

**Pilon, Janet**

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**Subject:** I thought the \$1Billion for LRT was cast in stone?

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**From:** Lee Fairbanks

**Sent:** January-19-17 2:15 PM

**To:** Office of the Mayor

**Subject:** Re: I thought the \$1Billion for LRT was cast in stone?

Thanks for the update, Fred. Just checked out the BLAST plan, and that's fine for dealing with arterial transit routes to impact the wider area of Hamilton.

My point however is that the \$1 Billion in outside money would be best spent all downtown to help people get around from one place to another. So we could take the BLAST system into downtown, but then how do we get from one part of the core to another? If I want to go from Locke St. to Upper James to Bayfront to Theatre Aquarius I'm looking at trying to figure out schedules and stops for 3 or 4 different lines. I'll just drive my car, thanks. If there was one integrated people mover system that continually circulated throughout these areas I could just get on and off as they went by, say every 10 minutes.

For tourists it would be a huge boon, and for we sub-urbanites it would encourage us to stay downtown and shop, and for those 10,000s who are supposed to live downtown it would make the whole city core their neighbourhood.

Do you see my point?

Lee Fairbanks

On Jan 19, 2017, at 1:51 PM, Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

You're welcome Lee. As you may know, the plan is upgrade the entire transit network at the same time, and begin to build the BLAST network for Rapid Transit. Eventually the bus connections will lessen and the whole system will be very efficient.

Fred

Fred Eisenberger

Mayor

City of Hamilton

905-546-4200

@FredEisenberger

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**From:** Lee Fairbanks

**Sent:** Thursday, January 19, 2017 1:01 PM

**To:** Office of the Mayor

**Subject:** Re: I thought the \$1Billion for LRT was cast in stone?

Thanks Fred:

I would spend ALL of the money downtown for transit. Maybe start at Gage Park so City Slickers can find some green space there, connect to the Bayfront for obvious reasons, then connect James North and South to St. Joe's with the core, connect Locke St. and end at Dundurn. Maybe add Ottawa St later, and Barton, later. Make it scalable, but put it all downtown to move people around when they get there or if they live there. A straight line from East to West will have minimal impact in supporting intensification. Too many bus connections required.

Lee Fairbanks

On Jan 19, 2017, at 12:39 PM, Office of the Mayor  
<[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

Hi Lee, the monies are earmarked under the Big Move Ontario for Rapid Transit – that includes Light Rail, Bus Rapid Transit, heavy rail, subways, etc, so long as it is a high-capacity system and normally have an exclusive right of way. Council asked for and received the \$1 billion for the B-line, and A-Line spur. We don't have all the information yet about the changes, and will have to wait until the Province makes its announcement and the LRT team and Council can dig into what it is going to look like.

There are public information sessions – more information can be found here: <https://www.hamilton.ca/city-initiatives/priority-projects/community-engagement-lrt>

The LRT project is going to support the intensification downtown, and also help uplift other areas. That is one of the primary reasons Council has supported this project since 2006.

Cheers,  
Fred

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

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**From:** Lee Fairbanks  
**Sent:** Sunday, January 15, 2017 9:27 PM  
**To:** Whitehead, Terry; Partridge, Judi; Jackson, Tom; Ferguson, Lloyd; Farr, Jason; Merulla, Sam; VanderBeek, Arlene; Pearson, Maria; Conley, Doug; Johnson, Brenda; Johnson, Aidan; Green, Matthew;

Pasuta, Robert; Collins, Chad; Skelly, Donna; Office of the Mayor

**Subject:** I thought the \$1Billion for LRT was cast in stone?

Well, well, well. After a year of being told that the \$1Billion LRT project was cast in stone and could not be used for anything but LRT—the Province simply switches \$150 million from LRT to buses.

A council vote to change LRT would require a 2/3 majority, but here we are with no council vote at all, not even City consultation. Mayor Fred says he “assumes” that Metrolinx knows what they are doing. Meaning our councillors don’t.

So if we can change \$150 Million, why not the whole \$1Billion?

With new public input it is apparent there are better, more popular choices than costly electric on-the-rails trains with overheads wires. A fact that Metrolinx now accepts.

How about ditching the cross-city route completely - since almost no one would use the whole route from east to west anyway, and using the remaining \$850 Million to build an inner-city people moving system?

People could go from Locke St. to James North, to International Village, to James South to the Bayfront on a dedicated inner-city transit system.

Maybe a monorail or driverless mini battery-operated bus system would be a better city-building infrastructure project?

With the City supporting the continued intensification of residential and commercial downtown, wouldn’t a transit system that supports this be the better way to go?

Lee Fairbanks