional/Local**
- In February 2013, Council approved asking the Government of Ontario to fund a full B-Line LRT at a cost of \$875,183,183.61 (in 2016 dollars),⁶⁴ as long as the **Province agreed to cover 100 percent of the capital cost**
- In May 2015, the Ontario Government committed to **full capital funding 100%** for Scenario D: McMaster to Queenston Circle, the second best option approved by City Council in *Rapid Ready - Expanding Mobility Choices in Hamilton* (PW13014)

100%

Comparison with other RT offers



Kitchener/Waterloo ION
LRT **\$818M** - Cost of Phase
1 construction (**~31% from
the region** - **~37% from
Ontario**; **~32% from Ottawa**)

Source Toronto Star –
Dec 10, 2015

Unfunded but proposed
London BRT \$560 million,
with about \$130 million
(**23%**) of that coming from
city hall and the rest
required from federal and
provincial governments.
London Free Press Mar 3,
2017



Hurontario LRT **\$1.4 billion**.
On April 21, 2015, the
Government of Ontario
100% for the line, not
including local capital costs
such as utility relocations,
surface upgrades, and
landscaping.

Toronto Star April 21, 2015

Eglinton West LRT is \$2.47
billion **City of Toronto**
(**~47%**) **\$1.18 billion**, federal
government **\$822.9 (~33%)
million**, Mississauga +
Greater Toronto Airports
Authority asked to
contribute (**~20%**) **\$470
million**

Toronto Star Nov 2, 2016



Can't we spend the money elsewhere?

Moving Ontario Forward

The government's Moving Ontario Forward plan will support public transit, transportation and priority infrastructure, using dedicated funds of \$31.5 billion. About \$15 billion is available outside the Greater Toronto and Hamilton Area (GTHA) and about \$16 billion is available within the GTHA. Supported by its asset optimization strategy, the government is building the infrastructure that is needed today and tomorrow. These investments will help manage congestion, connect people, and improve the economy and Ontarians' quality of life.

- Money is from the moving Ontario Forward Fund will be returned to fund if unused
- What about more local (non-BRT) Buses – Minister Steven Del Duca says local HSR bus needs should come from the provincial gas tax money (Which has been doubled)
- Or we could reject our Plan like Brampton and go to the back of the line for further funding

What about Brampton?

- | | |
|--|---|
| <ul style="list-style-type: none">• 6-5 vote, Brampton Council rejected the HMLRT. Some of the 6 Councilors are of the belief that a better alternative route is out there and they could still use the money for it. They literally said "the Province needs Brampton more than Brampton needs the Province."• Metrolinx wrote to Brampton Council in August 2015 (see attached) warning them that if they said no to the Transit Project Assessment Process (TPAP) approved route for the LRT, they portion of the funds from Steeles Ave to the downtown Brampton GO Station would go back into the Moving Ontario Fund• Brampton is Starting from Scratch funding their own study from local tax dollars. | <ul style="list-style-type: none">• The CEO of Metrolinx at the October 27th Brampton Council meeting told Brampton Council what would happen if they said no to the money. He said it could take 5 to 6 years to complete the necessary studies for other routes and that they shouldn't necessarily count on it for a Queen Street LRT or BRT (this is the Queen Street in Brampton). |
| | <ul style="list-style-type: none">• Other cities are looking for Brampton's (or Hamilton's if we are not careful) money• "I think you've got every metropolitan area in Ontario looking at that \$400 million,(or Hamilton's 1 Billion)" said Cambridge Mayor Doug Craig. |

Businesses Might Close!



Businesses Might Close??

“Was there fear and frustration? There was when construction started (in 2014),” said Patti Brooks, executive director of the 450-member Uptown Waterloo Business Improvement Area. “One hundred per cent of the kudos go to our businesses for doing what they needed to do.” In the end, she says, “We only had two businesses that closed due to construction.”

Waterloo Region’s light rail build offers hopeful insights for opponents of London’s transit plan
By [Patrick Maloney](#), The London Free Press
Friday, March 10, 2017 9:37:27 EST AM

- Out of thousands of business affected by the construction of LRT in K/W only 21 have filed a lawsuit claiming losses or damages
- One need only look to Hamilton’s own experience with Concession St. construction for an example civic investment/upgrade where minimal businesses are actually lost due to construction. Valuable lessons also learned for Hamilton LRT.

Criticism and Concern or Confusion and Chaos

Automatic

The guideway will automatically control the vehicle. The traveller will punch his destination and the mini-car will travel at high speed, 100 mph or more, automatically and will be discharged at the appropriate interchange.

The mini-car will then be driven home, kept at home for local trips, shopping or recreation, or left at a neighborhood pool station if the vehicle is not to be kept all night.

The small engines will be virtually pollution-free and

It is my belief that excellent bus service at the present time and there is no need for an unsightly elevated railway. Should it become necessary to service other areas at some future date

White elephant

Transit train could derail:

Architect questions the real costs of rapid transit

tour that there would be virtually no buses travelling up the Mountain accesses if the system is put in."

She said she is concerned that the disabled would not be able to use the system.

All rapid transit possibilities should get 'same consideration'

costs? COST finds it difficult to understand how the region can be assessing our future transit needs without an impartial, in-depth study of all available technologies.

"It will doubtless have bugs if not major design flaws," said Mrs. Kippen

Rapid transit for Hamilton? There's 'no need', reader claims

Lorna Kippen, Hamilton. It is my belief that there would present a real problem for the elderly and for mothers travelling with young children, making it almost impossible for many people to use the

'Catastrophic'

My husband and I feel that the proposed rapid transit system would have a devastating effect on our community.

Based on the current pattern of transit use between the Mountain and the lower city, regional planners believe the system won't be needed until the mid-1990s

Wants rapid transit plebiscite

look at what is being done successfully in European cities. There, parking and stopping in curb lanes is prohibited and these lanes are used exclusively for buses, which, unhampered by traffic, can travel at 50 to 60 kilometres per hour between stops.

This system depends on high penalties for obstructing the curb lane and is noticed by the bus

We're not bus users

Dear Editor: As residents & taxpayers of Mohawk R

Politicians do own poll on rapid transit views

Railways are certainly not one of the attractive features of our landscape. No matter how modern the trains may be, their right of way causes congestion and a no man's land eye-sore typical of New York

ONLY HAMILTON ratepayers will bear the burden of paying for the rapid transit system if existing cost-sharing formulas are applied.

'Misleading'

"It's misleading in the first place by calling it a 'fact sheet. It presents positive estimates as facts."

At present, we are being served by an excellent and adequate bus system and it can easily be expanded if and when necessary.

As the mayor of this city pointed out at regional council, the proposed route goes from nowhere to nowhere. While there

that our Regional Planners should take a new look at the whole concept. We are in agreement with Hamilton Mayor Bill Powell, who has called this a system from "nowhere to nowhere".

Edmonton's LRV: Proven technology and relatively low cost.

You've got to make sure you get a system that's simple and reliable.

ays rapid transit would debar old, disabled

Such massive expropriation would be a total waste of tax dollars, destroy neighborhoods, promote urban decay and actually reduce demand for transit service along the overhead corri-

There seems to be a surprising lack of awareness regarding the impact of the proposed Rapid Transit System, yet this impact will extend far beyond the properties along the selected route. The real body blow will be the tremendous cost and that will be felt by every taxpayer in the region. The

Going to be a nightmare

Transit route worries residents

Hamilton does not have the ridership need to support such a system, nor has there been any significant growth in the population

Frequently during question period, members of the audience urged that a plebiscite be held to see if

Wasteland

Dear Editor: Contrary to what you stated in editorial of March 18, I think the "wasteland" would be created in Hamilton by the building of a Rapid Transit System. Even if it were necessary, which it is not, I would certainly not want to see it built on any of the proposed alignments.

B. Wilson

The plan originally predicted a regional population of 550,000 by 2001, but has been recently revised to 445,000 people.

Mrs. Kippen said this means estimates of the need for, the cost to subsidize and the economic impact of rapid transit are all altered.

But Hamilton Mayor Bill Powell said he had received more than 100 letters from people opposed to the system, and added: "Thank God we live in a city where people rise in righteous anger" against the

BILL POWELL
'Nowhere'

streets because "they whatever street it on is destroyed."

And residents are not convinced that population and ridership projections warrant the system in the first place, said Lorna Kippen of South Bend Road, one of 25 residents at the meeting.

Rapid transit 'a mistake'

The city of Hamilton would be going to needless expense for a rapid transit system. Even though some of the money may come from the provincial government it still comes out of our taxes.

The fact that it will disturb residential areas and business on

Suggests rapid transit alternative

I have a suggestion in regard to the much talked about rapid transit system being planned for this beautiful city.

Irony or Intent?



"Our aim is to delay implementation of a rapid transit system — hopefully forever," said Lorna Kippen, chairman of the coalition, this week hours after formation of the group.

The coalition — named CO\$T (Coalition on Sensible Transit) — is formed

Our concern is that when rapid transit is instituted in Hamilton we get the very best, transit and cost-wise, both now and in the future.

**Lorna Kippen,
Chairman,**



- After the abandonment of the last Rapid Transit Proposal no intercity new system has been forthcoming until now ~30 Years
- After fighting against Rapid Transit for 4 years CO\$T disappears from the Newspaper archives
- The HSR has seen a decline in inflation adjusted Spending and Ridership
- None of the other systems, ideas or routes proposed in the last debate where ever implemented