

Pilon, Janet

Subject: LRT

From: SP Design

Sent: March-19-17 1:24 PM

To: Office of the Mayor

Subject: LRT

Dear Mayor Eisenberger: RE: LRT: As a citizen of hamilton for over 55 years, I am submitting my opinion and comments about LRT since I truly and firmly believe that LRT would not be a good thing for Hamilton and would ruin the City if it goes ahead, and people who support it would forever regret it, particularly those who are in a position to stop it. I trust that you will respect my opinion on LRT, as I would yours, and that you will review and consider the comments that I have made below....How can LRT be a good thing when, compared to using quiet pollution-free battery-operated "express" buses that would share the streets with other traffic....

- 1) it would cause huge disruption to traffic, businesses and many other things, including peoples' lives, during construction which would take many years;
- 2) it would put people out of business during construction since it would be difficult to get to them;
- 3) it would put people out of business after construction since LRT would go whizzing past them;
- 4) it would require a costly underpass at the railway tracks on King Street East;
- 5) it would require a costly new bridge over Hwy,. 403;
- 6) it would require a costly separate garage to service and store the vehicles;
- 7) swing down barriers or railway crossing signs, flashing lights etc. would be required to stop traffic at cross streets, and since the vehicles would require a significant amount of lead time to get to the intersections , people's time would be wasted;
- 8) it would take away needed traffic lanes... cars are here to stay, but in the future, more cars will be electric which will reduce noise and pollution. LRT would not eliminate or reduce the need for cars.
- 9) it would take away needed parking spaces in front of businesses;
- 10) you would not be able to turn left into business parking lots and driveways due to the elevated islands, and you would need to go past your intended destination to a cross street located many streets apart and then make a U-turn or drive thru residential areas to get to the other side of the tracks and to your intended destination;
- 11) you would be dropped off in the middle of the street and would need to cross traffic lanes to get to the sidewalk whereas buses drop you off at the sidewalk which is much better/safer for kids and others;
- 12) at McMaster University, you would be dropped off in the middle of the street (or maybe the sidewalk at this stop?), and you would have to walk further to get to the hospital entrance or other buildings on campus whereas buses take you right into McMaster and closer to buildings;
- 13) those beautiful trees in the island in front of McMaster, and planters and flower beds at other locations along the route, would be all destroyed and replaced with railway tracks;

- 14) there would be hundreds of poles located every 100 ft or so along the entire route, with brackets etc. to support the overhead power lines and support cables to support the power lines and these poles and the maze of overhead brackets, lines and cables would be very unsightly and "ugly" and are things that you would expect to see on an industrial site, not something at the middle of main streets of a City;
- 15) It would be much more difficult for older and disabled people since the LRT stops are much farther apart than bus stops, so they will need to walk much further to get to where they want or need to go;
- 16) if you live or drive down many streets that cross King and Main, you would not be able to cross and continue on the same street due to the elevated islands and exclusive right of way that LRT would have, and therefore you would need to go many blocks to get to a cross street to get back to the street that you were on, and the same applies when you return to the street that you were on;
- 17) continuous barriers or fences would (or should be) provided along the entire route to keep kids and others from "jumping the tracks" as this would be dangerous due to the fast moving vehicles going in both ways, and these barriers would be visually obstructive and unsightly;
- 18) you would have to walk many blocks after getting off LRT to get to places located between the stops which are quite far apart; whereas buses can stop at every street;
- 19) rails in the roadway would be annoyances to cars and bicycles crossing them;
- 20) loading platforms would be required at the middle of the streets which would take away even more space required for traffic;
- 21) it would be necessary and inconvenient to transfer from the LRT to buses when going somewhere perpendicular to the LRT "straight line" route; whereas buses can turn and go up or down cross streets to get you closer to where you are going without the need to transfer;
- 22) King Street is much too narrow in the International Village between Wellington & Mary Streets for LRT which would take up most of the space and parking and/or traffic lanes (or both) would be lost;
- 23) it would do nothing more to reduce noise and pollution than battery-operated buses can do and these buses can easily be re-charged over-night when they return to their garage every day for cleaning and servicing;
- 24) Hamilton would lose revenue from its most profitable bus route;
- 25) It would be a huge cost to pay for something that buses can do, and do better, at a mere fraction of the cost and without all the disruption and grief that LRT would certainly cause.

It is my firm belief and opinion that LRT is an ill-conceived idea for inner City transit and does not belong running down the middle of main streets of a City, including ours, and that it is in the best interest of Hamilton to stop it!

Stephen Parazader, Dundas, Ontario