

Pilon, Janet

Subject: LRT - Let's have a referendum

-----Original Message-----

From: Office of the Mayor

Sent: December-01-16 9:13 AM

To:

Subject: RE: LRT - Let's have a referendum

Hi Patrick,

The motion for 100% Provincial funding was moved in 2011. This accompanied the Rapid Ready report submission in 2011, 2013 and again in 2015.

Every municipal election (2006, 2010 and 2014) LRT has been a policy plank of and asked of to all candidates by citizens groups, in debates, the media and at the doors. The monies set aside for this project were done so well before the proposed sale and approval for Hydro One. It is part of "The Big Move" Initiative, in which \$11.5 billion was allocated in 2008 to begin implementation. http://www.metrolinx.com/en/regionalplanning/bigmove/big_move.aspx

The feasibility and environmental studies to be able to submit the ask to the Province took some years, as the timeline here will show: <https://www.hamilton.ca/city-initiatives/priority-projects/lrt-timeline-documents>

Please let us know if you have any further questions.

Regards,
Laura

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger City of Hamilton | Hamilton City Hall

71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5

Phone: 905-546-4064 | Fax: 905-546-2340

-----Original Message-----

From: pkeller

Sent: Monday, November 21, 2016 1:25 PM

To: Office of the Mayor

Subject: Re: LRT - Let's have a referendum

When council voted back in 2006, was is not in the motion that 'as long as it doesn't cost Hamilton anything' mentioned?

Given the present issues with Metrolinx and Presto, Metrolinx delays and cost overruns with the Burlington GO, I can't understand how this Mayor and Council can't foresee the problems and debt they're heading for.

As for the electing of councillors, given the choices of candidates being so poor, the issue of LRT wasn't on peoples minds, rather myself and others elected a candidate that would support and be the voice of their constituents on all issues. At least my councillor is like myself, he would support an idea of a LRT if firstly we could afford it and secondly if his questions could be answered.

With the Province being over 300 billion (and growing) in debt and then using the proceeds of the sale of Hydro One for this project is wrong on so many levels. Something to think about when you open your next hydro bill.

Sent from my iPhone

> On Nov 21, 2016, at 9:18 AM, Office of the Mayor <mayor@hamilton.ca> wrote:

>

> Hi Patrick,

>

> If you could clarify your concerns around why you think the project will "implode" we'd be happy to try to respond to them.

>

> Council has already consistently voted for LRT in an unbroken chain of motions dating back to 2006, when Council first established a Rapid Transit Office and directed staff to undertake a Rapid Transit Feasibility Study.

>

> Since Council voted in 2006 to establish a feasibility report for Rapid Transit in Hamilton, Council has voted or received reports 67 times over 10 years and has consistently moved the project forward. The LRT project - of which the line between McMaster and Queenston and spur line to the waterfront is just phase one - continues to be implemented. The transit plan is being implemented at the same time to address the lack of investment in transit in our city. Council asked the Province to fund the Light Rail lines after exhaustive study and consultation.

>

> 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 is a bit disingenuous. A referendum would also require a 2/3 vote of Council, and in Ontario there would need to be a 50% turnout of registered voters voting on the item for it to be binding. For reference, the 2014 municipal election had a 34.02% turnout. For reference, our office has received 3277 (90%) communications for building the LRT and only 348 against, which includes calls, emails and letters.

>

> The Mayor understands that construction is always a headache, however both King and Main both need to be reconstructed anyway as the infrastructure below has reached the end of its life. That would be included in the cost of Phase One of the LRT project. That is \$6million per km that the City will not have to pay for the same construction window. And let's be clear - the construction will be done in phases - the whole route won't be dug up at once. There are also local initiatives that are proposing to promote the businesses in the corridor and communicate construction details to help mitigate the impact to businesses.

>

> Regards,

> Laura

>

> Trusting you will find this information to be of assistance,

>

> Laura Farr | Administrative Assistant to Mayor Fred Eisenberger City of

> Hamilton | Hamilton City Hall

> 71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5

> Phone: 905-546-4064 | Fax: 905-546-2340

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>

> -----Original Message-----

> From: pkeller

> Sent: Friday, November 18, 2016 6:32 PM

> To: Office of the Mayor

> Subject: Re: LRT - Let's have a referendum
>
> Will Fred take personal responsibility when this implodes?
>
> Sent from my iPhone
>
>> On Nov 18, 2016, at 2:58 PM, Office of the Mayor <mayor@hamilton.ca> wrote:
>>
>> Thank you for reaching out to Mayor Fred Eisenberger. We hear that residents of Hamilton are concerned about the LRT project, and would like to take this opportunity to speak to and answer your concerns.
>>
>> LRT is all about rapid and reliable transit. With traffic increasing on our roads in the coming decades the segregation of the LRT will ensure that the transit travel times are consistent forever. For those wanting to avoid the increasing congestion in the lower city the LRT will offer a reliable way to get to get to jobs and other key destinations along the route from transfer points along the LRT route.
>>
>> In 2015, the HSR ridership was 21.86 million. Along the Main/King/Queenston corridor the ridership was just over 9 million. Ridership projections from the 2011 project report indicated that this corridor could support LRT as the technology for rapid transit. We have a long-range vision for a rapid transit network referred to as the B-L-A-S-T network. This network connects the east and west ends of the city, links downtown Hamilton to the Waterdown Commercial district, connects the waterfront to Hamilton Airport and also links the Ancaster Meadowlands to the Centre on Barton (Centre Mall). This is phase one of the overall BLAST network implementation and investing in Transit for Hamilton.
>>
>> In fact, the majority of the rapid transit system will be built in suburban areas. Whether those systems are LRT, Bus Rapid Transit or some other technology is part of the planning work to come. The highest current (and future) ridership is along the B-line and that is why the first rapid transit project is occurring there and will use LRT technology. Hamilton's growth planning also calls for more intensification in the lower city meaning that over the next 25 years more and more people will be living and working there.
>>
>> City Council has approved a 10-year transit strategy that will see more buses added to the system and improvements to service. The strategy also calls for a new maintenance and storage facility. HSR continues to look at ways to ensure the fleet of buses is as environmentally sustainable as possible within the current budget constraints.
>>
>> Why not less expensive green technology? i.e. electric and hydrogen buses?
>> Currently, electrically powered buses are not the most cost effective option, especially given Hamilton's topography. Windsor recently cancelled a pilot after the buses came back at over a million per vehicle, and Whistler ended their pilot due to ongoing maintenance costs that were far above the costs allotted, particularly the wear of the vehicles and batteries from going uphill.
>>
>> How much is this REALLY going to Cost? We Taxpayers are responsible for all operating costs and overruns. All profits go to Metrolinx.
>> The determination of who will operate and maintain the LRT will be negotiated over the next year to 18 months. Also, in the Memorandum of Agreement with Metrolinx, Metrolinx is responsible for any cost overruns, and the City of Hamilton will not be responsible for paying to relocate infrastructure required to be relocated as a result of the project, even if the costs exceed the project budget. While it is Provincial dollars being allocated to the project, there are no funds from the City of Hamilton and therefore no impact to the municipal tax payer.
>>
>> Transit & Noise Studies, traffic and environment impact: INCOMPLETE A

>> timeline of the project can be found here:
>> <https://www.hamilton.ca/city-initiatives/priority-projects/lrt-timeli>
>> n e-documents This will show that environmental assessments have been
>> done, and more specific updated ones are underway, as well as site specific noise studies,
as with any other infrastructure project. The Traffic Impact report was received by Council
this past summer.
>>
>> King Street reduced to a single lane in each direction with NO
>> PARKING King Street between John and Wellington Streets will have some traffic
restrictions due to the narrow road with. Travelling eastbound, there will be one lane of
traffic and side-running LRT on the north side of the street. Travelling westbound, traffic
will divert around the area (north at Victoria Avenue and south at Wellington Street). while
the short-term parking meters will likely be eliminated on King Street, there are 5 parking
lots in the International Village, most with rates as low as \$4 a day.
>>
>> What Happens to emergency vehicles, DARTS, courier and GO buses?
>> The LRT office is working with first responders to address any concerns with access and
equipment. In an emergency, first responder vehicles would be able to use the dedicated LRT
track and/or cross the tracks to move around traffic and access properties. LRT systems
operate in hundreds of cities around the world and emergency vehicles are always accommodated
in the design of these systems.
>>
>> The LRT office does not anticipate any major issues related to school buses, DARTS,
couriers or GO buses. The LRT office is meeting with the relevant transportation groups to
better understand bus routes. The roads and turning radius to side streets will accommodate
buses where needed.
>>
>> LRT will only have 13-15 stops and eliminate approximately 33 B-Line stops.
>> The B-Line currently has 15 paired stops, or 21 stops total, with the pairs on Main and
King between Dundurn and Sherman split due to the traffic directions. Express and local bus
service does operate along this corridor but it is not segregated from traffic and the
current bus system will not keep up with projected population and ridership increases. The
current proposed design will have 13 stops on the B-line and 5 on the A-line spur. On the 1-
King route, this will impact about 38 stops, and the 5-Delaware and 51-University buses will
continue to operate.
>>
>> Almost 1km between stops - what happens to the elderly and disabled in winter?
>> The stop spacing is roughly the same as the current B-line Express bus and there will
still be local bus services with more stops on parallel streets.
>>
>> LRT is actually far better in terms of boarding than other transit systems. The vehicles
stop "flush" with the platform allowing roll-on, roll-off access. Wide doorways assist with
getting on and off and the platforms themselves have ramps to allow for an easy transition to
the pedestrian crossings. Some concern has been raised about the distance between stops and
the impact that might have on some transit users.
>>
>> Hopefully, we've answered your questions and concerns. If not, let us know and we would be
happy to respond to you. www.hamilton.ca/lrt for more information.
>>
>> Regards,
>>
>> Office of Mayor Fred Eisenberger
>> City of Hamilton | Hamilton City Hall
>> 71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5
>> Phone: 905-546-4200 | Fax: 905-546-2340
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>>
>> -----Original Message-----
>> From: pkeller
>> Sent: Wednesday, November 09, 2016 9:14 PM
>> To: Office of the Mayor
>> Subject: Re: LRT - Let's have a referendum
>>
>> The LRT project is like installing a swimming pool in your backyard when the roof leaks in your home.
>>
>> Poor decision yet again.
>>
>> Sent from my iPhone
>>
>>> On Nov 9, 2016, at 11:22 AM, Office of the Mayor <mayor@hamilton.ca> wrote:
>>>
>>> Thank you for reaching out to Mayor Fred Eisenberger. We hear that residents of Hamilton are concerned about the LRT project, and would like to take this opportunity to speak to and answer your concerns.
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>>> LRT is all about rapid and reliable transit. With traffic increasing on our roads in the coming decades the segregation of the LRT will ensure that the transit travel times are consistent forever. For those wanting to avoid the increasing congestion in the lower city the LRT will offer a reliable way to get to get to jobs and other key destinations along the route from transfer points along the LRT route.
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>>> Transit & Noise Studies, traffic and environment impact: INCOMPLETE

>>> A timeline of the project can be found here:

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>>> been done, and more specific updated ones are underway, as well as

>>> site specific noise studies, as with any other infrastructure project. The Traffic Impact report was received by Council this past summer.

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>>> Regards,
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>>> Office of Mayor Fred Eisenberger
>>> City of Hamilton | Hamilton City Hall
>>> 71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5
>>> Phone: 905-546-4200 | Fax: 905-546-2340
>>>
>>>
>>> -----Original Message-----
>>> From: Patrick Keller
>>> Sent: Sunday, November 06, 2016 12:26 PM
>>> To: recipients@lrthamilton.com
>>> Subject: LRT - Let's have a referendum
>>>
>>> Hello Mr. Mayor and Councillors
>>>
>>> Along with thousands of Hamiltonians, I'm in favour of calling for a referendum to
discuss critical issues with the proposed LRT.
>>> Based on hard facts from other LRT's around the world, there are many unanswered
questions with regards to our LRT proposal.
>>> We're all in favour of a greener, cleaner Hamilton with a modern zero emission transit
solution, but there are far too many concerns to proceed with the current plan.
>>> Plus, hundreds of thousands of people are completely unaware of the changes that are
about to happen to their city.
>>> Kindly hear us out, and call a referendum.
>>>
>>> We all want what's best for Hamilton.
>>>
>>> Thanks.
>>>
>>> --
>>> Patrick Keller
>>> >>>
>>> <map_blast_rapid_transit_network.png>
>> <map_blast_rapid_transit_network.png>