

Harpula, Magda

---

**From:** Margaret Houston  
**Sent:** April-13-17 4:22 PM  
**To:** Office of the Mayor  
**Cc:** VanderBeek, Arlene; Skelly, Donna  
**Subject:** LRT in Hamilton  
**Attachments:** LRT really cost City of Hamilton.docx

Attached are comments I wish to express following the Town Hall phone discussion this week.  
Thank you for allowing me the opportunity to present my comments to you without prejudice.  
Marg Houston

In the end, how much will LRT really cost the City of Hamilton taxpayers? On the town hall phone lines, I heard you express that the Federal and Provincial Government are committed to fully provide the dollars to complete this first phase from Queenston Road through to McMaster. Forgive me if I am skeptical of these promises, since our Provincial Government has history of misrepresentation, defaulting on promises and downloading dollars to the municipalities as they feel fit to improve their own budget deficits. Not to mention that next year we may find a new leader of the Liberal Party and even possible a new governing party in place for Ontario. What protection do we have to guarantee these funds will be protected and secured for Hamilton LRT?

It was stated that funding for LRT and HSR is 48% Fare Box and 52% Tax Based. Why only 48% Fare Box? Why can transit not be managed appropriately and expected to break even without tax base funding?

I am not opposed to transportation improvement measures throughout the whole city boundaries of Hamilton, but, I am opposed to expecting taxpayers to always be the soul fallback to foot the bill. Not sure why Government at all levels seems to believe that Home Owners have responsibility of funding every decision and service offered through the country. And for some reason, believe we have unlimited funds available to continually payout tax, on top of tax.

There is a lot of conversation going on about the rising cost of buying a house throughout the GTA and now touching on our city. We all know that when buying a home, the house cost is only the start, add to that transfer tax, property tax, utilities and general household expenses and there is no surplus available. I have not even mentioned yet, food on the table or all other day to day expenses. When the city says your tax increase is only going to be 2.3% that is so misleading. The assessed values continue to increase and adds even more.

I would like to see as a taxpayer of Hamilton, a copy of the written agreement from the Provincial and Federal Governments clearly defining their committed dollars to LRT for Hamilton, and a guarantee in writing from the City of Hamilton to all taxpayers that we will not be responsible for any part of the costs for this initial phase of LRT. General coffers in government have proven time and time again to be empty when the time comes you need the named funds.

LRT on the surface does appear to have some benefits to the core of Hamilton, but, it does not come close to helping the majority of the people paying for it. The Mountain, Ancaster, Flamborough, Dundas, and other parts of the city, will not benefit from what I heard the other night. And unless all the elected parties come through as promised and we have some exceptional management in place to hold costs to budget plan, we will be left with another large *pay it forward debt* once again.

I look forward to hearing more on this subject from you, unlike the other night when my question was screened and not offered up for others to hear.

Regards,

Marg Houston

## Harpula, Magda

---

**From:** RYAN J BOYCHUK  
**Sent:** April-13-17 4:33 AM  
**To:** Office of the Mayor; Whitehead, Terry  
**Subject:** Lrt maintenance buildings using solar and battery backup

I tried to tweet you Mr. Mayor with regards to a news report in Toronto with metrolinx and lrt. Someone asked about a green energy component to the maintenance buildings. Metrolinx agreed to this and they are adding a battery backup building and solar panels to off-set some of the costs on hydro. Can you address this and have the same changes made to the maintenance buildings and stop locations. The news article stated it is cost effective and helps the city to cover hydro costs and offsets with green energy. It did not cost any additional funding metrolinx stated.

Thank you for your time.

Ryan J Boychuk

<http://www.insidetoronto.com/news-story/7212878-metrolinx-planning-to-build-battery-backup-system-for-crosstown-lrt/>

Sent from my iPad

## Harpula, Magda

---

**From:** Frank Rocchi  
**Sent:** March-29-17 12:42 PM  
**To:** Office of the Mayor; Farr, Jason  
**Subject:** LRT meeting

Mayor Eisenberger, it is absolutely unacceptable for any acting deputy mayor to allow the kind of comments Carol Lazich made yesterday to go unchallenged. Arlene VanderBeek's past performances in this job had already indicated she was unsuited to the task. Her performance at yesterday's LRT presentations proved that incontrovertibly. As a citizen of this city, I require city council as a whole to not only repudiate Ms. Lazich's bigoted and homophobic statement, but to also formally reprimand or censure both her and VanderBeek. We need leadership and guidance, not continued pandering to the lowest common denominator in this city. Council's behaviour so far (with few exceptions) has done nothing to elevate the LRT debate .

Frank Rocchi



## Harpula, Magda

---

**From:** Taylor, Mary Lynn |  
**Sent:** April-12-17 2:40 PM  
**To:** Office of the Mayor  
**Cc:** Jackson, Tom  
**Subject:** LRT Open Forum Telephone Call - Tuesday, April 11, 2017

Good afternoon Mayor Eisenberger,

I have lived on the East Mountain in Hamilton for 57 years. I am very proud to be represented at city hall by Councillor Tom Jackson.

I feel very fortunate to have been one of approximately 2000 residents of Hamilton to be randomly contacted for the LRT Survey.

I was also contacted last evening to join the open forum telephone call you held. I did pose a question, but was not selected to join in live. I did listen very carefully to all the questions from the callers and comments from you (or your delegates). The host and yourself recommended that we write directly to you with our comments. (just out of curiosity – do you record the questions and comments from the open forum, and are they played/shared with our Hamilton Councillors?)

I contacted Councillor Tom Jackson by e-mail on March 27<sup>th</sup> with the questions below. Councillor Jackson did not have the answers to my questions and suggested I contact the LRT Office for the answers. I then forwarded my e-mail to the LRT Contact:

### My E-mail:

I have a few questions about the LRT which I cannot find the answers to. I work at McMaster University and on occasion I take the city bus to work. Do you know:

- Will I be able to use my Presto card on the LRT?
- Will I be able to “transfer” from the city bus (I take the Upper Ottawa or Upper Kenilworth) to the LRT without cost (as I do now)?
- As you are aware, parking at McMaster University is very expensive. I pay \$105 per month to park. What are the costs to ride/transfer to the LRT? Will it be less expensive to take the city bus and transfer to the LRT than to park at McMaster? Will there be an incentive in cost to ride/transfer to the LRT to leave our car at home?
- What is the cost to ride the LRT? Same (or less) as the current city bus Adult Fares: Cash \$3.00, Ticket or Presto \$2.30, Monthly Pass or Presto \$101.20?
- Is the LRT and city bus one in the same? Same cost/interchangeable (you can ride the city bus – transfer to the LRT – then take the city bus)?
- At McMaster (and I understand similar at Mohawk College) part of student tuition, each full time student (Graduate and Undergraduate) are charged “Mandatory Supplementary Fees”. These fees are charged to all students and you cannot opt out of them. Included is the fee of HSR (Bus Pass) of approximately \$150 per year. This bus pass allows full time students unlimited rides on the HSR. Is this same deal available with the LRT? Will this pass be interchangeable with the HSR & LRT?
- If the cost of building the LRT exceeds the funding provided, who pays the difference?
- Who pays to maintain the system once it is built? Who pays for upgrades/maintenance?
- As a Hamilton Tax Payer, will this increase my taxes in the future?

I received an e-mail back from the LRT Office on April 3<sup>rd</sup>. I was **very disappointed** in the response from the LRT Office as they **CANNOT** confirm (at this time) the answers to any of the questions that I asked. In summary from their response:

- “Elements such as Presto and fare structure, including decisions about operations and maintenance **costs are yet to be determined**. These elements will be negotiated as part of the Operations and Maintenance (O&M) Agreement between the City and Province (Metrolinx and the Ministry of Transportation). We expect some elements of the Operations and Maintenance Agreement to come forward within the next year”;
- “In terms of a park and ride in the McMaster University area, **our current plans do not include park and ride stations**”;
- “The RFP submissions received from the teams will be evaluated and the successful team will be selected to design, build, finance, operate and maintain the **project in 2018**”;
- “If bids came in over budget during the procurement process, scope reductions would be one option to address budget pressures, but it would depend on the size of the pressure. **Metrolinx is confident that the approved project scope can be accommodated within the \$1B budget**. For added certainty, Metrolinx will complete a detailed pre-tender estimate prior to issuing the RFP to confirm that project costs remain in line with the approved project budget. As indicated in the Memorandum of Agreement (MOA), Metrolinx would consult with Hamilton on any material changes to the project and provide an opportunity for the City’s input prior to making a final decision. Also, as stated in the MOA, Hamilton is not responsible for any capital costs associated with the project unless specifically stated”.

After listening to your Open Forum Telephone Call last night, you also did **NOT** have any of these answers. Several callers tried to get the answers, but you did **NOT** provide them. You did add that in **2014 all the costs were provided (and are available)**. Even if this were true, I question the **validity of any information from 2014 in relationship to costs in 2017** (especially given the rising cost of the Hamilton Housing Market and the cost of Electricity, to name a few items).

With all due respect, Mayor, the LRT is all about the **future of transportation for the City of Hamilton**. You need the support of people just like me – the Hamilton Taxpayers. The question is not “do we support better transportation for the City of Hamilton”. Of course, we all support better transportation for the City of Hamilton; but, informed decisions on how we provide the best form of transportation for the City of Hamilton cannot be made without ALL the details.

**Without having the ALL details** (most importantly COSTS, not only in the 1 Billion dollars promised, but the cost to maintain the system in the years to come – plus the cost to the riders and to all taxpayers in our GREAT City of Hamilton!), it is in my opinion, **UNREASONABLE** and **UNFAIR** to ask our Hamilton City Councillors to support the LRT. \_

**Before our Hamilton City Councillors can make an informed decision to decline/support the LRT, they MUST have all the details.**

Thanks kindly,

*Mary Lynn*

Mary Lynn Taylor

## Harpula, Magda

---

**From:** Dennis/Patricia Baker  
**Sent:** April-03-17 3:17 PM  
**To:** Office of the Mayor  
**Cc:** pjbassociates@compuserve.com  
**Subject:** LRT/Ottawa/Councillor Partridge Spec article

This is the paper I found when searching about the Ottawa Transit system. As I mentioned on the phone Ottawa regretted the bus rapid transit system almost immediately and regretted they had not gone for LRT or similar rail right away.

City of Ottawa Transit Services Review, June 2008, Oliver Wyman. Pages 66, 67 of particular interest.

Regards, Patricia Baker.

**Harpula, Magda**

---

**From:** Marie Leone  
**Sent:** April-11-17 5:25 PM  
**To:** Office of the Mayor  
**Subject:** LRT phone survey

Hello Mayor,  
Although I did not receive an LRT Phone Survey at my residence in Ward 3, I support this project wholeheartedly. I cannot get to the rallies, but keep up the fight.

It is Fear that drives many decisions or lack thereof - and many people live their entire life like this.

Good luck to you and Council Members who I know are doing the best job they can through difficult times.

Marie Leone

## Harpula, Magda

---

**From:** Jeff Taylor  
**Sent:** April-12-17 8:19 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Partridge, Judi  
**Subject:** LRT support

Time to move forward towards the future & be a city with ambition, please add my voice to those who support LRT !

Jeff Taylor

## Harpula, Magda

---

**From:** Ryan Liddell  
**Sent:** April-01-17 9:05 PM  
**To:** Whitehead, Terry  
**Cc:** Office of the Mayor; Partridge, Judi; Green, Matthew  
**Subject:** LRT support

Dear Councillor Whitehead,

I wanted to contact you to document my strong support for the city's LRT project. My wife and I are home owners/taxpayers in Ward 8 (Westcliffe West to be specific), and although we won't be regular users of the system, we feel it is important for the city's (and our growing family's) future.

Speaking with several of our other neighbours on our street and the surrounding blocks, this sentiment is shared.

Receiving \$1 billion from the province is a rare occurrence, and given that we are so far along in the planning process, it would be incredibly wasteful and short-sighted to back out at this point.

The benefits of the project far outweigh the risks, and certainly any issues like future operating costs and impact on downtown businesses can be dealt with in a strategic and reasonable way. As well, the spin-off benefits from intensification and economic investment will help support the system, while also growing our city.

While I appreciate that you may be looking out for the interests of city taxpayers, I respectfully disagree in that way you are going about it. And I can speak for several of your constituents by saying that your actions on this file will play a major role in our decisions when we next go to the polls in 2018.

Thank you for your time,

Ryan

## **Harpula, Magda**

---

**From:** Dorothy Taylor  
**Sent:** April-17-17 2:54 PM  
**To:** Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Office of the Mayor; Pasuta, Robert; Merulla, Sam; Whitehead, Terry; Jackson, Tom  
**Subject:** LRT support

I respectfully urge all council to accept the invitation to view the LRT operation in Kitchener/Waterloo.

We all have seen the operations of LRT in many progressive countries around the world. This invitation will give you all the much needed practical background for your E.A decision on April 19<sup>th</sup>.

Great rally last Saturday.

I am one of the many west mountain supporters of LRT.

Dorothy Taylor

## Harpula, Magda

---

**From:** Margaret Harris  
**Sent:** April-12-17 9:26 AM  
**To:** Office of the Mayor  
**Subject:** LRT Supporter!!

Dear Eisenburger:))

Thank you for yesterday's telephone call [ but sorry that I missed it!! ]

Yes, I AM A STRONG SUPPORTER of the LRT, as it will, in the future MOVE HAMILTON FORWARD!!!

Thank you for your contact

Namaste & Peace,

Margaret Harris



**Harpula, Magda**

---

**From:** Ted Koch  
**Sent:** April-12-17 8:49 AM  
**To:** Office of the Mayor  
**Subject:** LRT Supporter

Hi Mr. Mayor,

Got your voicemail message (it works). I fully support the LRT in Hamilton. Enough with the talking...how about some action?

Best of luck,

Ted Koch

**Harpula, Magda**

---

**From:**  
**Sent:** April-13-17 12:19 PM  
**To:** Conley, Doug; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Pasuta, Robert; Whitehead, Terry; Jackson, Tom; Office of the Mayor; Green, Matthew; Johnson, Aidan; Merulla, Sam  
**Subject:** LRT tidbit

Dear Mayor Councillors:

Today, I walked by the new McMaster highrise student housing under construction on James St. N. . It had me thinking about the students that will be taking public transit to Mac. and how much more efficient an LRT would be to accomodate this large additional number of riders.  
Just an afterthought that I don't recall being discussed that I wanted to share.

Thanks,

Bob Berberick

"You realize that our mistrust of the future makes it hard to give up the past"  
Chuck Palahniuk, Survivor.

Bob

## Harpula, Magda

---

**From:** Ann O'Hare  
**Sent:** April-12-17 5:13 PM  
**To:** Jackson, Tom  
**Cc:** Office of the Mayor  
**Subject:** LRT Vote April 19th

Dear Councillor Jackson

I have voted for you in every election.  
It is now time for you to vote YES to LRT!  
Please do not let the citizens of Hamilton down.

Thank you,  
Ann O'Hare

Sent from my iPad

## Harpula, Magda

---

**From:** Tom Van Impe  
**Sent:** April-17-17 9:31 AM  
**To:** VanderBeek, Arlene  
**Cc:** Office of the Mayor; Green, Matthew  
**Subject:** LRT Vote

Good Morning Arlene,

My name is Tom Van Impe, and I live at [redacted] I have just recently moved to this beautiful community with my wife and daughter, and soon to be second daughter.

I have sent numerous tweets to your attention, as well as one previous email. I understand that while some tweets, and messages found online may be tongue and cheek, the joke is over.

You state on your website, now very outdated, that LRT is not a priority for you. I am wondering if you are able to say outright whether you support it or not currently? I know this is a difficult and divisive issue, and rarely are things so black and white. Now is the time for action though. You, and your colleagues, have had ample time to do your research, and formulate your opinions, and listen to YOUR constituents.

Do you support LRT or not?

I do, and hope that you do too. If you do not, I respect that, I would only hope that you are able to defend your position, and explain why, as any public servant should.

The overall purpose of this email is twofold. The first to let you know that I, as well as all of my neighbours, and many people I've spoken with in the community support LRT. We understand that is far from perfect, but any of the negatives are far outweighed by the long term, big picture positives. That is what is key for me. Having a vision for the future of Hamilton, and for my children. I fear that the opposition does not have a long term vision for the future, does not have the desire to unite the city, and instead break it apart with small, local politics.

The second is to see if you will actually respond to this email. If you will respond to a person who you represent. To see if you will engage with your constituents outside of just fluff messages about egg hunts in the driving park. It is your responsibility to represent this community, and to represent its wants and needs.

Please do your job, represent Dundas responsibly with an open mind, and an eye to the future.

I look forward to your response,

Tom Van Impe

## Harpula, Magda

---

**From:** Anne Cibola  
**Sent:** April-14-17 7:19 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Good evening, Mayor Eisenberger.

I'm writing to express my support for LRT in Hamilton.

I believe, like you do, that this kind of investment in the future of our city is necessary.

Sincerely,

Anne Cibola  
Dundas

Anne Cibola  
Ours  
-----

**Harpula, Magda**

---

**From:** Lloyd Watson  
**Sent:** April-12-17 2:42 PM  
**To:** Office of the Mayor; Collins, Chad  
**Subject:** LTR

Dear Chad;

My wife, Annabelle, daughter, Colleen and I wish to express our support of the development of the LTR. Colleen is a disabled adult who is dependant on a transportation system. We view this as an essential move to establish Hamilton as part of the transportation infrastructure of Ontario. The assisted funding grant makes the approval of this project essential.

We do wish to see Hamilton lose out on this opportunity for its future development.

We encourage you to support the LTR project. Please move on this project.

With thanks  
Lloyd, Annabelle and Colleen Watson.

Sent from my Samsung device

## Harpula, Magda

---

**From:** Andy Tarrant  
**Sent:** April-14-17 12:21 PM  
**To:** Office of the Mayor  
**Subject:** LTR

Good day,

Thank you for your voicemail message requesting my thoughts about the LRT project. I live in Carlisle , have a business background and have travelled extensively around the world for both business and pleasure. Most world class cities have excellent public transportation systems whether they be above or below ground. I realize this project will have little or no effect on Carlisle. However when evaluating whether a project/investment on its viability one must consider ALL costs both capital and on going operating costs. I believe in this instance the province is paying 100% of the capital cost leaving the city/taxpayers to pay the operating costs. It is my understanding that it is the latter which is an unknown. We must know this and its impact if any on the taxpayers of Hamilton before a decision to proceed or not is made. It is a fundamental component of the decision making process. Some one in Hamilton or the Province must know this. Yes I support the concept provided we know the operating costs and the effect on the taxpayers of Hamilton. We cannot let our infrastructure deficit climb further (circa \$3.0B) as funds are being diverted to prop up the operating costs of a LTR.

My thoughts.

Andy Tarrant

## Harpula, Magda

---

**From:** dstermann [mailto:dstermann@cityofhamilton.ca]  
**Sent:** March-31-17 7:01 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** March 28th LRT Meeting

Dear Mr. Mayor and Councilors,

I attended the March 28th LRT Meeting at City Hall

I intended to only stay 2 hrs but because of the debacle I witnessed I stayed from 9am until 4 pm just to witness how further this would descend.

I have had many years experience chairing meetings having been Chair for 4 years of Sr. Planning Committees for a utility and having chaired many other construction progress meetings. I know the difficulty when trying to maintain decorum when there are many opposing views, keeping to the agenda and timelines. What I witnessed was embarrassing.

1. Since the meeting was supposed to have been about the BAY St stop and EA stage those should have been the ONLY presentations allowed for public input at this stage. Instead the city allowed pro and anti LRT presentations to be made. Where was the needed check before the city clerk issued requests for submissions? I expect the April 19th meeting to have a more defined criteria to be a delegate, that is to present pro or anti concerns relating to only EA issues. You have already voted FOR the LRT many times so this is no longer time to express anti LRT issues. That must be made clear and that any delegate going off that script be forewarned that their presentation will be stopped.

2. The Chair did not allow Councillor Farr to make a rebuttal to the slurs made against him, fellow Councilors and the Mayor. They are owed an apology. We must never allow slurs such as these to go unchallenged. They should have been afforded the time to defend themselves. That delegate should have been reprimanded. Or asked to apologize right there.

3. Councilors that ask anti- LRT delegates at this meeting what "they've heard from businesses" is NOT a professional survey. Are they purposely trying to derail this project which is against the Memorandum of Agreement that council has signed to act in good faith to move this project forward?

As a taxpayer I'm truly disappointed with the anti LRT councilors. You've been elected for this term based on the knowledge that countless votes FOR LRT have been made. The project is moving forward.

Your job now for **ALL** councilors being in a leadership position is to make this work for all of the city. Yes of course there will be challenges but I expect each of you to rally behind this and address those challenges along with the expertise of City staff and Metrolinx. Those citizens opposed to the LRT clearly have unanswered questions. The City **must** do a better job at addressing their concerns and getting answers for them. The city needs to get the message out to the residents and businesses on the positive attributes of this project.

During a Utility Coordination meeting I attended as part of my former job as Sr. Planner for a utility (attendees were staff from GTA municipalities, utilities and the Ministry of Transportation for the Southern and Central Districts) there were several sidebar conversations. They were all expressing their shock that the City of Hamilton was still debating the acceptance of the LRT. They were literally laughing at us and shaking their heads in amazement that we would throw away \$1B, 80 % of which will pay for the re-construction of the



current infrastructure that will still need to be repaired sooner or later. Hearing such negativity about my city was very disturbing.

Please, please work together on this to give us the **best** LRT. For far too many years we have struggled to make our downtown vibrant again. Revitalization has only just begun. This is Hamilton's shining moment to keep up with the momentum of attracting millennials, their needed entrepreneurship and intensification of new business development.

We taxpayers are counting on your team work and leadership.

Thank you  
Doreen Stermann  
Ward 1 resident

Sent from my Bell Samsung device over Canada's largest network.

## Harpula, Magda

---

**From:** Vesna Slavina  
**Sent:** April-12-17 12:11 PM  
**To:** Office of the Mayor; Pearson, Maria  
**Subject:** Mayor's recent call/town hall regarding LRT

Hello,

The other day, a message was left by the mayor on my answering machine asking for feedback or questions regarding the LRT line.

I'm afraid I don't know much about the LRT. I have looked on the city's website and browsed through the information there but I was not able to see the exact proposed route. I know it's supposed to run from the Queenston Traffic circle to MacMaster but I don't know what city streets are going to be affected. So first question: what streets are going to be affected?

Generally, I am somewhat supportive of LRT. If lots of other cities have it, then it can't be so bad? Or at least that's my reasoning. I have to wonder however, in this world of rapidly changing technology, is it wise to embark on a system that is already old? Autonomous vehicles are already on the road. Car companies such as Nissan have a philosophy of 'no emissions, no fatalities (i.e., no human drivers)'. There are autonomous vehicles in England shuttling people back and forth to airports. I have to wonder if there isn't a better, cheaper way? Rather than looking at what other cities already have had for some time, would it be better to look at what other cities are planning as LRT replacements?

One of my first reactions was 'here we go again, East end gets nothing'. I used to live on Ottawa St. between King and Main. During that time, my family and I used public transit a lot because it was very convenient. I now live in Stoney Creek, main intersection King St and Green Rd and I don't use public transit at all. It's much better in Stoney Creek than it used to be but still not like Ottawa St. I would say the same applies to the upper city. Rymal road area has expanded very much. How will they benefit from LRT?

Why is LRT better than HSR? If buses ran on dedicated lanes rather than mixed in with traffic, wouldn't it amount to the same thing? What am I missing? Why is rail necessary?

I'm not going to comment on costs or taxes except to say 'don't raise our taxes!!!'

So, those are my comments regarding LRT. I appreciate updates on Hamilton's website as I don't watch TV and don't listen to radio a lot. I get my news on line too.

Thanks for reaching out,

--  
Vesna Slavina

## Harpula, Magda

---

**From:** Bianca Caramento  
**Sent:** April-13-17 8:54 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Bianca

#YesLRT

## Harpula, Magda

---

**From:** DANIELLE HUDSON  
**Sent:** April-12-17 8:19 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most. See you at the rally on Saturday!

Sincerely,  
Danielle Hudson

#YesLRT

## Harpula, Magda

---

**From:** Dragos Baci David  
**Sent:** April-17-17 1:54 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Dragos Baci David  
Student, McMaster University

#YesLRT

**Harpula, Magda**

---

**From:** ELLEN VEINOT  
**Sent:** April-11-17 9:15 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster

community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

#YesLRT

--

**Ellen Veinot**

**McMaster University | Honours Political Science Level II**

## Harpula, Magda

---

**From:** GREGORY VERKAIK  
**Sent:** April-12-17 11:16 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

The implementation of LRT in Hamilton will greatly increase student access to a larger part of the Hamilton community. This will allow students to feel more at home in the Hamilton area, leading to the future leaders coming out of McMaster to support the further development of Hamilton and want to use their skills to make Hamilton a better place to live.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Greg Verkaik

#YesLRT

## Harpula, Magda

---

**From:** JACOB PLAYFAIR |  
**Sent:** April-13-17 1:37 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster

community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely, Jacob Playfair

#YesLRT



**Harpula, Magda**

---

**From:** SARAH ASBURY  
**Sent:** April-12-17 9:01 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as a resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate over light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Sarah Asbury

## Harpula, Magda

---

**From:** Timothy Hewitson  
**Sent:** April-12-17 1:39 PM  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster

community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

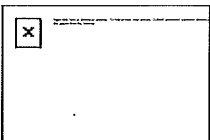
Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Timothy Hewitson

#YesLRT

—



**Tim Hewitson**

## Harpula, Magda

---

**From:** Archie Zhang  
**Sent:** April-12-17 10:11 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster

community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

#YesLRT

## Harpula, Magda

---

**From:** Bill Zizek  
**Sent:** April-11-17 9:45 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** McMaster students support LRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you as a student of McMaster University and as a resident of 3 years in the city of Hamilton.

First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

As someone looking into pursuing graduate studies at McMaster University, I will potentially be a resident in the city of Hamilton for the next 2 to 6 years and public transit is a vital aspect to my living in the city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,  
Bill

William (Bill) Zizek  
H. Chemical Biology Co-op Undergraduate Student  
McMaster University

## Harpula, Magda

---

**From:** Carla Borstad Klassen  
**Sent:** April-12-17 11:01 AM  
**To:** Office of the Mayor  
**Subject:** Missed your town hall, support LRT

Dear Mayor Fred,

I'm sorry to have missed your town hall on LRT last night, and I didn't even mind finding out about it via your robocall.

I'm writing today simply to voice my support for Hamilton's LRT. I know that you know we're at a critical moment in our path towards LRT, and it is my sincere hope that enough councillors will be able to see the big picture and courageously move forward on this project that will benefit Hamiltonians for generations.

For the sake of my kid, Charlie (who starts JK at Hess St School in September), I hope we win this one.

Hope you have a great day, Sir.

Carla  
(Ward 1)

## Harpula, Magda

---

**From:** m  
**Sent:** April-10-17 7:54 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** More than just transit

I think that the LRT in Hamilton is a must have.

Bruno Settimi

## Harpula, Magda

---

**From:** Shawn Callan  
**Sent:** April-12-17 5:00 PM  
**To:** Office of the Mayor; Ferguson, Lloyd; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Move Forward with LRT

Dear City Council,

Please move Hamilton forward by approving the LRT environmental assessment on April 19th.

I am confident LRT will not increase my property taxes.

I am confident LRT will be good for the city.

I am confident in the LRT leadership, staff and planning.

I am confident in Hamilton's control of the project.

I am confident City Council can work together to make LRT as beneficial as possible.

Please approve the LRT environmental assessment on April 19th.

Warm regards,  
Shawn Callan

## Harpula, Magda

---

**From:** Brian Allore  
**Sent:** April-17-17 11:33 PM  
**To:** Office of the Mayor  
**Subject:** my response to your LRT telephone message

Dear Mayor ,

Thank you for your recent telephone message regarding the LRT project in Hamilton. My apologies for the slow response, the recent CBC article outlining the poll results from a group of local councillors has reminded me to respond to your message.

I will tell you that I am a strong supporter of the LRT project and will in turn tell everyone who might ask my opinion on this important project. I believe that the easiest justification for the LRT is the point that 80% of the money is going towards the necessary infrastructure upgrades. I fully realize this money is still my tax dollar, just a different pocket - saying that it is provincial money does not remove it from my own personal contribution and I am happy to see the money directed to this important project, along with other transit projects in Ontario. I also realize the necessity of updating the aging sewer, water, road beds etc. The maintenance of our city's infrastructure is always at the top of the budget list, it is not something that we ever have a choice to ignore. So along with the necessary structural upgrades we will also get a long needed upgrade to our local transit system which will help to move us into the busy future facing the golden horseshoe area. I would also be greatly supportive of an LRT stop at the Bay and King intersection - that is one of the busiest corners in the city core and will benefit the people involved in moving in and out of the city core on a daily basis.

I have commuted out of Hamilton for work for many years and the traffic is getting heavier and heavier by the day. I truly wish that rather than widening the highways to provide HOV lanes that instead, they ran an LRT down the middle of the road, or perhaps a monorail. We have to get people out of cars, we have to provide people better options to get to and from work. The continual funding towards more roads and highways for commuting is short-sighted decision making and will not help us solve the problem of overcrowded roads. The more roads we build, the more cars will be there - we need to stop and rethink the movement of people through the southern Ontario corridor, LRT is a big part of the solution.

I wish you all the best as you fight the good fight on this project. I am saddened by the what I can only see as petty and hay seed politics by those presenting misleading arguments against the LRT. I am happy to listen to, and read about differences of opinion but I can't understand what appear to be opposing stalling tactics without a basis in truth and reality. I do hope that truth and reality will rule the day. We are part of a greater whole, an important part of the future which lies ahead and, as a city, we need to make the right decisions allowing us to be ready for the future.

Kind regards,  
Brian Allore



## Harpula, Magda

---

**From:** Debbie Chamberlain  
**Sent:** April-17-17 2:36 PM  
**To:** VanderBeek, Arlene  
**Cc:** Office of the Mayor; Ted McMeekin; Maureen Wilson; terry.cooke@hcf.on.ca; Dave Heidebrecht; Topalovic, Peter (Transportation); kryshines@gmail.com; Peter Appleton; Andrew Hibma; Kate Whalen; Jeanette Brimble; brimbles@gmail.com; freda and clive; danamurray999@gmail.com; Kristen Chamberlain; Fraser Kelton; Mark Chamberlain  
**Subject:** My voice re LRT

Councillor Vanderbeek,

I am writing as a concerned citizen regarding the upcoming vote on LRT.

It is perplexing and highly disturbing to me that you are not fully and openly applying your influence to ensure that the already Council- approved LRT moves forward as quickly as possible.

I have spoken to many people of all ages, within our Dundas community and beyond, regarding the LRT. There appear to be two groups. The first group are those who unequivocally support LRT. They understand the benefits to the suburbs of lowering our current prohibitively high tax burden through densification. This makes our small community more affordable to young people which is essential to keeping our community alive and healthy in the years ahead. This group clearly understands that, should we be so foolish as to forgo the investment of our provincial tax dollars into the longterm future of our community, our money will be irrevocably invested into the success of another community.

The second group are those who resist change because they are confused by the lack of vision, clarity, and cohesiveness from Council following a decisive vote in support of LRT. When faced with Council's mixed messages, propaganda, hidden personal agendas and wavering, people are immobilized and turn away from any action. This is devastating for a community like ours. We have been offered the means to envision and embrace positive growth that will ensure a healthy community for our children and grandchildren. Don't believe for a moment that the baby boomers in our community who have grown children and often grandchildren, whom they want to keep close, are not looking for the strong leadership that can successfully drive the evolution

needed to ensure their loved ones choose to live happy, healthy, productive lives here in Dundas and Hamilton.

LRT will be the current Council's legacy. A failure to step up and bring people's provincial tax dollars back to this Community, and, drive the LRT project to successful completion, will devastate and demoralize the Hamilton community for the foreseeable future. It will ensure we look elsewhere for strong leadership in the next election.

A physically fixed LRT, unlike bus transit, drives desirable densification. We know this with certainty from other communities who have bravely forged ahead with LRT-based public transportation systems. It brings business development and keeps young skilled workers who are drawn to communities supporting environmentally sustainable lifestyles.

Singles, couples, young families, persons with disabilities, seniors, and, all others "temporarily-abled" like myself, increase their independence while significantly reducing costs when they can manage without a vehicle or with one family vehicle.

As a community, we need you to have the vision and strength to set the course for a healthy and prosperous future. LRT is an essential step towards this. In your position, we count on you to educate the community on how LRT creates an opportunity for improved public and active transportation so that people understand how they can leave their front door and access an efficient and effective transportation system that meets their needs and makes our environment sustainable.

I sincerely hope you are up to the task.

Debbie Chamberlain

Sent from my iPhone

## Harpula, Magda

---

**From:**  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com

**Subject:** No 11th hour dithering

Mr. Whitehead's 11th-hour dithering almost tanked the stadium. In the end, we lost great opportunities. Don't let it happen again. Support the LRT and let's move Hamilton forward.

Pheroze Jeejeebhoy

## Harpula, Magda

---

**From:**  
**Sent:** April-17-17 11:54 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Cc:** letters@thespec.com  
**Subject:** Open Letter regarding Hamilton LRT

An Open letter,

To all those elected to sit on the Governing Council of the City of Hamilton in Ontario, that is, His Worship the Mayor and Honourable Sirs and Madames:

*As a Hamilton resident living close to the King-Main corridor near 403 Highway, I am mindful of everyone's transportation demands, and how difficult it is to accommodate everyone so that they can feel both safe and unencumbered by barriers to their movement by their chosen mode of transport.*

This challenge is yours, but is complicated by how you need to do this not just for today, tomorrow, next week, but to lay the way forward for years and decades to come.

With this future-viewing perspective I urge you to vote to move forward with development of LRT for Hamilton. This city is changing, the world around is changing, and this places demands on us as residents and you as those who govern. It is not helpful for any of us to deny the factors forcing the change, or to spend our energies trying to push the genie back into the bottle – there are too many genies and some of the bottles are broken. What is required is *engagement, management and co-operative development of options that improve transport density in the existing, limited corridors.*

Some detractors have likened this project to the Field of Dreams – “if we build it, they will come.” That sentiment gets the issue completely backward. “They” are already coming; some of “them” are already here. Besides being new transit infrastructure, the LRT route gives a pattern, a spine for logical, organic, holistic city growth, to accommodate an increased population and to link related economic activity to sustainable traffic modes and patterns, circumventing future problems and lessening medium and long-term disruption to areas outside the LRT corridor.

The construction process will be disruptive – I anticipate several years of trouble moving by any traffic mode in or out of my neighborhood – but that is a fair price for the inclusive city I hope to live in.

There is much more I could say, but at this time it would just obscure the point; an LRT System for Hamilton is a positive step in city development and efforts need to be focused on making it the best it can be.

Best regards,  
Tim Rosenberger

## Harpula, Magda

---

**From:** David  
**Sent:** April-12-17 7:32 AM  
**To:** Office of the Mayor  
**Subject:** Phone Message

Hi Mayor Eisenberger

I received only part of a message from you (from a service no doubt, just identifying yourself). So I thought I would contact you to let you know about it.

As I've heard about a survey on LRT, I'm assuming the call is about LRT, so I would like to communicate my opinions on the matter.

I'm firmly **FOR** this LRT project. As a city we need it, and we're being given a lot of money to help this city develop this service.

As someone who has lived in Hamilton for most of my 62 years, who has run a business and who is still partially self-employed, and who works at McMaster University, there is no doubt in my mind that it will be a benefit. We lost out on a transit project years ago; Vancouver got it. We cannot manage with buses and cars alone. The project also has to start somewhere. Look at how Toronto developed its subway system--very slowly--, and now they need to expand it a lot.

I hope this city goes forward on April 19, and we do not miss this opportunity.

Thank you.  
David Mclsaac

## Harpula, Magda

---

**From:**  
**Sent:** April-01-17 9:00 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Please build the LRT in Hamilton

This is the future for Hamilton. Please say yes to the LRT

karin anderson

**Harpula, Magda**

---

**From:** ANIA  
**Sent:** April-03-17 1:42 PM  
**To:** Farr, Jason; Office of the Mayor  
**Subject:** Please support LRT

Please continue to support the LRT project in Hamilton downtown. The growth and redevelopment of the city is dependent on an enhanced and accessible transportation system.

Thank you,  
Ania

## Harpula, Magda

---

**From:** Anand, Christopher  
**Sent:** April-15-17 2:43 PM  
**To:** VanderBeek, Arlene  
**Cc:** Office of the Mayor  
**Subject:** please vote for LRT

Dear Councillor VanderBeek,

I am a Dundas resident, work at McMaster and have contributed to our community through an outreach program which introduced 5200 children to Computer Science last year.

Almost everyone recognizes that yesterday's jobs are disappearing, and we need to prepare our children for the jobs of the future. Many communities would do anything to have an institution like McMaster in their midst which can help do that, but we are not doing enough to retain our highly trained graduates in our community, and the decision on LRT is an important signal to them.

Most of our students take advantage of co-op to experience living in another city, with many finding jobs in Seattle, Markham, Waterloo and Toronto. With a social network in Hamilton, many would like to settle here, but they need job opportunities and a good quality of life. They were excited to hear that IBM is opening offices here, and improvements to GO will make it easier to commute to jobs along the Lakeshore line, but they also want to live in a city where shiny buildings are being built, not dingy buildings falling down.

If Hamilton grows into what we know it can be, then the LRT is obviously necessary. Seattle is about the same size and has several lines. So voting down the LRT will send a signal that we do not believe in that growth, and this is not a city to start a life.

In public, I am as big a booster of Hamilton as you can find, but in private I really fear for our future.

Christopher Anand

Associate Professor  
Computing and Software



## Harpula, Magda

---

**From:** Matthew Nash  
**Sent:** April-18-17 8:19 AM  
**To:** Office of the Mayor; Green, Matthew; Farr, Jason; Johnson, Aidan; Merulla, Sam  
**Subject:** Please vote YES to LRT.

Please vote YES to LRT.

From an economic point of view, the LRT is a no-brainer. We stand to receive the 1 Billion dollars for Rapid Transit and Infrastructure Upgrades that would otherwise go to another city. We stand to benefit from 10s of millions of dollars in new property tax assessments. As an example, 40 Bay South and 150 Main West went from paying under \$60000 a year in property tax to \$900000!

LRT will transform the vacant lots to revenue generating properties to further improve our city.

Moreover, LRT will create 3500 jobs for construction, 300 permanent jobs to run it, and 1000s of workers for residential and commercial development along the route. Kitchener has already experienced a boom in development because of their LRT. The Chamber of Commerce, McMaster, LIUNA and many others all see the huge upshot for city growth in this endeavor. We will end up with NOTHING if we say no. Please do the right thing and vote YES to LRT.

Sincerely,

Matthew Nash, OCT

## Harpula, Magda

---

**From:** eileen brooks  
**Sent:** April-17-17 7:11 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Pro LRT don't miss this amazing opportunity

We live on the West mountain and may or may not use the LRT, however Hamilton council should make sure we do not miss yet another opportunity to move Hamilton forward.  
Having missed a Casino...New stadium by the bay .....Velodrome.

While other cities are moving forward and growing such as Milton(Velodrome) Kitchener (LRT) and Niagara Falls and Brantford Casinos. Hamilton standing still or moving backward.  
One time opportunity to use this money for LRT downtown, improving and attracting more people to live downtown.  
Vote for growth for Hamilton.  
For the LRT

The Brooks family

Sent from my iPad

**Harpula, Magda**

---

**From:** Matt Childs  
**Sent:** April-17-17 5:14 PM  
**To:** Farr, Jason; Office of the Mayor  
**Subject:** Pro LRT

Hi - I am emailing to show my support for LRT in Hamilton. Please do not let this opportunity slip away!!

Regards,  
Matt Childs

## Harpula, Magda

---

**From:** Emily Vis  
**Sent:** April-12-17 9:21 PM  
**To:** Office of the Mayor  
**Subject:** proposed LRT  
**Attachments:** LRT Hamilton analysis.pdf

Good evening Mayor Eisenberger,

I am writing to you this evening to express my concern over the potential cancellation of the Hamilton LRT project that will be in the forefront of City Council in the upcoming days and weeks. I recently moved to Hamilton and work in the downtown core; both my husband and I were very excited about the prospect of moving to a city with forward thinking citizens and local government who are looking to be progressive within public transit, both to make our commute and travel easier as well as improve the quality of our local environment.

The opportunity presented by the Ontario government to Hamilton is unprecedented, one billion dollars! I admit I am no transportation expert, but I am exceptionally aware of the fact that this is a "use it or lose it" situation. There seems to be confusion regarding the use of this money, that is can be used in another way by the City, which, unfortunately, is not the case as indicate by the Ontario government and the City of Hamilton's website. I am pro-public transit in the majority of forms, and I do not know if LRT is the best way to spend one billion dollars with regard to Hamilton's public transit system, but I believe, in at least this case, an investment in our public transit system is better than no investment. I am also not saying it will be an easy task, there will undoubtedly be challenges, but the challenges of doing nothing with this investment will surely be even greater in the future.

In a town with higher than average obesity rates, large industrial emissions and associated air pollution, the benefits of LRT will indeed aid and support the cultural shift we are beginning to see in Hamilton; one of socially and environmentally conscious youth who do not own vehicles for a multitude of reasons. I have attached a locally written piece of literature with highlighted sections outlining the benefits of LRT, both within North America and a case study for Hamilton, with clearly laid out economic, environmental, and social benefits. I hope you will consider it.

I am sure you have heard the above many times, whether you agree with it or not, but if citizens don't voice their opinion how will our local government know what their community needs and desires are? If interested, I would love to continue the conversation, no matter the stance. I encourage you to truly listen to the well-spoken citizens and businesses the city offers.

Have a wonderful evening,

Emily Vis

## Light Rail Transit in Hamilton: Health, Environmental and Economic Impact Analysis

P. Topalovic · J. Carter · M. Topalovic · G. Krantzberg

Accepted: 30 April 2012  
© Springer Science+Business Media B.V. 2012

**Abstract** Hamilton's historical roots as an electric, industrial and transportation-oriented city provide it with a high potential for rapid transit, especially when combined with its growing population, developing economy, redeveloping downtown core and its plans for sustainable growth. This paper explores the health, environmental, social and economic impacts of light rail transit, a component of the City of Hamilton's rapid transit initiative. It performs a comparative analysis with other major North American cities that have successfully implemented this form of mass transit. The analysis concentrates on three main areas: urban development and land values, health and environmental impact and socio-economic factors. The results of the research on light rail transit (LRT) and its possible benefits indicate overwhelming support for the economic, health, environmental and social benefits of LRT, especially when compared to other forms of transit, including rapid bus and local transit schemes. According to the results, LRT in a medium sized, growing city such as Hamilton should be considered a viable and desirable transit option; a catalyst for transit oriented, high density, mixed use development; an economically sound investment opportunity, providing a return on investment to property owners, businesses and the municipality; and a catalyst for social change, improving the health, environment and connectivity of the community.

**Keywords** Light rail transit (LRT) · Rapid transit · Health · Quality of life · Environment · Land-use · Transportation · Planning · Economic development · Urban renewal · Revitalization · Smart growth · Municipal infrastructure · Public policy

---

P. Topalovic (✉)  
Center for Engineering and Public Policy, School of Engineering Practice, McMaster University,  
1280 Main Street West, Hamilton, ON L8S 4K1, Canada  
e-mail: topalopj@mcmaster.ca

P. Topalovic · M. Topalovic · G. Krantzberg  
Center for Engineering and Public Policy, McMaster University, 1280 Main Street West,  
Hamilton, ON L8S 4K1, Canada

J. Carter  
School of Geography and Earth Sciences, McMaster University, 1280 Main Street West,  
Hamilton, ON L8S 4K1, Canada

## 1 Introduction and Background

### 1.1 LRT in North America

The first street car lines in North America were established in New York City during the 1830s (CUTA 2005). While most traditional streetcars ran within the flow of traffic, the modern light rail car generally runs in a dedicated lane alongside auto lanes and bike lanes. Light rail vehicle networks also incorporate transit priority traffic signals and a connection of more than one light rail vehicle, to quickly and efficiently transport people across the city. The first modern light rail vehicle network in North America was built in Edmonton, Alberta in 1978 (CUTA 2005). Since then, cities across North America have adopted this new technology with much fanfare and financial success. The most notable systems include those in Portland, Oregon; Calgary, Alberta; San Francisco, California; Houston, Texas; Minneapolis and St. Paul, Minnesota; and Charlotte, North Carolina (Fig. 1).

### 1.2 The Big Move and the Greater Toronto and Hamilton Area (GTHA)

In November 2008, the Province of Ontario released their Big Move plan; a \$17.5 billion plan for Rapid Transit and Active Transportation projects in the Greater Toronto and Hamilton Area (GTHA). As Canada's most densely populated metropolitan region, located in southern Ontario, it has a combined population of 6 million people and is projected to grow to 8.6 million by 2031 (Ministry of Energy and Infrastructure 2007). The 25 year plan aims to develop a multi-modal and efficient transportation system for the entire region which results in one-third of work commutes taken by transit, one in five commutes taken by active forms of transportation and 60 % of trips to school made by walking or cycling. This plan includes the identification of two City of Hamilton rapid transit corridors, which allowed the City to begin seriously considering the design and implementation of a light rail transit (LRT) system.

### 1.3 The City of Hamilton

#### 1.3.1 Geography and Land Use

Located on the Niagara Peninsula in southern Ontario, the City of Hamilton is the ninth largest city in Canada, stretching over 1,100 square kilometres and housing more than 500,000 residents (Statistics Canada 2006). Hamilton, like many other cities in North America, has experienced the impacts of urban sprawl; the process of excessive population decentralization from the urban core into low-density developments (Behan et al. 2008). This reaction to population growth has been associated closely with economic stability and rising household incomes following World War II, coupled with the accessibility and popularity of the automobile (Bruegmann 2005). Traditionally, Canadian neighbourhoods such as those found in Hamilton's inner core, were often characterized by mixed land-uses, higher population densities, and short block lengths. However, recent residential developments within Hamilton have primarily been low-density, semi-detached homes located on large lots outside of the urban core (Behan et al. 2008). These neighbourhoods are predominantly found to contain stretched out blocks, single-use residential areas and sparse transit connectivity to goods and services. Such characteristics have been found to be detrimental to the walkability of neighbourhoods (Saelens et al. 2003; Townshend and Lake 2009).

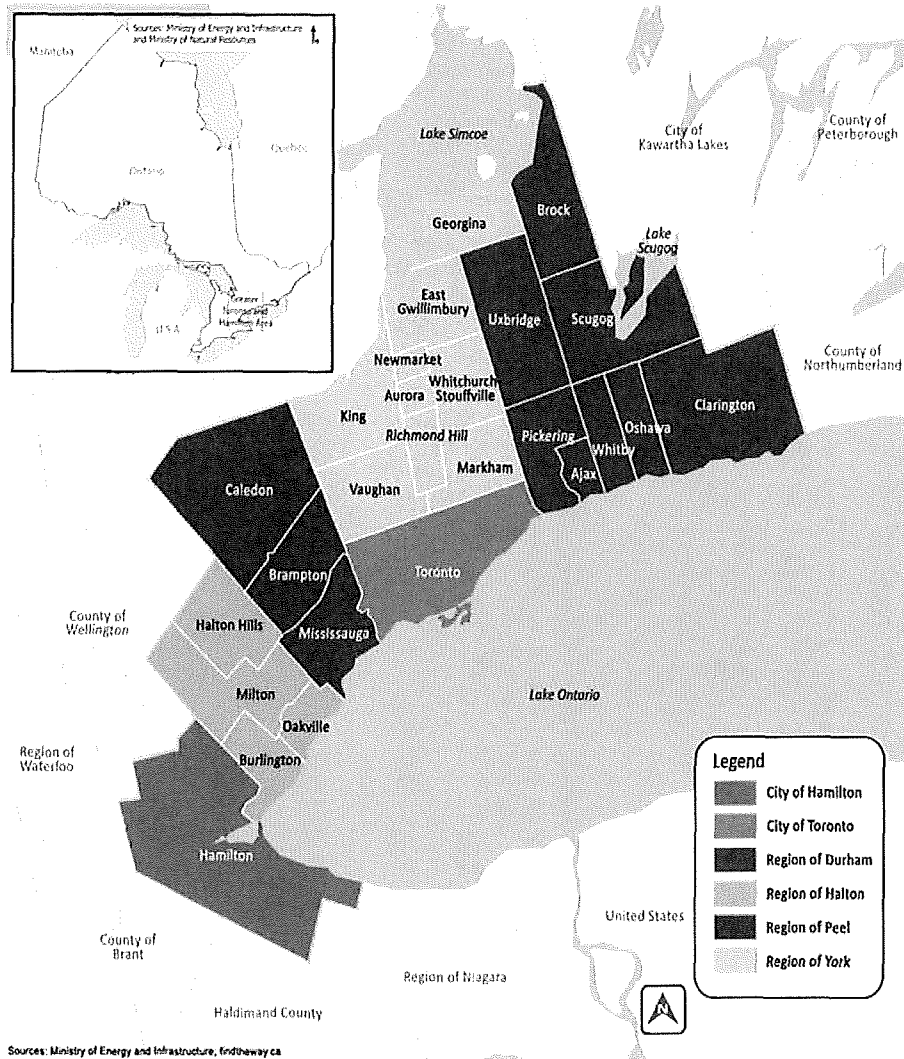


Fig. 1 Greater Toronto and Hamilton Area (Metrolinx 2009)

In addition to Hamilton’s sprawling neighbourhoods, other challenges to the connectivity and economic stability of the urban core include the geography of the area. Ontario’s Niagara Escarpment, a massive ridge of sedimentary rock which stretches 725 km east-to-west and reaching 510 m at it’s highest point, houses many of Hamilton’s suburban neighbourhoods, acting as a physical barrier to walkability and transit connectivity to the urban core (Niagara Escarpment Commission 2011).

### 1.3.2 Community Health Profile of Hamilton

Statistics Canada measures well-being through perceived health and perceived mental health, based on the population over age 12 who report their own health status as being

very good or excellent (Statistics Canada 2010a). Health includes the absence of disease and injury as well as physical, mental and social well being. Well-being is also measured through perceived life stress (Statistics Canada 2010a). Hamiltonians perceive their health and life stress to be better than people in similar cities, Ontario and Canada; however the level of perceived mental health is lower in Hamilton (Statistics Canada 2010a). Although this data is self-reported, it is still valid; in order to be healthy, a person needs to perceive him or herself as being healthy. The levels of overweight and obesity are based on body mass index (BMI), where a BMI of 25.00–29.99 indicates overweight and a BMI greater than 30.00 indicates obese (Statistics Canada 2010a). The levels of overweight and obesity in Hamilton are higher than levels in similar cities, Ontario and Canada, with only half of the population reporting themselves as being moderately active or active. Obesity has increasingly become a greater public health concern; therefore revitalizing the built environment to provide more options for active living can help address the high obesity levels in Hamilton. The percentage of low-income families after tax in Hamilton (18.1 %) was found to be higher than the provincial (14.7 %) and national (15.3 %) averages (Statistics Canada 2005). Sprawl growth patterns and lack of transit connectivity have been suggested as possible reasons for this statistical difference. A study which investigated wealth disparity in Hamilton and its impacts called “Code Red”, analyzed Statistics Canada data to reveal lower life expectancy in neighborhoods with lower median household incomes, suggesting a connection between health and poverty (Buist 2010).

#### 1.4 Purpose of the Study

Hamilton’s historical roots as an electric, industrial and transportation-oriented city make it a region well suited for rapid transit, especially when coupled with its growing population, developing economy, redeveloping downtown core and progressive sustainable vision (IBI 2009a, b). This paper explores the potential health, environmental, social and economic impacts of light rail in Hamilton, Ontario and performs a comparative analysis with other major North American cities that have successfully implemented the technology. The analysis concentrates on health, environmental, social and economic impacts but also notes other key impact areas of urban development and land value effects. All of these factors contribute to a city’s quality of life and therefore to the city’s health, environmental, social and economic sustainability. Strategies that improve quality of life, such as rapid transit and land use policies, will help provide solutions to issues facing North American cities today such as obesity, poverty and sustainability (Frank et al. 2007).

## 2 Literature Review

### 2.1 Urban Development and LRT

LRT as a strategy for implementing a rapid transit system in an urban environment can have an effect on urban growth, land use, intensification and revitalization (Cervero 1984; Cervero and Sullivan 2011; Crampton 2003; Filion and McSpurren 2007; Geller 2003; Handy 2005; Litman 2011; Marstens 2006). The impacts LRT has on land use and development are not accidental (Handy 2005). Significant impacts and stimulated economic benefits only occur when a system is planned with policies and complementary land-use strategies in place (Cervero 1984). Positive development impacts of LRT systems are restricted to regions that are rapidly growing and have a healthy underlying demand for



high density, mixed-use development (Handy 2005). When station locations are in areas where the existing surrounding land uses and policies are conducive to high-density development they can have positive impacts to quality of life (Handy 2005).

Transit oriented developments (TODs) are typically those that mix residential and commercial land uses in a way that improves access to transit and cycling infrastructure. Growth policies that are conducive to the development of walkable, mixed-use developments are conditions that need to be in place for improving quality of life with rapid transit investments (Litman 2011). As a relatively permanent investment along a fixed corridor, LRT can encourage urban development in the city centre and declining areas, change the pattern of urban development, affect land uses, and increase nearby property values. It can also help strengthen development in existing neighbourhoods, rejuvenate declining areas and attract new clusters of development around station sites (Cervero 1984).

Development investments influenced by the implementation of an LRT system can include the creation of new housing, offices, services, and shops. Cities who have successfully implemented LRT systems have reported an increase in shopping commerce generated adjacent to the transit line, development of new residential and commercial areas and increased employment nodes, as was the case with LRT development in San Diego (Crampton 2003). Although urban development has been reported around many implemented LRT lines, a 1995 report from the Transit Cooperative Research Program (TCRP) concluded that rail transit may not actually create new growth but simply redistribute growth that would have otherwise taken place elsewhere without the transit investment (Handy 2005). However, LRT systems consistently influence and direct where and what kind of growth will take place (Cervero 1984).

Investment in LRT also has the potential to revitalize declining downtown cores (HDR 2005). For example, Portland's Central Business District was a typical declining downtown with office vacancy rates rising and retail centres fading. However, when their light rail system, MAX, was implemented, downtown office vacancy rates declined to levels below those of suburban office parks; there was an increase in rents; and the development of an attractive retail hub in the downtown. In fact, Portland has seen over \$2 billion of development surrounding the downtown station areas (HDR 2005). Dallas and Denver experienced similar success stories. With the introduction of Dallas Area Rapid Transit (DART), Dallas has experienced over \$1.3 billion in development, while Denver's Lower Downtown (LoDo) has been recognized as one of the United States' most successful new urban neighbourhoods with the implementation of LRT (Geller 2003).

The ability to develop the land and the physical suitability of the land around stations influence positive land use changes and should be taken into consideration when alignments and corridors are chosen. Issues have arisen when corridors were chosen to minimize construction costs instead of maximizing the potential for development (Handy 2005). During corridor selection, although there may be industrial areas or open land in need of redevelopment, there must be adequate economic drive to do so. Many new light rail systems have been designed to service existing development and may consequently limit the net gain of development (Handy 2005). Therefore the impact of light rail transit on accessibility must be taken into consideration. The effect of accessibility can either help increase ridership, therefore serving as a catalyst for redevelopment in selected areas, or it may simply mean a redistribution of development rather than a net economic gain for the city. Finally, a LRT system will likely only influence changes in land use if it adds significantly to the accessibility, both geographically and economically, that is already provided by the roadway system (Handy 2005).

The strongest development potential of light rail is in the downtown, especially when paired with the use of increased density/development incentives and policies restricting parking supply; all as a redevelopment effort (Handy 2005). An example of this is the success of Calgary's LRT system, the C-Train. The project was implemented as a tool to encourage intensification of densities and land use development along their chosen corridors. The C-Train has contributed significant benefits to the city's urban form, especially in the downtown, partly due to their commitment to the consolidation of land use, roadway and transit planning (Charles et al. 2006). Calgary adopted a policy that limited not only the amount but also the location of downtown parking. The development took place on most of their former surface parking lots in the downtown. They combined limited roadway capacity and high priced, long stay parking rates in order to encourage travel via transit (Charles et al. 2006). Calgary's successful light rail system is due partly to their vision of an integrated policy solution and existing economic complementary forces (Hubbell and Colquhoun 2006).

LRT is not the development "silver-bullet" but it is an important tool in encouraging smart growth. Without an appropriate, transit oriented policy context and urban environment development, revitalization, intensification and investments are unlikely. However, even with these conditions fulfilled the desired development and densities are not guaranteed (Handy 2005). The smart growth strategy that can foster successful implementation of rapid transit projects is also important for improving quality of life, health and environmental sustainability, as this development pattern encourages walking, cycling and improves access to transit (Frank et al. 2007).

## 2.2 Land Values and Light Rail Transit

The evidence shows that there is a strong positive connection between LRT and land values, even in the pre-construction phase of the transit system. Proximity to transit nodes, smart growth, TOD and property tax levels all affect the benefits that light rail can provide. Data from land value sales in Washington County, Oregon indicate that high-density TOD is favoured at planned, future LRT station sites over low density housing (Knapp et al. 2001). This gives some proof to the fact that planning can be used to influence land development and thereby influence land values before any tracks are actually laid. While those against high-density developments site issues such as increased pedestrian traffic and crime, the positive benefits such as increased accessibility and decreased congestion outweigh the negatives (Knapp et al. 2001). Further evidence shows that plans for LRT can increase land values and discourage low-density development that does not make effective use of the station nodes.

Many studies (Hess and Almeida 2007) indicate that land values increase at LRT station nodes as early as 1 year before station construction or approximately 3 years after station plans are announced. Plans for LRT can also assist in the coordination of public and private investments, which can improve social welfare with increased investment and direct spending into dedicated transportation infrastructure (Knapp et al. 2001). Not only does LRT planning organize the type and nature of development along corridors, it also intensifies development at nodes to promote smart growth rather than sprawl, which in turn provides associated health benefits (Frank et al. 2007). This would reduce the need for infrastructure at the far reaches of the urban boundary and make more effective use of infrastructure in the core of the city. In an analysis of transit and health impacts, tools that aid in the reduction of sprawl growth in cities can have positive health impacts (Frank et al. 2007). Smart growth along these corridors also supports walkable neighborhoods, which

provide incentives for people to choose walking as a form of transport. Walking to and from LRT station nodes can help people meet the 60 min of required daily physical activity, recommended to be met incrementally throughout the day by Canada's physical activity guide (Public Health Agency of Canada 2007).

A study of the Dallas Area Rapid Transit (DART) system in 1999 found that the value added premium for retail spaces near stations is 30 % over spaces located further away from station nodes (Cervero and Duncan 2002). Another study of a light rail system linking Silicon Valley in Santa Clara County, California, found that development around transit nodes was higher than in other areas; these developments included housing, office building complexes and commercial floor space. This transit-oriented development was accompanied by incentives such as tax-exemptions, public assistance with land assembly and rezoning permits for higher than normal densities (Cervero and Duncan 2002). In the downtown core of San Jose, commercial properties in proximity to LRT stations were worth \$19/ft<sup>2</sup> (\$203/m<sup>2</sup>) more than other properties. The study also found that proximity to a rail corridor without nearby access to a station might have little benefit (Cervero and Duncan 2002).

On the other hand, some researchers (Chen et al. 1998) have theorized that proximity to a light rail line will negatively or ambiguously impact property values because of nuisance effects such as noise and vibrations (Cervero and Duncan 2002). However, studies conducted in Portland, Oregon and San Francisco, California (Brinckerhoff 2001) indicate that these effects did not impact land values for modern light rail systems. Older commuter trains, such as the GO train heavy rail in the GTHA do have some nuisance effects because of their larger size and long-range travel capabilities, especially at stations in areas of lower economic status (Brinckerhoff 2001; Hess and Almeida 2007). Furthermore, the economic state of the region, accessibility to other major regions and the land market also affect light rail's feasibility.

Light rail, as a tool for improved TOD, aids in municipal and regional transportation demand management efforts, including reduction of car travel trips and increased transit ridership. Business and commercial interests benefit from increased access to employees and customers due to accessible transit nodes. These high people-traffic nodes have the potential for larger revenues than areas that are not transit connected. Private developers and landowners may also see transit developments as potential for investment profits (Cervero and Sullivan 2011). In addition, all levels of government benefit from reduced health care costs decreased green house gas emissions and increased development and tax base. For example, current estimates of the costs of physical inactivity and obesity in Canada are \$5.3 billion<sup>1</sup> and \$4.3 billion<sup>2</sup> in health care expenditures, respectively (CFLRI 2005).

Evidence for the benefits of light rail development can be seen in the trend for transit authorities to aggressively purchase areas around potential transit nodes. In 1999 the Washington Metropolitan Area Transit Authority (WMATA)'s long-term lease arrangements near transit nodes, 24 joint development projects, generated \$6 million in annual income. According to Cervero and Duncan (2002), these value-added benefits can be captured by the municipality in property taxes. It is fairly evident that all the stakeholders in a transit project stand to benefit financially, socially, and environmentally. These benefits are tied to connectivity and accessibility, which comes from station access and travel-time savings. Fixed track systems such as light rail have the largest benefit, especially over

<sup>1</sup> \$1.6 billion in direct costs and \$3.7 billion in indirect costs (CFLRI 2005).

<sup>2</sup> \$1.6 billion in direct costs and \$2.7 billion of indirect costs (CFLRI 2005).

bus rapid transit, because they typically do not travel in traffic and operate similar to heavy rail at road crossings (Cervero and Duncan 2002).

It is important to note that a number of studies have concluded that LRT has had little or no effect on land values and property taxes. While these studies are in the minority, it is important to ensure that regions investigating transit as a catalyst for improved quality of life take into consideration a variety of factors in addition to land values, in determining the success of its light rail transit system. Land values, quality of life, environmental sustainability and population health are related (Frank et al. 2007; Williams and Wright 2007). When there is a financial benefit to encourage transit oriented developments, health impacts can be realized by promoting the business case for undertaking large infrastructure projects (Frumkin 2002).

### 2.3 Light Rail and Its Effect on Health and Environment

#### 2.3.1 LRT and Obesity

Recently, studies linking obesity with health care costs have established a direct link between these two measures. The World Health Organization (WHO) estimates that, where obesity-related diseases are concerned, “80 % of cardiovascular diseases and type 2 diabetes and 40 % of cancers could be avoided if major risk factors associated with the environment, were eliminated” (Metcalfe and Higgins 2009). Public health officials regard the increase in “chronic disease rates associated with physical inactivity, sedentary lifestyles, overweight and obesity” as an “epidemic” (Williams and Wright 2007). The cost of direct health expenses as a result of obesity in the United States is estimated to be \$75 billion dollars (Finkelstein et al. 2003). When taking into account indirect expenses such as treatment of chronic diseases and loss of work time, the number raises to \$1 trillion (Adams and Corrigan 2003).

Modifications to the built environment are predicted to be an important enabler in decreasing dependence on the automobile and increasing physical activity. The availability of integrated public transportation systems is a key component in reducing automobile dependence and providing more opportunity for physical exercise, such as walking or biking to work (Stokes et al. 2008; Crowley et al. 2009; Kitchen et al. 2011). These trends are commonplace in some European cities where a dense, transit-oriented city design encourages active transportation including walking, biking and transit use; resulting in lower obesity rates and health issues compared to North American cities (Fig. 2). Recently in some North American centres such as Charlotte, North Carolina and Calgary, Alberta, a move to mixed-use residential and commercial development is becoming commonplace. Light rail transit is not just a component of this new urbanism approach to planning; it has the ability to support this development by promoting intensification and pedestrian friendly streetscape design (Stokes et al. 2008).

According to research estimating the effect of LRT on health care costs (Stokes et al. 2008), LRT plays a part in decreasing these costs. The study measured the increase in activity rates that will occur near transit-oriented developments. When people choose rapid transit over the use of single occupancy vehicles, they walk an average of 30 min more a day than those who drive their car. Therefore, through modelling it was determined that the increased activity level amongst transit users would save \$12.6 million in the first 9 years of the city of Charlotte, North Carolina’s operation of its LRT system (Stokes et al. 2008).

Research conducted by Kelly-Schwartz et al. (2004), found a correlation between urban sprawl and occurrence of illness related to sedentary lifestyle for those living further from

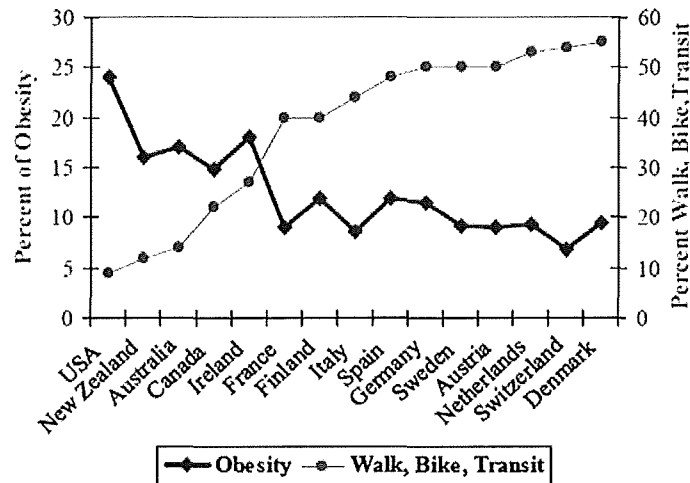


Fig. 2 Percent of Obesity compared to Percent of walking, cycling and transit (Bassett et al. 2008)

the urban centre, dependent on car travel (Frank et al. 2007). Craig et al. (2002) found that urban design elements, which encourage walkable neighbourhoods, have an effect on whether people walk to work. Frank et al. (2004) compared obesity rates to car travel hours and found that for each additional hour spent in a car per day correlated to a 6 % increase in the probability of being obese. Alternatively, each additional kilometre walked each day was found to reduce the odds of being obese by almost 5 %. Mixed land use, transit oriented development and urban designs encouraging walkability are believed to be key tools in decreasing obesity and increasing transit use. When comparing light rail and other rapid transit systems to local bus service, it was found that the best complement to an intensified land use mix was light rail and bus rapid transit. This can be attributed to a slightly larger distance between stops, which encourages more walking and the connectivity of the system which encourages more drivers to leave their cars at home in favour of transit (Stokes et al. 2008).

2.3.2 LRT and Air Pollution

Air pollution has become a growing concern for municipalities across North America. Many sources contribute to poor air quality in the municipality including those from the industrial, residential and commercial sectors. Transportation sources of air pollution are responsible for 35 % of the overall toxins emitted. These toxins are partially to blame for increased cases of cardiovascular and respiratory illnesses, which have social and economic costs for the region. Other diseases such as certain cancers and asthma are also believed to be affected by air pollution (McKeown 2007).

Mobile air monitoring data supports that the greater amount of time spent in the car, the greater the exposure to toxins at higher than normal concentrations (McKeown 2007). The data indicates that particulate matter and other toxins are in their highest concentrations along roadways and intersections than anywhere else in a typical city. This indicates that transportation traffic in the city contributes as much or more significantly to air pollution than surrounding industry does; and these emissions are directly related to acute and chronic heart disease (Clean Air Hamilton 2008).

**Table 1** The illness costs of air pollution in Ontario (in dollars per year)

	2005	2015	2026
Premature deaths	5,829	7,436	10,061
Hospital admissions	16,807	20,067	24,587
Emergency room visits	59,696	71,548	87,963
Minor illnesses	29,292,100	31,962,200	38,549,300

OMA (2000), CMA (2008)

**Table 2** Air pollution costs from automobiles in dollars per tonne, per year

	Urban	Rural
Carbon monoxide (CO)	435	0
Nitrogen oxides (NO <sub>x</sub> )	15,419	8,789
Volatile organic compounds (VOC)	14,419	11,823
Particulate matter (PM)	5,346	2,620
Carbon dioxide (CO <sub>2</sub> )	18.13	18.13

VTPI (2007)

The Ontario Medical Association, municipalities in the Greater Toronto and, non-governmental organizations have attempted to assess the cost of air pollution in terms of health and economics (Grossman et al. 2009). Traffic pollution alone has been a significant contributing factor in 1,200 acute bronchitis cases, 68,000 asthma symptom day cases, 67,000 acute respiratory symptom cases, and 200,000 restricted activity days in Toronto alone. These cases are estimated to cost Toronto area taxpayers \$2.2 billion in mortality-related issues. A 30–50 % reduction in car traffic can help lower emission rates and save 200 lives and \$900 million per year (McKeown 2007). According to the Toronto Community Foundation (2010), congestion in Toronto costs the Canadian economy over \$5 billion per year and the Toronto Transit Commission will require expansion in order to accommodate a projected 175 million new riders by 2021.

According to the Ontario Medical Association (2000), the health care, lost productivity and mortality costs of air pollution, assuming current emission levels, will total \$1 billion in the province by 2026. The annual economic costs are broken down in Table 1 and are projected to grow in the future if air pollution is not reduced in the province. The total costs of air pollution from transportation sources, which include health costs, are broken down in Table 2. The US Federal Highway Allocation Study (FHWA 2000) investigated transportation air pollution related health care costs and found that for major US cities, the costs ranged from \$100 million to \$1 billion per year. These external costs are not covered by the motorist directly; instead, the province, municipality and sick population bear the burden of transportation's health and financial externalities (Filliger and Schneider 1999).

LRT has a major role to play in reducing the costs of air pollution due to transportation sources. Its ability to carry a large number of passengers, reduce congestion and increase accessibility makes it a lucrative tool for reducing pollution. However, the largest benefit of LRT over local transit is that it is an integral component of TOD, mixed-use land development policies and walkable cityscape designs. When considered as an independent variable, local transit can reduce total vehicle use by 2–12 %. However, LRT as an integral component of transportation planning, commute trip reduction, smart growth policy and parking management (since it can reduce the need for parking lots), may be able to reduce total vehicle use by 18–58 % (Litman 2007). According to Cervero and Duncan (2002), buses cannot achieve these same results because of the lack of fixed infrastructure, timely

**Table 3** Strategies to reduce vehicle use and minimize health impact

Policy option	Description	Reduction in total vehicle use (%)
Transportation planning	Adoption of options that consider all direct and indirect costs and benefits	10–20
Mobility management programs	Local transportation demand management (TDM) programs that support and encourage use of alternative modes	4–8
Commuter trip reduction	Programs by employers to promote alternative commuting options	1–3
Fuel taxes—tax shifting	Increases fuel taxes and other vehicle taxes	5–15
Parking management	More efficient use of parking facilities	2–8
Parking pricing	Direct charges for using parking facilities, with rates that may vary by location	3–10
Transit and rideshare improvements	Enhances public transit and car-sharing services	2–12
Smart growth policies	More accessible, multi-modal land use development patterns	3–15

VTPI (2007)

operation and appeal as a viable transportation option. Table 3 describes the variety of policy options and their ability to reduce vehicle use and thereby decrease the costs of health care and improve the health of citizens in the municipality.

### 2.3.3 LRT, Environment and Climate Change

Auto emissions have a significant effect on air, water and soil quality. In 2001 the transportation industry emitted 720 million tons of CO<sub>2</sub> and other greenhouse gasses. This accounts for 20 % of the total greenhouse gas emissions produced worldwide; which is a significant amount given that the cost of gasoline-based externalities, in terms of climate change, is \$3.37 to \$30 billion world wide). Transit vehicles in Canada account for only 0.3 % of total green house gas emissions (VTPI 2007).

Ecosystems and storm water management are another major consideration in the analysis of climate change impacts and transportation. Urban sprawl, which includes car-dependent residential developments, impacts storm water management systems and ecosystems. Auto dependent communities require 20–50 times more space than transit-based communities. This requires 66–80 % of the land be devoted to roads and parking facilities (VTPI 2007). Pavement deflects water to storm sewers during storm surges which puts a large burden on the system and results in excess runoff. Runoff water needs to be treated or stored prior to going back into the water system incurring high operating costs. Storm water sewers, management ponds and other infrastructure need consistent maintenance, which directly draws from the property tax base (City of Hamilton 2007a).

As climate change effects become more pronounced, the need for increased storage and management facilities will continue to rise. Natural, unpaved areas can help meet these needs and do not result in the associated costs of pavement. If the effects of pavement and storm water are not mitigated, this could have a severe impact on the surrounding ecosystem, especially when coupled with air and land emissions from transportation. Runoff can carry large amounts of pollutants to the surrounding natural areas, which can harm

plant and animal life. Furthermore, transportation pollutants such as ozone, a major component of smog, can reduce agricultural yields at high concentrations and cause negative health effects for humans and animals. It is estimated that increased ozone concentrations cost European farmers \$7.5 billion in reduced yields (Chanon 2006).

The environmental, social and economic benefits of LRT are realized by the fact that LRT emits less greenhouse gasses, requires less pavement (or no pavement if tracks are placed on semi-permeable surfaces) and lessens a household's dependence on automobiles, especially in sprawl areas. This helps to mitigate the costs and negative externalities that are imposed on the surrounding ecosystem, which help households reduce the 17–22 % of their income that goes to transportation costs associated with automobile dependency (VTPI 2008).

### 3 The Potential Impacts of LRT in Hamilton: A Case Study

Over 175 Hamilton Street Railway (HSR) public transit buses are on the road everyday that serve 21 million passengers per year, or 50 rides per person per year (IBI 2009a). Hamilton's Transportation Master Plan sets a target for 2031, to reduce auto vehicle-km by 20 % (IBI 2009a). To achieve these targets, the HSR would have to double service hours and add 10–15 buses per year until 2021 (IBI 2009a). Systems in Canada that have achieved this goal currently use some form of rapid transit—Ottawa, Toronto and Montreal.

In 2011, the City of Hamilton completed a Preliminary Design and Engineering (PDE) plan for a Light Rail Transit System along the B-Line Corridor from McMaster University to Eastgate Square on Main and King Streets, and the A-Line corridor from the Downtown Core to the Hamilton International Airport along James Street and Upper James Street. In order to analyze the potential benefits of an LRT system in the City of Hamilton, scholarly analyses and statistics are used to compare the successes and failures of projects across North America to the specific Hamilton case.

#### 3.1 Urban Development and Land Value Impacts

A study conducted by IBI Group in 2009b found that across the specified Rapid Transit B-Line Corridor from McMaster University to Eastgate Square on Main and King Streets, the density is at 25 persons plus jobs per hectare, compared to the Downtown Core's density of 200 persons plus jobs per hectare. In terms of developable land, there are 500 vacant parcels and numerous low-density land uses such as surface parking lots, within a 2-km radius of the corridor. The potential for increased density creates a development environment that favours dense, transit-supportive infill developments built for a low cost, as compared to a corridor that is already heavily built out. The development charges associated with these developments would be in the order of hundreds of millions of dollars; these charges could be used by the City to expand transit development and supply municipal infrastructure for the corridor (IBI 2009b).

Commercial and residential TOD that occurs in the vicinity of transit nodes can benefit the city by increasing land value. The increased access provided by LRT will make nodes a lucrative and valuable place to do business and it may also attract residents to areas along the transportation corridor, including the downtown core. These high value land parcels, in turn, will produce additional property taxes for the municipality by helping to pay for the capital and operating costs of the system (Cervero and Duncan 2002). The Economic



Potential Study (IBI 2009b) found that the development of LRT, coupled with supportive land uses and increased density, would result in an increase in jobs per hectare and an increase in residential units along the corridor. Land values are projected to increase between 5 and 15 % at major hubs such as McMaster University and the Downtown Core, whereas in other areas along the corridor more modest increases between 3 and 8 % could be realized (IBI 2009b). Commercial property values followed the same trend in the analysis with increases in land values of 5–15 % within 400 m of an LRT station and 3–8 % in other areas of the corridor (IBI 2009b). Taking into account operating costs, revenues, land values, job creation, environmental and health benefits, the study concluded that the construction of the B-Line in Hamilton would have a net present value of over \$1-billion in benefits (IBI 2009b).

While many of the case studies discussed involve West Coast cities, another interesting case is that of the city of Buffalo, New York. Buffalo has experienced decreasing ridership on its light rail line, installed in the 1980s, making it one of the few North American cities to adopt LRT and experience a decline. While Buffalo and Hamilton share commonalities such as being major manufacturing centres, they differ in some key aspects. Buffalo has experienced a worsening economic situation and dwindling population, which has heavily impacted their light rail system (Hess and Almeida 2007). Hamilton, on the other hand, is projected to have a steadily increasing population along with a steady stream of downtown core developments, development of airport lands and increasing property values, which set it apart from Buffalo (Hamilton Economic Summit 2010).

According to the Economic Impact Analysis (IBI 2009b, p. 2): 17 % of the City's population and 20 % of the City's employment are within 800 m of the B-Line corridor, while 80 % of HSR local transit system routes connect to the B-Line corridor. Given this data Hamilton residents have a high chance of benefiting from rapid transit travel time savings, increased travel time predictability and potentially reduced auto ownership and operating costs.

### *3.1.1 Ridership and Congestion*

Research presented in this analysis indicates that light rail and TOD increase access to municipal, commercial and employment areas. A well-planned and convenient transit system has the ability to attract new ridership through improved accessibility. This expanded source of income can help fund the day-to-day operation of the system and sustain future upgrades and maintenance. The Santa Clara Valley Transit Authority (SCVTA) increased ridership by 136 % between 1980 and 2000 during a high period of growth in their transit system and in response to a large amount of congestion along major roadways in the region (Cervero and Duncan 2002). In Minnesota, ridership on the Hiawatha light rail line operates at double the expected ridership and 40 % of those riders are new to public transit, which exemplifies the popularity and accessibility associated with the technology (Delancey et al. 2005). According to Litman (2005), transportation systems with higher levels of transit ridership have lower operating costs, higher cost recovery rates and contribute to a municipality's lower transportation infrastructure costs, as compared to automobile dependent communities. Many transit-operating costs are generally fixed; therefore an increase in ridership can help fund system expansion, increase service frequency, and expand system coverage and integration (VTPI 2007).

In the next 10 years, Hamilton's population is projected to grow and congestion along major roadways will continue to develop if transit improvements do not evolve to accommodate new ridership. While traditional bus transit could help to accommodate a

**Table 4** Potential vehicle cost savings

Category	Description	Typical values
Vehicle operating costs	Fuel, oil and tire wear	10–15¢ per vehicle-mile. Higher under congested conditions
Long-term mileage-related costs	Mileage-related depreciation, mileage lease fees, user costs from crashes and tickets	10¢ per vehicle-mile
Special costs	Tolls, parking fees, parking cash out, insurance	Varies
Vehicle ownership	Reductions in fixed vehicle costs	\$3,000 per vehicle-year
Residential parking	Reductions in residential parking costs due to reduced vehicle ownership	\$100–1,200 per vehicle-year

VTPI (2007)

larger population, the City of Minnesota's modeling and planning indicated that the additional busses required to accommodate improved service would contribute to congestion issues and not solve the problem (City of Minnesota Staff, personal communication, July 30, 2008; Delancey et al. 2005). This concurs with the IBI report (2009a) that suggests Hamilton local transit will need to double in capacity and service in order to meet a growing population. According to the Victoria Transportation Policy Institute (2007), reducing congested roadway traffic volumes by small percentages can significantly reduce delays (i.e. a 5 % reduction in traffic congestion translates to 10–30 % in reduced delays). Related research shows that increasing road widths or adding roads does not solve issues with congestion because there usually exists a latent demand for roadway space (VTPI 2007). Alternatively, adding light rail or rapid transit can help deal with congestion by removing cars from the road, rather than building more roads to accommodate projected increases. This has important air quality considerations, as increased congestion can affect air quality and health negatively (Grossman et al. 2009).

Residents who make use of light rail can also benefit from reduced automobile use, just as a city or business auto fleet can benefit from employees making a larger percentage of trips by transit. The reduction of oil and fuel use, lower insurance rates, increase in vehicle resale value, decrease in wear and tear of the vehicle, extension of vehicle life and a decreased risk of accidents are amongst the many benefits of integrating efficient rapid transit into one's lifestyle. If the transit system is well connected and has a high ridership, residents and fleet owners can reduce the amount of cars they own, which could amount to a decrease in \$3000 per year for each displaced vehicle (VTPI 2007). Furthermore, research conducted by McCann (2000) and Litman (2004), indicated that households in communities with well established transit systems can reduce transportation costs by \$1,000 to \$3,000 per year. In addition to these benefits, fewer cars on the road translate to a decreased need for road improvements and new roadway projects. The data is summarized in Table 4 In terms of poverty issues and health, decreasing household costs can help the financial situation of the household, thereby allowing the costs savings to be allocated to other needs including improved health.

### 3.1.2 Employment and Lifestyle

LRT's effect on employment and lifestyle is part of a larger movement towards smart growth and transit oriented development in city planning and streetscape development.

LRT can help satisfy the needs of employers who require access to a large pool of employees and employees who want to live in urban areas that are close to their places of employment. This new and developing trend has made some companies re-evaluate their strategy of developing campus-style workplaces on the outskirts of city centres and give consideration to the development of urban offices located within the central business district of a larger municipal centre. It has also motivated the Hamilton Chamber of Commerce to establish Hamilton as a magnet for young talent to ensure the City is a place where people want to live, work and play (Next Generation Consulting 2010a).

Hamilton is a much older and more established city than its neighboring Greater Toronto Area (GTA) communities, having been established as a manufacturing city in 1847. As such, it does not have as much developable green space. This means that Hamilton has a limited ability to compete with younger GTA neighbors for green space developments and companies wishing to pay fewer taxes. Since Hamilton has more former industrial brown field space than developable green space, it may be necessary to re-orientate its strategy. One type of company to focus on is the new urbanite company, which are “companies attracted to urban cores with access to employee housing, good public transportation systems ... the presence of urban amenities such as restaurants, shops and health clubs...” (O’Mara 1999 p. 380). O’Mara’s research indicates that business relocation is based more heavily on workforce quality and education potential, than financial incentives. Therefore, it is important for Hamilton to work on retaining its university and college educated workforce after graduation, especially for those in technical industries. In order to attract the companies O’Mara refers to, city planners in Hamilton will have to respond to the needs of young graduates, who through focus groups and a web-based survey, shared their frustrations with the car dependent nature of the city and a lack of transit facilities and opportunities for active transportation (NGC 2010a).

According to Cervero and Duncan (2002), many employers favour rapid transit systems such as light rail because they provide efficient access to affordable housing and accessible municipal services, which help to recruit and retain workers. According to the research, employees favor working near their place of residence and avoiding congestion on roadways. Cincinnati, Ohio’s City Manager summarizes this argument well: “Today, young, educated workers move to cities with a sense of place and if businesses see us laying rail down on a street, they’ll know that it is a permanent route that will have people passing by 7 days a week ... Cincinnati has to compete with other cities for investment ... talent and for a place of national prominence.” (Driehaus 2008).

### 3.2 Health and Environment Impacts

According to the McMaster Institute of Environment and Health (Sahsuvoroglu and Jerett 2003), Hamilton’s air quality is one of the poorest in Canada. In Hamilton, transportation sources account for 53 % of NO<sub>x</sub> releases, 23 % of all volatile organic compounds emitted and 17 % of all CO<sub>2</sub> emissions released. In Toronto, cars contribute to 17 % of all PM<sub>10</sub> emissions and 70 % of CO emissions (RWDI 2004). These numbers and their associated health effects are amplified by a much larger presence of air toxins within the vehicle as opposed to outside of the vehicle. As previously discussed, the greater amount of time spent in the car, the greater the exposure to toxins at higher than normal concentrations (McKeown 2007). Hamilton has responded to this concern with the establishment of Clean Air Hamilton, a group that investigates air quality issues and develops policy to mitigate the effects of air pollution and reduce the production of air toxins. A LRT system would help Hamilton reach its goal to reduce greenhouse gas emissions in its operations starting

with a 10 % reduction of 2005 levels by 2012, followed by a 20 % reduction by 2020 (Montgomery 2008).

Ecological resources act as a natural filter providing clean air and water to the surrounding area. The estimated economic value of the Great Lakes ecosystem is \$80 billion (Krantzberg and de Boer 2008). Hamilton occupies a significant portion of this ecosystem and benefits greatly from its services. The city, as a steward of the surrounding area, has a responsibility to ensure the social, environmental and economic stability of this system. An important part of this stewardship initiative centres on land use and transit planning.

According to the IBI's Economic Impact Analysis (2009b), annual emissions costs due to automobile travel could be reduced by 7.5 % (\$2 million) annually with the installation of the B-Line LRT system. Furthermore, the reduced amount of collisions due to the removal of automobile traffic from LRT service could reduce collision costs by an additional \$2 million.

In terms of the sedentary lifestyles associated with car dependency, Hamilton experiences a higher health concern, given the amount of sprawl and its corresponding obesity rates. In an analysis conducted by Hamilton Public Health (2007), it was found that 53 % of Hamilton residents are obese or overweight when examining BMI self reports. This is above the provincial average of 48.5 %. When exploring the features of neighbourhoods within the City of Hamilton, Behan et al. (2008) found that most of the new neighbourhood developments are being built further away from the inner-city and lack transit connectivity and mixed-use land uses, promoting the use of private vehicles and possibly contributing to the increased prevalence of obesity within Hamilton. According to census trends occurring between 1996 and 2006, nearly 75 % of 245,000 Hamiltonians employed in the labour force use single-occupancy vehicles to commute to work and less than 10 % report using public transit as their main form of commute (Statistics Canada 2006). In addition, while there is a clear decrease in auto use from 76.9 % of the labour force to 74.4 % between 2001 and 2006, walking and cycling to work has also dropped from 6.7 to 6.3 %. This could contribute to increased obesity risks within the City of Hamilton as Samimi and Mohammadian (2010) showed increased rates of obesity in people who regularly drive as it promotes an inactive lifestyle. Transit oriented development, infill development, walkable neighbourhoods, and increased reliance on transit will play a role in lowering these weights and encouraging more healthy lifestyles for Hamilton residents. This could result in lower health care costs for ailments associated with obesity (Stokes et al. 2008).

Light Rail Transit will help satisfy the City of Hamilton Corporate Energy Policy's energy reduction targets, one of which is to reduce energy use by 20 % by 2020 (City of Hamilton 2007b). Rail does not depend on inefficient and depleting fuel sources such as diesel or natural gas and it helps eliminate dependence on oil. World oil reserves have decreased to the point where much of the easily extracted "peak oil" is no longer available. As reserves continue to be used at unsustainably high rates, the price to extract the crude will increase, while access to the crude source will become more difficult and unaffordable (Deffeyes 2004). There is a possibility that this crisis could drive the municipal, provincial and personal energy budgets to unsustainable levels and jeopardize government's ability to provide services, programs and infrastructure maintenance.

Light rail is energy efficient and displaces automobiles from city roads, thereby providing a two- factor strategy to reduce energy dependence. LRT reduces the impact of fueling public vehicles, since most areas of the city would be rail or rapid transit accessible. Strategies could then be implemented to encourage employees to use transit rather than corporate vehicles, eliminating a significant portion of the fleet. According to Shapiro, Hassett and Arnold (2002), travel on various modes of transit compared to automobiles,

uses half the energy and produces 5 % as much CO, 8 % as much VOCs and half the CO<sub>2</sub> per passenger-mile. When light rail is isolated, the amount of CO<sub>2</sub> emitted is nearly zero, especially if the electricity to power the vehicles come from renewable sources. Furthermore, rail can help lower the amount of congestion on City streets, thereby helping to conserve energy and reduce emissions (VTPI 2007).

### 3.2.1 Urban Sprawl

Hamilton, like most North American cities, occupies a large area comprised of outlying communities, which are disconnected from the downtown core and have limited bus service (Litman 2011). This type of urban development increases automobile dependence and has negative impacts on the City's downtown core. According to a 1997 World Bank Report (Kenworthy et al. 1997), the per capita wealth in developed cities decreases with increased car use. Therefore, controlling the escalation of car use through TOD and light rail networks can improve the municipal economy. There is also clear complementary evidence that those living a further distance from the city centre are more likely to depend on their vehicle (Behan et al. 2008). Servicing populations in the outlying areas of the city with efficient transportation systems will also help lessen this dependence.

Hamilton is an exceptional case study for urban sprawl issues compared to neighbouring communities because it has a much higher proportion of auto users versus transit riders (Heisz and LaRochelle-Cote 2005). This information is indicative of Hamilton's strong urban sprawl base, which can be environmentally and financially detrimental to the community. LRT along with TOD and transportation demand management initiatives can combat these issues and encourage greater use of transit for travel to work and entertainment.

TOD and transit initiatives are important to the City of Hamilton because over 50 % of all 1–2 km trips in Hamilton are taken by automobile, as depicted in Fig. 3 (University of Toronto 2009). The data is alarming because it represents a lack of activity amongst residents, but it is also reassuring because studies show that shorter commuting distances encourage the use of transit, walking and cycling over single occupancy vehicles (Centre for Community Study 2005). Therefore, Hamilton has a strong base of citizens who could be encouraged to use transit rather than automobiles for short trips.

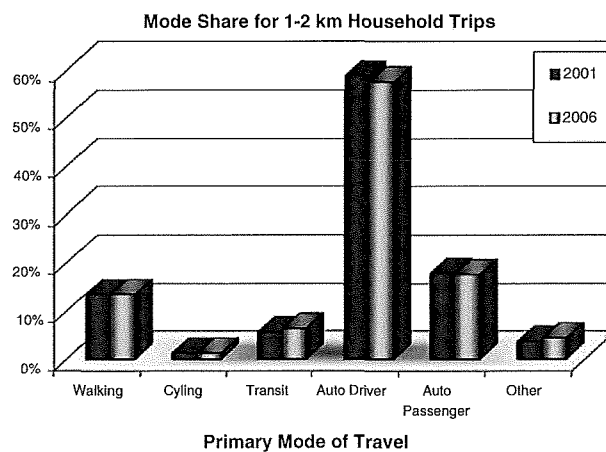


Fig. 3 Mode Share for 1–2 km Trips in Hamilton (University of Toronto 2009)

### 3.2.2 *Quality of Life and the Creative Class*

One challenge that deserves attention is Hamilton's creative brain drain and its relation to quality of life and the creative class. Hamilton's economic development policy identifies the downtown core and cultural clusters as areas to focus new development. This is important because they are emerging clusters, which differ from the traditional manufacturing base the City has relied upon in the past (Hamilton Economic Development 2005). Hamilton's well established clusters are important areas of development, but they generally require serviced land and infrastructure, which is scarce and expensive. Downtown core renewal, heritage building preservation, smart growth, inner urban area investment, space conversion, park and trail design, efficient rapid transit and growth in the entertainment sector are amongst the list of strategies necessary to attract and retain a creative workforce (Florida 2005). Florida's research indicates that attracting talented and creative people can create economic growth through innovation, technology based industries and create a Bohemian atmosphere, which is associated with artists, entertainers and other traditional creative occupations (CCS 2004, p. 2).

Sustainable development is no longer just the right thing to do, it is a business decision motivated by financial interests and the need for community well being. The evidence indicates that LRT can be a key enabler of downtown renewal and sustainable urban planning and would therefore help to attract the creative class. Urban renewal investments can also address the competition Hamilton faces with other GTA municipalities that have more serviced, undeveloped land and fewer taxes.

In order to monitor its economic performance, Hamilton can compliment the standard measures of transportation infrastructure and amount of developable lands with indices that measure indirect elements of development (CCS 2004). These indices include the Bohemian index which measures the amount of creative and artistic employment, as well as indices that measure the amount of university educated citizens, the amount of immigrants and the amount of employment in the high tech industry (Florida 2005). In the past, Hamilton has fared poorly on all these indices, especially when compared to GTA neighbors (CCS 2004). Similarly, in the Next Generation Consulting report on Next Cities, Hamilton placed 20th in a list of 27 (NGC 2010b). Cities were compared on seven indexes, one being "Vitality", which measures a city's health, based on air and water quality, green space, and health factors including obesity and life expectancy (NGC 2010b).

LRT and supportive urban renewal policies may help to improve Hamilton's vitality. The opportunities for health, environmental and economic benefits that LRT presents for the City of Hamilton have a high potential to impact various areas including: air quality, quality of life, obesity rates, car dependency, greenhouse gas emissions, urban sprawl, vehicle costs, healthcare costs, land values, job creation, downtown renewal, smart growth, creative class and new urbanite attraction. These potential benefits, presented through this case study, may help the City of Hamilton improve the health of its citizens and the environment in which they live so the city can continue to be a place where people want to live, work and play.

## 4 Discussion and Recommendations

Hamilton's population is projected to grow by 32 % by 2031 which, according to the Transportation Master Plan (2007c), will result in 180,000 additional car trips per day. If improvements to public transit do not occur, the road network will have to accommodate

this influx, which will lead to increased congestion. This could result in up to 1.2 million additional kilometers traveled each day, and an increase in consumption of fuel by an additional 40 million litres per year (City of Hamilton 2007c).

An increase in congestion leads to a decrease in accessibility, specifically in terms of connections between the suburbs and the urban core. This divide can negatively affect land values, while continuing to harm human and ecosystem health. If the proposed public transit improvements in Hamilton occur, the region could experience a 10–20 % enhancement of real estate values overall (Campbell and Reuter 2008).

The research on light rail transit and its possible benefits indicates overwhelming support for the health, environmental, economic and social potential for the City of Hamilton. This analysis recommends that LRT be considered as:

- A viable and desirable transit option;
- A catalyst for transit oriented, high density, mixed use development;
- An economically sound investment opportunity, providing a return on investment to property owners, businesses and the municipality; and
- A catalyst for social change; improving the health, environment, sustainability and connectivity of the community.

These recommendations hold true provided that supportive Smart Growth and Transit Oriented Development policies are in place and there is significant population, transit ridership and development potential to warrant the investment in the corridor of interest.

Light rail systems have consistently proven, through research, that they are a powerful influence in terms of attracting new economic development to transit corridors and central business districts. A city that has dedicated itself to permanent public transit infrastructure is viewed as one that takes transportation issues seriously, and this is what attracts new riders, developers, employers and tourists to light rail corridors. Not only do LRT systems provide a good return on investment, they are also environmentally sustainable and lead to less noise pollution and lower green house gas emissions. LRT systems could be the catalyst required to move cities such as Hamilton forward in their economic development strategy, while positively impacting the livability, community connectivity and quality of life for all residents.

## References

- Adams, K., & Corrigan, J. M. (2003). *Priority areas for national action: Transforming health care quality*. Washington, DC: National Academy Press.
- Bassett, D. R. J., & Pucher, J., et. al. (2008). Walking, cycling and obesity rates in Europe, North America and Australia. *Journal of Physical Activity and Health*, 5, 795–814.
- Behan, K., Maoh, H., & Kanaroglou, P. (2008). Smart growth strategies, transportation and urban sprawl: Simulated futures for Hamilton, Ontario. *Canadian Geographer*, 52(3), 291–308.
- Brinckerhoff, P. (2001). *The effect of rail transit on property values: A summary of studies* (NEORail II Research Project 21439S, Task 7). Cleveland, Ohio.
- Bruegmann, R. (2005). *Sprawl: A compact history*. Chicago, USA: University of Chicago Press.
- Buist, S. (2010). Code red: Where you live affects your health. *The Hamilton Spectator*. Retrieved from <http://www.thespec.com/topic/codered>.
- Campbell, D. R., & Reuter, M. (2008). *The Hamilton and KWC Ontario transportation effect: The impact of transportation improvements on housing values in Hamilton, Kitchener, Waterloo and Cambridge regions*. Calgary: Real Estate Investment Network.
- Canadian Fitness and Lifestyle Research Institute [CFLRI]. (2005). Cost of physical inactivity. Retrieved from [http://www.cflri.ca/eng/provincial\\_data/information/cost\\_inactivity.php](http://www.cflri.ca/eng/provincial_data/information/cost_inactivity.php).

- Canadian Medical Association [CMA]. (2008). No breathing room: National illness costs of air pollution. Ottawa: CMA. Retrieved from [http://www.cma.ca/multimedia/cma/content/Images/Inside\\_cma/Office\\_Public\\_Health/ICAP/CMA\\_ICAP\\_sum\\_e.pdf](http://www.cma.ca/multimedia/cma/content/Images/Inside_cma/Office_Public_Health/ICAP/CMA_ICAP_sum_e.pdf).
- Canadian Urban Transit Association. (2005). *Transit in Canada: An industry on the move*. Retrieved from [http://www.cutaaactu.ca/en/publicationsandresearch/resources/IssuePaperNo.12\\_TransitinCanada\\_AnIndustryontheMove.pdf](http://www.cutaaactu.ca/en/publicationsandresearch/resources/IssuePaperNo.12_TransitinCanada_AnIndustryontheMove.pdf).
- Center for Community Study [CCS]. (2004). *Hamilton and the creative class*. Hamilton: Centre for Community Study.
- Centre for Community Study [CCS]. (2005). *How Hamilton works: Commuting, transit, and employment trends*. Hamilton: CCS. Retrieved from <http://www.communitystudy.ca/pdfs/EandC%20Bulletin.pdf>.
- Cervero, R. (1984). Light rail transit and urban development. *Journal of the American Planning Association*, 50(2), 133–147.
- Cervero, R., & Duncan, M. (2002). Transit's value-added effects. *Transportation Research Record*, 1805, 8–15.
- Cervero, R., & Sullivan, C. (2011). Green TODs: Marrying transit-oriented development and green urbanism. *International Journal of Sustainable Development and World Ecology*, 18(3), 210–218.
- Chanon, A. (2006). Farmers' Foie: Smog damage to crops costs billions. *Agence France Press*. Retrieved from: <http://www.sehn.org/tccairpollutioncosttocrops.html>.
- Charles, B., Hubbell, J., McKendrick, N., & Colquhoun, D. (2006). *Calgary's CTrain—effective capital utilization*. Calgary, ON: Calgary Transit.
- Chen, H., Rufolo, A., & Dueker, K. J. (1998). Measuring the impact of light rail systems on single-family home values—a hedonic approach with geographic information system application. *Land Use and Transportation Planning and Programming Applications*, 1617, 38–43.
- City of Hamilton. (2006). *Hamilton air quality and climate change strategic plan*. [http://www.hamilton.ca/NR/rdonlyres/C43C2AB2-0F88-4076-A49A-92AD9D3429AC/0/FINAL\\_AQCCStratPlanPhase1.pdf](http://www.hamilton.ca/NR/rdonlyres/C43C2AB2-0F88-4076-A49A-92AD9D3429AC/0/FINAL_AQCCStratPlanPhase1.pdf).
- City of Hamilton. (2007a). *Storm water master plan*. Mississauga: McCormick Rankin Corporation.
- City of Hamilton. (2007b). *Corporate energy policy*. Retrieved from <http://www.hamilton.ca/NR/rdonlyres/77CB9B5B-5C58-429E-A0EB-D1AA5336CB96/0/EnergyPolicyNov08.pdf>.
- City of Hamilton. (2007c). *Transportation master plan*. Toronto: IBI Group.
- Clean Air Hamilton. (2008). *Hamilton air quality*, from Clean Air Hamilton, <http://www.cleanair.hamilton.ca/smog/hamilton-air-quality.asp>.
- Craig, C., Brownson, C., Cragg, S., & Dunn, A. (2002). Exploring the effect of the environment on physical activity: A study examining walking to work. *American Journal of Preventive Medicine*, 23, 36–43.
- Crompton, G. R. (2003). *Economic development impacts of urban rail transport*. Jyväskylä, Finland: European Regional Science Conference.
- Crowley, D. F., Shalaby, A. S., & Zarei, H. (2009). Access walking distance, transit use, and transit-oriented development in North York City Centre, Toronto, Canada. *Transportation Research Record*, 2110, 96–105.
- Deffeyes, K. S. (2004). Hubbert's peak: The impending world oil shortage. *American Journal of Physics*, 72(1), 126–127.
- Delancey, E., d'Hoste, A., Fisher, M., & Joshua, M. (2005). *Hiawatha light rail transit: A cost-benefit analysis*. Minneapolis, MN: Minneapolis-St. Paul Metropolitan Area.
- Driehaus, B. (2008). Downtowns across the US see streetcars in their future. *New York Times*. Retrieved from: <http://www.nytimes.com/2008/08/14/us/14streetcar.html>.
- Federal Highway Administration. (2000). *Federal highway cost allocation study final report Addendum*. Washington, DC: Federal Highway Administration, USDOT. Retrieved September 22, 2011 from [www.ota.fhwa.dot.gov/hcas/final/Table12](http://www.ota.fhwa.dot.gov/hcas/final/Table12).
- Filion, P., & McSpurren, K. (2007). Smart growth and development reality: The difficult co-ordination of land use and transport objectives. *Urban Studies*, 44(3), 501–523.
- Filliger, P., & Schneider, J. (1999). *Health costs due to road traffic-related air pollution: An impact assessment project of Austria, France and Switzerland*. Bern, Switzerland: Federal Department of Environment, Transport, Energy and Communications, Bureau for Transport Studies.
- Finkelstein, E. A., Fiebelkorn, I. C., & Wang, G. (2003). National medical spending attributable to overweight and obesity: How much, and who's paying? *Health Affairs*, W3, 219–226.
- Florida, R. (2005). *Cities and the creative class*. Oxford: Routledge.
- Frank, L., Andresen, M., & Schmid, T. (2004). Obesity relationships with community design, physical activity and time spent in cars. *American Journal of Preventive Medicine*, 27(2), 87–89.
- Frank, L., Kavage, S., & Litman, T. (2007). Promoting public health through smart growth. Retrieved from <http://www.smartgrowth.bc.ca/Default.aspx?tabid=155>.
- Frumkin, H. (2002). Urban sprawl and public health. *Public Health Reports*, 117, 201–217.



- Geller, A. (2003). Smart growth: A prescription for livable cities. *American Journal of Public Health*, 93(9), 1410–1415.
- Grossman, W. D., Steininger, K., Grossman, I., & Maggaard, L. (2009). Indicators on economic risk from global climate change. *Environmental Science and Technology*, 43(16), 6421–6426.
- Hamilton Economic Development. (2005). *Invest in Hamilton: Economic development review*. Hamilton: City of Hamilton Economic Development.
- Hamilton Economic Summit Proceedings Report. (2010). Hamilton: Hamilton Chamber of Commerce.
- Hamilton Public Health. (2007). *Community health status report—overweight and obesity*. Hamilton: City of Hamilton Public Health.
- Handy, S. (2005). Smart growth and the transportation—land use connection: What does research tell us? *International Regional Science Review*, 28(2), 146–167.
- HDR Inc. (2005). *Streetcars and economic development*. Omaha, Nebraska: Henningson, Durham and Richardson.
- Heisz, A., & LaRochelle-Cote, S. (2005). *Work and commuting in census metropolitan areas*. Ottawa: Statistics Canada.
- Hess, D. B., & Almeida, T. M. (2007). Impact of proximity to light rail rapid transit on station-area property values in buffalo, New York. *Urban Studies*, 44(5/6), 1041–1068.
- Hubbell, J., & Colquhoun, D. (2006). *Light rail transit in Calgary: The first 25 years*. Calgary, ON: Calgary Transit.
- IBI Group Inc. [IBI]. (2009a). City of Hamilton—HSR operational review. Retrieved from <http://www.hamilton.ca/NR/rdonlyres/27902AA0-4854-4F93-B633-72D83CA9F615/0/Oct29Item64TransitDay2010OperationalReviewPresentation27Oct09PrintVersion.pdf>.
- IBI Group Inc. [IBI]. (2009b). *Hamilton rapid transit initiative: Economic potential study*. Toronto, Ontario: IBI Group Inc.
- Kelly-Schwartz, A. C., Stockard, J., Doyle, S., & Schlossberg, M. (2004). Is sprawl unhealthy? A multilevel analysis of the relationship of metropolitan sprawl to the health of individuals. *Journal of Planning Education and Research*, 24(2), 184–196.
- Kenworthy, J. R., Laube, F. B., Newman, P. W. G., & Barter, P. A. (1997). *Indicators of transport efficiency in 37 global cities*. A Report for the World Bank. ISTP, Murdoch University.
- Kitchen, P., Williams, A., & Chowhan, J. (2011). Walking to work in Canada: Health benefits, socio-economic characteristics and urban-regional variations. *BMC Public Health*, 11, 1–11.
- Knapp, G. J., Ding, C., & Hopkins, L. D. (2001). Do plans matter? The effects of light rail plans on land values in station areas. *Journal of Planning Education and Research*, 21, 32–39.
- Krantzberg, G., & de Boer, C. (2008). A valuation of ecological services in the Laurentian Great Lakes Basin with an emphasis on Canada. *American Water Works Association Journal*, 100(6), 100–111.
- Litman, T. (2004). *Rail transit in America: Comprehensive evaluation of benefits*. Retrieved July 10, 2010, from the Victoria Transportation Policy Institute, [www.vtpi.org/railben.pdf](http://www.vtpi.org/railben.pdf).
- Litman, T. (2005). *Evaluating public transit benefits and costs*. Retrieved from the Victoria Transportation Policy Institute, [www.vtpi.org/tranben.pdf](http://www.vtpi.org/tranben.pdf).
- Litman, T. (2007). *Evaluating rail transit criticism*. Retrieved from the Victoria Transportation Policy Institute, <http://vtpi.org/railcrit.pdf>.
- Litman, T. (2011). *Evaluating land use impacts*. Retrieved from the Victoria Transportation Policy Institute, <http://www.vtpi.org/landuse.pdf>.
- Marstens, M. (2006). *Adaptive cities in Europe: Interrelationships between urban structure, mobility and regional planning strategies*. Ph.D. dissertation. The Netherlands: University of Amsterdam.
- McCann, B. (2000). *Driven to spend; the impact of sprawl on household transportation expenses*. Washington, DC: Surface Transportation Policy Partnership.
- McKeown, D. (2007). *Air pollution burden of illness from traffic in Toronto: Problems and solutions*. Toronto: Public Health Office.
- Metcalfe, O., & Higgins, C. (2009). Healthy public policy—is health impact assessment the cornerstone? *Public Health*, 123, 296–301.
- Metrolinx. (2009). The big move: Transforming transportation in the greater Toronto and Hamilton Area. Toronto: Metrolinx.
- Ministry of Energy and Infrastructure. (2007). *Places to grow*. Retrieved from <http://www.placestogrow.ca/index.php>.
- Montgomery, B. (2008). *Corporate air quality and climate change strategic plan (PED06336a)*. Hamilton: City of Hamilton.
- Next Generation Consulting [NGC]. (2010a). Destination Hamilton: Values and perceptions of next generation talent. Retrieved from <http://www.hamiltoneconomicssummit.ca/wp-content/uploads/downloads/2010/08/Destination-Hamilton-Report-with-Recommendations.pdf>.

- NGC. (2010b). Next Cities: The top Canadian hotspots for young, talented workers. Retrieved from <http://nextgenerationconsulting.com/consulting/next-cities/>.
- Niagara Escarpment Commission. (2011). About the niagara escarpment: Geology. In *Ontario's Niagara Escarpment*. Retrieved from <http://www.escarpment.org/about/geology/index.php>.
- O'Mara, M. A. (1999). Strategic drivers of location decisions for information-age companies. *Journal of Real Estate Research*, 17(3), 365–386.
- Ontario Medical Association. (2000). *The illness costs of air pollution—findings report*. Toronto: Ontario Medical Association.
- Public Health Agency of Canada. (2007). Canada's physical activity guide to healthy active living. Retrieved from <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pag-gap/downloads-eng.php>.
- Rothlisberger, J. D., Lodge, D. M., Finnoff, D. C., & Cooke, R. M. (2008). *Ship-borne NIS diminish ecosystem services of the great lakes: A structured expert judgment study*. Paper presented at the International Association for Great Lakes Research Our Lakes, Our Community Conference. Peterborough, Ontario (Trent University).
- Rowan Williams Davies and Irwin Inc. (2004). *Transportation master plan: Air quality policy paper*. Hamilton: Rowan Williams Davies and Irwin Inc. (RWDI), from Clean Air Hamilton, <http://www.cleanair.hamilton.ca/smog/hamilton-air-quality.asp>.
- Saelens, B. E., Sallis, J. F., Black, J. B., & Chen, D. (2003). Neighbourhood-based difference in physical activity: An environment scale evaluation. *American Journal of Public Health*, 93(9), 1552–1558.
- Sahsuyaroglu, T., & Jerett, M. (2003). *A public health assessment of mortality and hospital admissions attributable to air pollution in Hamilton*. Hamilton: McMaster Institute of Environment and Health.
- Samimi, A., & Mohammadian, A. K. (2010). Health impacts of urban development and transportation systems. *Journal of Urban Planning and Development*, 136(3), 208–213.
- Shapiro, R. J., Hassett, K. A., & Arnold, F. S. (2002). Conserving energy and preserving the environment: The role of public transportation. Retrieved from the American Public Transportation Association, <http://apta.com/research/info/online/documents/shapiro.pdf>.
- Statistics Canada. [StatsCan]. (2006). Employed labour force by mode of transportation to work, by province and territory (2006 Census). Retrieved from <http://www40.statcan.gc.ca/l01/cst01/labor42b-eng.htm>.
- StatsCan. (2009). Employed labour force by mode of transportation to work, by census metropolitan area (2006 Census). Retrieved from <http://www40.statcan.gc.ca/l01/cst01/labr88d-eng.htm>.
- StatsCan. (2010). Health profile, June 2010. City of Hamilton Health Unit 3537-A. Retrieved from <http://www12.statcan.gc.ca/health-sante/82-228/index.cfm?Lang=E>.
- Stokes, R. J., MacDonald, J., & Ridgeway, G. (2008). Estimating the effects of light rail transit on health care costs. *Health and Place*, 14, 45–58.
- Toronto Community Foundation. (2010). *Toronto's vital signs*, p. 26. Retrieved from: <http://www.tcf.ca/vitalinitiatives/TVS10FullReport.pdf>.
- Townshend, T., & Lake, A. A. (2009). Obesogenic urban form: Theory, policy, and practice. *Health and Place*, 15(4), 909–916.
- University of Toronto. (2009). Transportation tomorrow survey reports. Retrieved from <http://www.dmg.utoronto.ca/reports/ttsreports.html>.
- U.S. Department of Transportation. (1977). *Land use impacts of rapid transit*. Washington, DC: U.S. Department of Transportation: Office of the Assistant Secretary for Policy, Plans and International Affairs.
- VTPI. (2007). Transportation cost and benefit analysis. Retrieved from the Victoria Transportation Policy Institute, <http://www.vtpi.org/tca>.
- VTPI. (2008). TDM encyclopedia: Transit evaluation—determining the value of public transit service. Retrieved from the Victoria Transportation Policy Institute, <http://www.vtpi.org/tdm/tdm62.htm>.
- Williams, M., & Wright, M. (2007). The impact of the built environment on the health of the population: A review of the literature. Simcoe Muskoka District Health Unit. Retrieved from <http://www.simcoemuskokahealth.org/JFY/OurCommunity/healthyplaces/links.aspx>.
- Wyatt, D. (2007). All time list of Canadian transit systems. Retrieved from the University of Manitoba, <http://home.cc.umanitoba.ca/~wyatt/alltime/hamilton-on.html>.

## Harpula, Magda

---

**From:** Kevin Argue  
**Sent:** March-30-17 9:56 PM  
**To:** Office of the Mayor  
**Subject:** question

Dear Mayor Fred,

Why is it taking so long with the vote on the LRT? It could seem that you are not wanting this transit system. My friends in Kitchener just told me that their LRT which opens at the end of the year, is responsible for some 30,000 new jobs and hundreds of millions in new development along the route. It would seem that new development and infrastructure would be great for Hamilton? Lower Hamilton needs a rebirth. Look at all the old cities of the American rust belt that are seeing new purpose. Even the GO trains should be good for the city but it does not seem so. With the Stoney Creek GO station, i would have thought the city would apply for grade separation funding for streets like Victoria, Wellington, Wentworth and Parkdale to help improve GO within the city. Apparently not so. Why not vote and get on with improving Hamilton?

regards,  
Kevin Araue

## **Harpula, Magda**

---

**From:** Ute utesj  
**Sent:** March-29-17 8:02 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca  
**Subject:** RE: General Issues Committee - Written Delegation to Council supporting LRT for the City of Hamilton

Dear Mayor Eisenberger, Members of Hamilton City Council, and The Office of the Clerk:

### My “unpresented” Delegation to Hamilton City Council on the benefits of LRT

UTE SCHMID JONES · TUESDAY, MARCH 28, 2017

Today I learned that if you don't get a confirmation email to your request to delegate to City Council, you will not be on General Committee's agenda. I fully accept my error and this will be the last time I make this particular one. (learning protocol is a learning curve) To my delight however, at Hamilton Council General Issues Committee, there were at least 40 delegations presented that covered many expected and unexpected reasons why Hamilton LRT should move forward and that it should pass all foreseeable environmental assessment concerns. Here's what I would have said at the microphone today and I hope that the written word inspires and elevates this issue in as many ways as the spoken ones did today:

“Thank you to Hamilton City Council for the opportunity to speak today.

I'd like to acknowledge that we are on treaty lands and that we are ALL treaty people.

I believe that when we previously examined LRT as a community, we may have collectively failed to see the BIGGER picture of how efficient, environmentally respectful transit affects not only the citizens of Hamilton, it impacts perimeter communities as well.

I raised my family in a Hamlet called Mt. St. Louis Moonstone. Though we fell municipally under the jurisdiction of Oro Medonte, we commuted to work: my children's father for a major construction firm in Barrie and myself as a communications instructor at Georgian College in Midland. We enjoyed our rural amenities living on half an acre of land where I grew enormous vegetable gardens and spent many hours hiking along the Copeland forest trails. We also enjoyed the pleasures of travelling to “destination” cities like Toronto to share with our children the amenities of urban life.

My re-location to the City of Hamilton has been a relatively smooth transition because life here embraces an urban infrastructure while incorporating a healthy respect for natural “wonders” like our many waterfalls and the Bruce Trail. Hamilton too has the ability to become a “destination” city to its perimeter communities.

When visiting Toronto, our young family would leave the car at one of the perimeter subway stops, buy a “family pass” (I think it was \$9 at the time) and for that amount of money spend an entire day exploring SEVERAL of the city's family geared amenities. We enjoyed intimate conversations with our children, sitting beside them on the train, without the stress of dealing with Toronto's incredible traffic and congestion. We enjoyed museums, art galleries, cultural spots like Kensington Market and even specialty shopping that catered

to our daughters' specific interests: engineering and fashion design....that they would not have been able to access in a smaller community.

Hamilton...like Toronto has the potential to become such a "destination" city. While we consider how efficient public transportation systems will navigate our residents to and from work and play, we often forget how those systems will also navigate VISITORS throughout OUR "destination" city.

When I visited the City of Calgary in December for a Green Party AGM, I took some time to travel their LRT system from the Southern Alberta Institute of Technology where I was staying in student run campus accommodation, to the other end of the line. I chatted with riders and was amazed by the efficiency and rider respect. Parking lots at either end of the LRT line were "depot" locations for commuters coming in to work, to attend post secondary educational facilities, to go to hospital appointments, to shop, and to be "tourists"...just like me. The cleanliness of Calgary was noteworthy and the LRT terminals were almost completely devoid of litter.

People who find visiting Hamilton comfortable, interesting, educational, and entertaining will spend money in Hamilton. As with any major suburban center, avoiding "traffic" and congestion is key for someone unaccustomed to these stresses. A visitor wants to get to their destinations in the most efficient and pleasant way possible. Marketing how our LRT merges well with HSR to visitors will be a developing and key role for our city's tourism department. Designing visitor "packages" for young families eager to explore our many museums, our hiking trails, water front amenities, and conference and coliseum spaces, could assist in developing a relationship with those visitors for generations to come.

LRT is disruptive technology that will change how Hamilton feels about itself. We must perceive our city through a different lens. Instead of focusing only on how Hamilton functions within itself, we will understand how Hamilton functions within the Greater Golden Horseshoe. That's a psychological shift that must happen on an individual as well as collective platform.

This psychological "shift" is incredibly important to address when it comes to matters of economic and environmental CLIMATE CHANGE. How we communicate and collaborate with the "bigger picture" of Southern Ontario is as important as how we will navigate it physically. Millennials no longer spend their entire lives living in one community; they enjoy travelling and expanding their horizons through work and play. Hamilton needs to be a participating entity in that shifting way of life.

I invite Hamilton City Council to enthusiastically embrace the opportunities that LRT will bring to our City and residents. LRT is a portal through which we will grow and change to meet future needs supporting our development with respect to human health and for the health of our natural environment.

Sincerely,

Ute Schmid-Jones  
Former Federal Green Party Candidate, Hamilton Center

## Harpula, Magda

---

**From:** Joannezaras  
**Sent:** April-11-17 12:29 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariodp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** [\*\*\*\*POSSIBLE SPAM]build it already

I support the LRT for Hamilton.

Joanne Zaras

## Harpula, Magda

---

**From:** kailee\_dellio@metrolinx.com  
**Sent:** April-12-17 8:35 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** [\*\*\*\*POSSIBLE SPAM]I support LRT

Please consider moving forward on the LRT project in Hamilton!! As a student I truly believe it would be beneficial to the many students who live in both Hamilton and other cities. I also think that it is a crucial step toward a greener Hamilton.

kailee dellio  
110 Dundas Street West  
Dundas

## Harpula, Magda

---

**From:** Satyam Choudhuri [mailto:satyam.choudhuri@mcma.ac.ca]  
**Sent:** April-12-17 6:13 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** [\*\*\*\*POSSIBLE SPAM]McMaster students support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. The western end of the LRT line will reside on the campus of McMaster University. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

#YesLRT



## Harpula, Magda

---

**From:** Johanna [johanna.bleecker@newhopecommunitybikes.com]  
**Sent:** April-09-17 1:25 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca  
**Subject:** #YesLRT - Letter of support for LRT

Dear Mayor/Councillors,

The facts support LRT. There is no way around that.

LRT is being paid for, we do not get to use the money for anything else if we don't implement LRT (and I was shocked to hear councillors who should know better implying otherwise at the March 28 meeting). If we don't implement LRT, there will be a financial loss for taxpayers as their provincial taxes will not be going towards a project that impacts them directly, and the city will also be on the hook for the \$70 million that has already been spent on the LRT preparations.

A consistent refrain of LRT non-supporters is that we don't know how much LRT will cost. We will not know the exact number until the RFP has been announced and a winning bidder has been selected. At that point, the City will participate in negotiations for the Operating Agreement and council will have the final say on what we pay the operator. If the fact that we don't know the cost is being cited as a downside of LRT, why wouldn't we go ahead with the RFP and negotiations so that we can work with the bidders and Metrolinx to get the answer to that question and make sure that it's a reasonable amount?

LRT will also create new revitalization and development. There may be some temporary hardship for businesses along the construction route--in fact, my workplace in the East End, New Hope Community Bikes, has received a notice of potential expropriation. However, we are still strong supporters of LRT. We know we can weather the storm and find a new location in the neighbourhood, and that in the long run, the uplift that will be brought to the neighbourhood and the increase in active transportation that will accompany the LRT will be well worth it. The greater development and investment in Hamilton will bring a surge of tax revenue for the city.

LRT will create more opportunities for active and sustainable transportation. As an active member of the cycling community, I have been impressed with Metrolinx's commitment to replace any cycling infrastructure being removed to accommodate redirected traffic with infrastructure that's as good or better. I see many opportunities for future collaboration and I'm excited for Hamilton to have a modern rapid transit system which will contribute to complete streets and act as an important step in the BLAST plan.

To be honest, I'm disappointed that I even have to write this letter given that Council has already voted to support LRT 52 times. I spent 5 hours of my day on March 28 sitting in council in order to deliver my 5 minute delegation. I am unable to do that again on April 19 as there is only so much staff time a small charity can spare, so I'm hoping this letter can stand in my stead. I think it's a real shame that this process has been so held up after so many citizens have dedicated so much time towards holding Council accountable to the Memorandum of Agreement in which they agreed to "proceed expeditiously, diligently and in good faith and in a co-operative and collaborative manner" to "facilitate and expedite the construction and completion of the Project." You've heard from us. You've heard from Hamilton Anchor institutions. You've heard from the many businesses who are featured in the attached graphic. You are all smart, hardworking people who do a lot for our city--look at the facts and please come forth as a strong, outspoken supporter of LRT if you haven't already.

Thank you,

Johanna Blecker  
Education & Community Outreach Coordinator  
New Hope Community Bikes  
[newhopecommunitybikes.com](http://newhopecommunitybikes.com)

Vice-Chair  
Cycle Hamilton  
[cyclehamont.ca](http://cyclehamont.ca)

### WE SUPPORT LRT



**Harpula, Magda**

---

**From:** Corey Helie-Masters  
**Sent:** April-05-17 12:44 PM  
**To:** Office of the Mayor  
**Subject:** #YesLRT

Hello Mr. Mayor,

In addition to my personal unwaivering support for the LRT project (which I hope you can add to your tally), I want to offer the voice and resources of Hamilton HIVE in your efforts to ramp up promotion surrounding the project. If we can be of any assistance please let me know.

Cheers,

Corey  
Vice-Chair Hamilton HIVE

## Harpula, Magda

---

**From:** April-01-17 9:00 AM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** an incredible opportunity

Please don't allow the shortsighted to mess up a great opportunity for Hamilton, this place can be improved but it starts with you.

John Doe

## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-05-17 12:59 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** an incredible opportunity

Just get on with the construction

Edward Baldry  
[redacted]

## Harpula, Magda

---

**From:** [REDACTED]  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** An LRT is an important investment for the future of this city and it's residents

Council members - I strongly urge you to stick with the plan to build a light rail system in Hamilton. There are many reasons why this is important. Here are a few key ones:

- we need to ensure we have effective transit so we don't end up with a caotic bottleneck situation like Toronto in the future
- studies have shown that LRT systems attract investment and business along those lines as they cannot be moved or changed like bus systems - we need those jobs and investment for young people who live here
- the 1 billion includes upgrades to the infrastructure under King Street which are old and would have to be paid for by taxpayers here if we don't take advantage of this opprtunity
- cancer care Ontario came out with a report last year that downtown Hamilton had the worst air pollution of all cities in Ontario. We need to develop and use more public transit systems like the LRT in Hamilton to reduce the pollution in this city and lower the cancer risk to residents.

Enough said.

Cathy McPherson

## Harpula, Magda

---

**From:**  
**Sent:** April-01-17 9:01 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** An opportunity not to be missed

LRT is an investment in the future of Hamilton, as well as cleaner air and sustainability. Change is never easy for everyone, and disruption is unavoidable, but in the long run, LRT will make Hamilton, especially downtown, more pedestrian-friendly and better for businesses of all types.

Let's not drag our heels on transit and infrastructure improvements that will stand us in good stead for generations.

Thank you.

Yasemin Ucar

## Harpula, Magda

---

**From:** Ann McKay | [mailto:ann.mckay@cityofhamilton.ca]  
**Sent:** April-15-17 9:06 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** April 19th EPR Vote

Dear Mayor and Councillors:

Re: Should council sign off on the Environmental Project Report on April 19, 2017, keeping the project on time, moving Hamilton's LRT project forward?

Hamilton has 15 very unique and distinct wards. All of the wards contribute to the fabric of Hamilton and deserve to be recognized for their contributions to the city. At this moment in time, the city needs to rally for wards 1, 2, 3, 4 & 8. These wards deserve to be recognized, promoted and advocated for in the pursuit of \$1 Billion for Light Rail Transit & Upper James BRT line. Just as a parent would if their child were offered a unique, once in a life time opportunity.

LRT is a project for Hamilton's future.

Please consider these additional facts while making your decision:

- larger % of millennials live in wards 1, 2, 3 & 4 (2011 census)
- greater population density in the core (2011 census)
- greater # of people use public transit in the core (MITL)
- greater green behaviour along the corridor i.e., biking & walking (MITL)
- below average automobile dependency in core (MITL)

Keep the momentum, of the developing positive impacts on the land value per square kilometer along the LRT corridor, going:

- Macleans (Apr 11/17) ranked Hamilton 6th out of top 35 cities to buy real estate (Note Kitchener - Waterloo ranked 4th)
- MoneySense (Apr 11/17) ranked Gibson, Crown Point West & Crown Point East as the top 3 Hamilton neighbourhoods to invest in (all along the LRT corridor)

Consider the accessibility we have to resources/experts within our community and nearby communities for advice during the construction of the project:

- McMaster Institute for Transportation Management
- Region of Waterloo - LRT

Also consider some new initiatives that could come about with the LRT project:

- Community Benefit Agreements & LRT (<http://communitybenefitsagreements.ca>)
- sliding scale fares for LRT

Nearly 50% of low-income Calgary Transit users eligible for \$5 monthly pass

<http://www.metronews.ca/news/calgary/2017/03/29/calgary-transit-launches-sliding-scale-low-income-pass-.html>

As well, take into account the benefits of active transit on health:

- Improving Health by Design (GTHA report) - Dr Tran (Hamilton)

**Please don't get stuck considering only the negative aspects of the LRT project.**

Sign off on the Environmental Project Report on April 19, 2017, keeping the project on time, moving Hamilton's LRT project forward.



## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-13-17 2:38 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** build a better city

I've taken the b-line from Stoney Creek to McMaster for 3 years. The bus is great for the fact that I only have to take one bus, but the new LRT would make a commute much faster and more enjoyable. I usually have to leave my house an hour and a half before class to make sure I get to class on time due to all the traffic the buses have to deal with. As well an upgraded system would attract more people to taking public transit instead of driving to work/school. This system seems like a great environmental upgrade and I think that is what this city needs to focus on.

Thank you.

Jessica Kivell

## Harpula, Magda

---

**From:** April-10-17 7:54 AM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DeIDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** Build a solid foundation

Councillors: Please take your damp fingers out of the air. Joe Six Pack's fear and anger over losing one of our cross town freeways can be placated with some lucid exposition of facts. Please show some leadership because in the end that will be self preserving, both for the future of the city and in your professional situations.

Kevin McCafferty

## Harpula, Magda

---

**From:** Michael Weyman, [mailto:mweyman@hamilton.ca]  
**Sent:** March-31-17 5:16 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Build LRT stop at Bay St

Dear Mayor Eisenberger and members of council,

A stop at Bay Street is an invaluable addition to the LRT line and is the logical choice at this time. This stop would substantially improve access to some key locations in Hamilton, including First Ontario Place, Jackson Square, McMaster's new David Bailey Centre, and the Art Gallery of Hamilton, locations that serve all of Hamilton. This stop would benefit Hamilton residents, visitors and businesses and would very likely reduce traffic congestion downtown, especially during special events at the First Ontario Place and the Art Gallery. So, whether a person is driving or taking transit, this stop is a win.

Hamilton City council badly needs to overcome its parochial mentality of lower city versus suburbs in its decision making. Initiatives to improve downtown benefit the whole city because they foster the perspective that Hamilton is a healthy, vibrant and growing metropolis. This perspective draws residents, business, visitors and capital, all things that benefit Hamilton as a whole.

Please reconsider your decision not to pursue a LRT stop at Bay Street. It's time to move forward with the addition of this stop.

Best regards,  
Michael Weyman

## Harpula, Magda

---

**From:** April-11-17 12:29 PM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** Build the LRT

we should build it. i'm a Mohawk business student and in my opinion this is cost effective in the long run and the city is growing so having the LRT in place will help keep traffic down.

Mohammed Patt

## Harpula, Magda

---

**From:** RYAN PLESTID [mailto:ryan.plestid@mcma.mcgill.ca]  
**Sent:** April-03-17 2:06 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Building a better city. Why you must stop attempting to sabotage LRT.

Dear Council,

My name is Ryan Plestid, I am a 25 year old Ward 2 constituent, and a Ph.D. candidate in the Physics Department at McMaster University. I have lived here for almost four years now, and I want to tell you how important it is that recognize the upcoming LRT for what it is: an investment in this city that will **benefit everyone**.

As a person who has highly talented friends who work in technical fields I am constantly in awe of the position Hamilton sits in to attract new companies. We will soon have all-day GO-train service that will allow companies to access workers from Mississauga, Oakville and Burlington. An LRT line to connect those people to other parts of the city will go a long way. If you do not believe that this is a driving factor in

the Downtown core's surge then perhaps take it from the National post.

<http://news.nationalpost.com/financial-post/get-in-now-firms-flocking-to-hamilton-for-an-attractive-office-space-option>

A quote from the article reads

"...the downtown is highly walkable, has character buildings, and there is a massive arts and culture and culinary scene all within block of each other" - Judy Lam

Walk-ability, arts and culture, and character buildings. Not wide one way streets. The things the LRT will encourage are exactly what are currently driving the downtown towards success.

Imagine the added revenue! Imagine the ability for mountain, Flamborough, Dundas, Ancaster, Binbrook and Stony Creek residents to be able to lean on an economically successful downtown core, and not have to pay such high property tax rates.

As a student at McMaster I cannot stress enough how little the city currently does to retain talented students are a top 100 university in the world. The new residences behind the Lister Block will help, but an LRT line will make living as far as Ottawa St a realistic choice for students. It will make downtown more attractive, and it will integrate students into a city they can fall in love with, and fight to stay in the city, and they will help to strengthen the economy.

Beyond all of this is the chance to take a one billion dollar investment in this city. One billion dollars! You would have to be insane to ignore the incredible economic benefits this can bring. We have a chance to fix ailing infrastructure.

This line will do so much for this city, and if you are attempting to filibuster and sabotage the project, then you are attempting to sabotage the city itself. Furthermore the federal government has just earmarked more money for the city to build transit with. We cannot send the wrong message, we must take advantage of this

opportunity.

I will be furious if any of Councillors Whitehead, Skelley, Partridge or Collins attempt to derail this project. Any annoyance, or NIMBY esque concern will be felt first by the residents of wards 1-4 and given the enthusiastic support of Councillors Green, Farr, Merula, and Johnson I do not seem to understand how anyone else cannot see that the benefits (of which there are many) outweigh the minimal costs.

All the best,

Ryan Plestid

**Ryan Plestid**  
**Ph.D. Candidate**  
**Department of Physics**  
**McMaster University**

## Harpula, Magda

---

**From:** JOHN GILLIES  
**Sent:** April-13-17 6:51 PM  
**To:** Pearson, Maria  
**Cc:** Office of the Mayor  
**Subject:** Building a world-class city

Dear Cllr. Pearson,

I am writing to you as a young resident of Hamilton, as a student, an aspiring engineer, an urbanist, and a Canadian.

Having lived in Hamilton for four years, I can't decide what kind of box to put the city in. Is it the industrial steel town that is slowly rising from the ashes? Is it the "poor mans Toronto" as it may be situated? Or is Hamilton something bigger, better and more unique than anyone can put a box around?

It was with utmost joy when I learned in June of 2015 the commitment of the Government of Ontario of \$1 billion towards the construction of an urban rail system in Hamilton.

I am both troubled and confused as council continues to stall on the approval of this project, as time ticks away and the city grows frustrated over what was supposed to be a done deal. I am writing to you today to urge you and your colleagues to approve the environmental assessment of the project and proceed with the construction of this transit system.

During your election in 2014, you mentioned that ongoing improvements to our infrastructure are important to you. With the LRT construction, infrastructure in some of Hamilton's oldest neighbourhoods would be subject to a complete overhaul, including storm drains, sanitary drains, water supply and electrical. You also praised Hamilton's position as an economic powerhouse of Canada. I for one can not name any world-class economic cities in North America that do not provide an electrified urban rail system for their residents. LRT has been proven in many North American cities **the same size or smaller than Hamilton**, including:

Tampa, Florida  
Denver, Colorado  
Salt Lake City, Utah  
Buffalo, NY  
Tucson, Arizona  
Memphis, Tennessee  
Norfolk, Virginia  
Cleveland, Ohio  
Portland, Oregon

World-class cities do not sit on opportunities, fearful of change. I encourage you to consider the larger benefits from this opportunity, and continue to help make Hamilton a world-class city.

Sincerely,

**Jack Gillies**

**McMaster University**  
**Faculty of Engineering Class of 2018**

## Harpula, Magda

---

**From:** Peter Hill [  
**Sent:** April-07-17 2:25 PM  
**Subject:** City building through the LRT

To all Members of Council:

It was in 2010 that the City created a Citizens Advisory Committee to look into the proposed LRT system. The Committee reported to Council a year later. That Committee reviewed the proposal from end to end, getting answers to a broad range of questions to ensure that the concept was valid for Hamilton, that it was accessible to all, that it was tied into the existing systems appropriately.

This group of over twenty Hamiltonians who represented the disabled, seniors, community groups, business organizations along the route, women and men, all of whom represented lifetimes of knowledge, wisdom and experience of living and loving this city, vetted the whole concept. The outcome was a changed proposal.

After his election, Mayor Eisenberger had another review made of the project.

In other words, there has been a thorough public consultation process. Citizens who have waited years to provide their input, especially negative suggestions and roadblocks, do not deserve the attention they are now being given. They should have spoken up and made their contributions when it mattered - in the early stages when things could have been changed easily.

Though several things have changed such as the eastern terminus and the northern extension to the James St North GO Station, the concept remains the same: that this is a first step in city building. It is not the end; it is the beginning of a major, decades-long process to create an efficient city capable of competing in the future as we now see it developing. Yes, it moves people, but have you noticed how development ALWAYS follows transportation systems? The city will have a higher tax base and it will have more people living in less space which is an important factor in reducing maintenance costs for our infrastructure.

Yes, there will be disruptions but these are short term. Yes, businesses will be inconvenienced, but this is your challenge as community leaders - to reduce the negative impacts on these businesses through carefully crafted legislation which might include reduction of taxes among other emoluments and allowances. Let me repeat, it is the job for which you were elected; that job being to provide leadership and support to effect change and improvement in our city. It is a craven attitude to cower behind the opinions of others who have agendas and to claim that you are representing the needs of your constituents. Your constituents, regardless of where they live in our community need you to have a forward-looking vision, not a retrograde one.

I, like many in Hamilton, have remained relatively quiet about this situation but the foot-dragging attitude has to stop. It must stop now and you must identify how you can help our city become better. Councillors who still have questions have not been doing their job - this has been on the books for seven years now! That's lots of time to gain a thorough knowledge not only of the problems but also of potential solutions to those problems so that all of us can gain. Even those of you who have been elected since this first surfaced have had time to identify how you can support this city-building project.

To those who do not identify with the negativism shown by your colleagues, push harder. Speak out more fully in the community, not just at Council and Committee meetings. Explain to Hamiltonians - all Hamiltonians - how this first step will benefit all. Open houses are not enough.



Finally, and this is just as important, we need to get on with other problems facing the city which need attention not being given to them due to the excessive time and energy devoted to this issue.

Peter L. Hill  
Hamilton

## Harpula, Magda

---

**From:** George Van Kampen [g.v.kampen@cityofhamilton.ca]  
**Sent:** April-01-17 10:26 AM  
**To:** Skelly, Donna  
**Cc:** Office of the Mayor  
**Subject:** Concession St and the LRT

Hello Ms. Skelly,

My name is George Van Kampen. I have been a Hamilton resident since 1975. I currently live at 154 Mountain Park Ave, a home my wife and I have owned since 2002. The first home I purchased in 1980 was located at [redacted], My wife and I really do enjoy living in this area.

We are pleased to see your focus and efforts to bring life and business to Concession St. Thank you very much.

Today as I read the Spectator, I was disappointed to see you are not supportive of the LRT. As a long time resident and property owner, I believe that the LRT is crucial for the future of Hamilton. To turn down the money from the provincial government and or to delay this LRT project will be a big mistake. The growth of cities and communities within the cities are greatly enhance by people being on the streets while using good public transit.

I ask humbly that you to reconsider your position and support LRT.

Sincerely,

George Van Kampen  
[redacted]  
[redacted]

## Harpula, Magda

---

**From:**  
**Sent:** April-01-17 9:00 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontarioundp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Display 20/20 vision

Why do councillors that do not live in Hamilton even have a say?

In years to come these districts will be screaming for an extension of the LRT they didn't want.

Hindsight is 20/20. Show some foresight!

*This LRT project isn't just for the here and now. It is also for the future and increased populations. Just imagine if there is no LRT and everybody has a car. Take a good look at Toronto, that is your traffic future. Is that what you want for the city you are supposed to be working for?*

People in a hurry to get out of town don't stop and shop, so please don't listen to that argument and if you haven't traveled along either King East or Main St. East in awhile, most of the shops are boarded up.

All the Scarborough councillors that voted against the Scarborough LRT will not be re-elected and you should keep that in mind. The silent majority want the LRT in Hamilton.

The whiners and whingers like to drive alone in their cars and couldn't care less about anyone but themselves.

Margaret Ferizis

## Harpula, Magda

---

**From:** Graham McNally [graham@toms-mcnally.ca]  
**Sent:** April-03-17 11:02 AM  
**To:** clerk@hamilton.ca  
**Cc:** Office of the Mayor  
**Subject:** FW: Hamilton/Burlington Society of Architects - Reasserting Strong Support of LRT  
**Attachments:** Letter to City - LRT Letter Reconfirmation 170327.pdf

Hello – I didn't see the attached letter included with last Tuesday's agenda. Just wanted to make sure it ended up in the correspondence on the LRT file.

Thanks,

**Graham McNally**  
Chair  
Hamilton/Burlington Society of Architects

**From:** Graham McNally  
**Sent:** March 27, 2017 10:13 AM  
**To:** Office of the Mayor <mayor@hamilton.ca>  
**Cc:** 'ahorwath-co@ndp.on.ca' <ahorwath-co@ndp.on.ca>; 'Minister.MTO@Ontario.ca' <Minister.MTO@Ontario.ca>; 'Steven.DelDuca@Ontario.ca' <Steven.DelDuca@Ontario.ca>; 'moniquetaylor@ontariondp.ca' <moniquetaylor@ontariondp.ca>; 'pmiller-qp@ndp.on.ca' <pmiller-qp@ndp.on.ca>; 'kwynne.mpp@liberal.ola.org' <kwynne.mpp@liberal.ola.org>; 'tmcmeekin.mpp@liberal.ola.org' <tmcmeekin.mpp@liberal.ola.org>; Aidan.Johnson@hamilton.ca; Jason.Farr@hamilton.ca; Matthew.Green@hamilton.ca; Sam.Merulla@hamilton.ca; Chad.Collins@hamilton.ca; Tom.Jackson@hamilton.ca; Donna.Skelly@hamilton.ca; Terry.Whitehead@hamilton.ca; Doug.Conley@hamilton.ca; Maria.Pearson@hamilton.ca; Brenda.Johnson@hamilton.ca; Lloyd.Ferguson@hamilton.ca; Arlene.VanderBeek@hamilton.ca; Robert.Pasuta@hamilton.ca; Judi.Partridge@hamilton.ca; Cynthia Zahoruk <cz@czarchitect.com>; Christina Karney <ChristinaK@mccallumsather.com>; Paula Hamilton <paula@toms-mcnally.ca>; John Grguric <JohnG@2gai.com>; Adam Tracey <AdamT@oaa.on.ca>  
**Subject:** Hamilton/Burlington Society of Architects - Reasserting Strong Support of LRT

Good morning Mr Mayor –

Please see the attached letter from the Hamilton/Burlington Society of Architects reasserting our member's strong support of Hamilton's LRT project and urging council to continue their strong support of the council approved Rapid Ready plan and this first stage of LRT implementation by receiving the updated Environmental Project Report Addendum and submitting it to the province.

Sincerely,

**Graham McNally**  
Chair  
Hamilton/Burlington Society of Architects



Hamilton/Burlington  
Society of Architects

March 25, 2017

City of Hamilton Mayor's Office  
Hamilton City Hall  
2nd floor - 71 Main Street West  
Hamilton, Ontario L8P 4Y5

**Attention:** Hon Mayor Fred Eisenberger

Dear Mr. Eisenberger,

This letter is a reconfirmation of endorsement by the Hamilton Burlington Society of Architects (HBSA) for the Council approved Light Rail Transit (LRT) line in Hamilton. We as an organization believe that LRT will greatly benefit our city and all its residents by encouraging development, completing infrastructure upgrades while installing the LRT tracks, promoting transit use for intra-city commuters, and ensuring that Hamilton remains competitive in attracting new businesses and talented skilled workers.

The HBSA strongly urges Council to receive the Hamilton Light Rail Transit Environmental Project Report Addendum for the B-Line and submit it to the province.

**New and projected development leading the way for LRT**

Currently Hamilton has over 20 new multiple residential developments in construction or planning stages within the city's core, representing approximately 1600 units. This is an unprecedented number not seen in decades. These developments demonstrate a clear trend towards denser urban living – a trend that will be supported and made more successful by the access to expedient and convenient high quality transit afforded by an LRT line.

These developments are just the beginning of a projected 100,000 new Hamilton residents over the next 25 years. To accommodate this influx, LRT will encourage development and densification along its route within the city's built-up area, supporting many of the principles laid out in the province's *Places to Grow* strategy by:

- Revitalizing our downtown to become vibrant and convenient centres,
- Curbing sprawl and protecting farmland and green spaces,
- Reducing traffic gridlock by improving access to a greater range of transportation options.

### **Investment in LRT is the best long-term fiscal decision**

While the upfront costs of LRT are significant, we have a largely unprecedented opportunity to accept *full funding* from the province. Both the City and the province have concluded it is a worthwhile investment with feasibility and benefits case studies determining that it will generate a large net benefit in increased tax assessment.

As LRT encourages concentrated growth within its proximity, the expense of new public infrastructure will be greatly reduced as the need for new greenfield developments will also be reduced. Furthermore, LRT has a lower per-passenger operating cost than alternatives and has been demonstrated to be the investment with the best future fiscal return.

### **Hamilton has the commuting habits to support LRT today**

70% of Hamiltonians live and work within the city. Among other regional cities provincially, that live-work balance is second only to Toronto at 80%. As an LRT line will run directly through our largest job cluster (the downtown core), many of these intra-city commuters will be given a new commuting option that is fast, reliable, and more environmentally sustainable.

### **LRT will ensure Hamilton remains competitive**

As Hamilton's economy transitions from its predominantly industrial past, the city is emerging as a *leader in healthcare and innovation with a diverse economy*. We need to ensure we remain competitive, attracting new businesses and talent to our city and province.

An investment in LRT will send a clear message that Hamilton is serious about its future as a livable, sustainable, and economically vibrant centre.

It is the hope of the HBSA that Council will continue to maintain their strong support for the Council approved LRT project, will receive the EPR, and will submit it to the province, thereby maintaining the project schedule.

Sincerely,

### **The Hamilton Burlington Society of Architects**

Graham McNally, Chair	Paula Hamilton, Secretary
Cynthia Zahoruk, Co-Vice Chair	John Grguric, Treasurer
Christina Karney, Co-Vice Chair	

CC

City of Hamilton Council Members

Premier Kathleen Wynne

City of Hamilton MPPs

Hon Steven Del Duca, Ontario Minister for Transportation

**Harpula, Magda**

---

**From:** drew haus [  
**Sent:** March-27-17 11:24 PM  
**To:** Office of the Mayor  
**Subject:** Fw: LRT support

Sent from my BlackBerry - the most secure mobile device - via the Bell Network

---

**From:**  
**Sent:** March 27, 2017 11:20 PM  
**To:** [aidan.johnson@hamilton.ca](mailto:aidan.johnson@hamilton.ca)  
**Subject:** LRT support

Good Evening Aiden

Please accept this letter in Support of the LRT. This investment in the City is being done at the onset of tremendous growth for the City of Hamilton . As one in the design and construction industry this investment is really for our children and creating the best sustainable environment. It will be substantially more expensive and challenging to build any system as the city grows and intensifies. I totally support LRT and only wish it was more expansive.

good luck in your debate - and please think of our children.

Drew Hauser

Sent from my BlackBerry - the most secure mobile device - via the Bell Network

**Harpula, Magda**

---

**From:** giny balier [mailto:giny.balier@cityoftoronto.com]  
**Sent:** April-16-17 10:11 PM  
**To:** Office of the Mayor  
**Subject:** Fw: LTR Support

**Importance:** High

Dear Mayor Fred Eisenberger,

A few days ago we received a phone call regarding LTR system. We fully support the idea of MORE public transit. It is outrageous that the city has not start construction yet. This project is going the same direction as the LINC that it was built TWENTY years late, when it was actually obsolete.

Canadian cities MUST embrace public transportation instead of private vehicles and we should ACT NOW.

Thanks for consulting us.

Regards,

***Giny Balier, CPA, CGA***



## Harpula, Magda

---

**From:** Graham [grahammcnally@gmail.com]  
**Sent:** March-30-17 3:19 PM  
**To:** Office of the Mayor  
**Subject:** Fwd: Build the LRT

Below please see a message in support of LRT sent by my uncle to Councillor Partridge. Forwarded with permission from Mike.

----- Forwarded message -----

**From:** **Mike McNally** <[mmcnally@mcnally.ca](mailto:mmcnally@mcnally.ca)>  
**Date:** Thu, Mar 30, 2017 at 3:00 PM  
**Subject:** Build the LRT  
**To:** [judi.partridge@hamilton.ca](mailto:judi.partridge@hamilton.ca)

Dear Judi:

I am dismayed to hear of your continued refusal to support the LRT plan for Hamilton. I strongly support it and if my Dad was still with us he would also.

He had, and showed us vision for the future of our region and he believed in accepting the cost and risks of building infrastructure.

I have heard most, if not all, the points against the LRT. In my estimation they all come down to worries about future costs borne by persons in areas that will not be served directly.

The objectors ignore the benefits we will all enjoy from developing Hamilton's old heart into a vibrant centre that will enhance our quality of life and provide opportunities for our children to grow in and with the Region rather than commute or move to other centres.

And the complaints are what Dad would have called "nickel and dime" issues - significant to the less fortunate in our community, but not unreasonable given the benefits to the entire city. Whatever the final costs come to on an annual per capita basis, it's most unlikely to exceed the cost most are willing pay for a night out or a case of wine.

These objectors are small minded, they should visit the Gartshore pumping station on Woodward to see what the visionaries that built our City did and be inspired to be a more ambitious.

Kind regards

Mike McNally

--  
Regards  
Mike McNally  
~ ~ ~

## Harpula, Magda

---

**From:** John Carvalho  
**Sent:** April-12-17 8:57 PM  
**To:** Office of the Mayor  
**Subject:** Fwd: Undeliverable: LRT

Hi mr mayor I'm so upset I missed your call but I am writing that I am in full support of the lrt it is a vital need to our city which is growing rapidly..not to mention the investments being made in the great city of Hamilton and not to mention the employment opportunities..my support and my family is behind you and hope that hamiltonians stand together for this project to go through and in years to come the nay Sayers will see how valuable it is and will be to our great city.please feel free to contact me anytime.

Thank you

Sincerely  
John Carvalho

Sent from my iPad

Sent from my iPad

Begin forwarded message:

**From:** John Carvalho <[john.carvalho@hamilton.ca](mailto:john.carvalho@hamilton.ca)>  
**Date:** April 11, 2017 at 7:49:48 PM EDT  
**To:** [mayer@hamilton.ca](mailto:mayer@hamilton.ca)  
**Subject:** Fwd: Undeliverable: LRT

Sent from my iPad

Begin forwarded message:

**From:** <[postmaster@hamilton.ca](mailto:postmaster@hamilton.ca)>  
**Date:** Anril 11 2017 at 7:39:59 PM EDT  
**To:** <[mayer@hamilton.ca](mailto:mayer@hamilton.ca)>  
**Subject:** Undeliverable: LRT

### Delivery has failed to these recipients or groups:

[mayer@hamilton.ca](mailto:mayer@hamilton.ca)

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

## Harpula, Magda

---

**From:** Evan pray [  
**Sent:** March-31-17 9:35 AM  
**To:** kwynne.mpp@liberal.ola.org; tmcmeekin.mpp.co@liberal.ola.org; Andrea Horwath, MPP;  
Office of the Mayor; sdelduca.mpp.co@liberal.ola.org  
**Subject:** Great LRT concern

Hello MPP's and Mayor,

I have hit a point in the LRT timeline where I have become concerned that this project will not move forward due to the dysfunction at Hamilton City Hall. I have lived in Hamilton my entire life. I was born in 1983 and through my teenage years I had to defend my city to friends who lived outside.

I have come to a point now where I am Very proud of where I grew up. My experiences here have lead to a good job (teacher) and I believe a good overall view of the world around me. I feel like growing up here has made me a young professional that will lead this city even further in the future - regardless of the lack of progressive thoughts shown by council.

This shifts to my concern - I have been following the LRT debate. The behaviour of some counsellors at city hall is embarrassing. One specific - in a meeting to set to address environmental concerns, no actual vote was made! As a science teacher I teach the importance of sustainability, CO2 reduction etc. The Gang of 10 is acting against these lessons and ultimately not acting in good faith - something city representatives are trusted to do!

I am not sure if there is anything you can do to help overcome this dysfunction, or perhaps put me at ease. All of this considering the vote has been made many times in the past to move forward with LRT.

Thank you for your time!  
Evan Pray

Sent from Outlook

## Harpula, Magda

---

**From:** Paul Raun  
**Sent:** March-28-17 12:56 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Hamilton Light Rail: Preparing for a Resilient Future

Hello to the Mayor and Council Members,

My name is Paul Raun. My wife and I have lived in the Aldershot portion of Burlington for just under five years. Our decision to move here hinged crucially on being able to use a wide range of transport modes-walking, cycling, public transit-conveniently in addition to driving the car. With respect to living in Aldershot, which is undergoing a long-term effort to foster an attractive town centre along Plains Road, the proposed light rail line in Hamilton will have positive implications for public transit beyond Hamilton itself, where it can provide the foundation for building an effective rapid transit system across the region, which can provide well-integrated service into the expanding GO Train line.

In following the debate on the feasibility of building an LRT line across Hamilton, the first phase of Line-B running between McMaster and Queenston Circle, I find very little discussion of the kind of situation that we will likely find ourselves by Line-B's projected completion date in 2024. That is roughly seven years away. It is essential that we act now to put in place the necessary alternatives for transportation in our area before the situation becomes critical. I am hoping that you will take the time to review the information below and consider it as you move forward in discussions about the LRT.

When it comes to issue of how much inexpensive energy we have, on 29 August 2016, Bloomberg News published a rather concerning report about the low level of conventional or crude oil deposits being discovered in the last several years, despite the energy companies' having doubled their expenditures on exploration since 2004. At present, we are finding **one** barrel for every **twelve** barrels that we are using each year. By 2025, we will likely experience significant shortfalls in supply to meet the demands of a Global Economy.

<https://www.bloomberg.com/news/articles/2016-08-29/oil-discoveries-at-a-70-year-low-signal-a-supply-shortfall-ahead>

In September 2016, Hong Kong Shanghai Bank(HSBC) released a 54-page report on the state of the world's mature oilfields, where "81% of world's liquid production [including conventional oil, condensates, natural gas liquids, unconventional oil] is already in decline (excluding new developments)". Newly-discovered oilfields are increasingly smaller in size and, therefore, have a higher depletion rate than the older giant fields such as Ghawar(world's largest) in Saudi Arabia.

<https://www.research.hsbc.com/R/24/vzchQwb>

Having emerged in August 2014, the current glut in the supply of crude oil and other liquids has arisen essentially because of decreasing demand, which weakening economic conditions have fostered. As an example of such conditions, plateauing in January 2015, global trade has undergone a gradual yet steady decline, which contrasts greatly with the sharp rise in global trade before 2008.

<https://www.weforum.org/agenda/2016/07/global-trade-is-not-growing-slower-its-not-growing-at-all-finds-a-new-report>

<https://www.nytimes.com/2016/10/31/upshot/a-little-noticed-fact-about-trade-its-no-longer-rising.html>

Over the last several years, as part of this glut, we have had a growing reliance on unconventional sources of oil, such as the tar sands and shale oil, which is known as "light tight oil"(LTO). Both sources require increasing injections of conventional crude as well as other fuels, such as natural gas and diesel, in order to become useable forms of energy. They both have **low** net energy values when compared to crude oil, where they both yield only **six** barrels for **every** barrel used to turn them into useable fuel, while onshore crude currently yields **seventeen** barrels for **every** barrel used. When we were beginning the development of suburban areas that depend heavily on the use of automobiles, in the late-1940's and early-1950's, we were extracting **one-hundred** barrels for **every** barrel used to turn crude oil into useable energy.

Facing a general pattern of decline in the availability and quality of energy, especially conventional crude as a critical foundation for converting other energy sources into useable energy, it is crucial to redesign Hamilton in order to build its capacity to be resilient in the face of this decline. This entails moving away from a continuing outward expansion on Hamilton's fringe and rebuilding it, along with other historic centres such as Waterdown or Ancaster or Binbrook, into a fairly-compact city. In the context of building a more-compact city, the LRT can act as the city's primary rapid transit route providing a convenient way of transferring between different bus routes, along with revitalising neighbourhood centres along its route.

- It operates at roughly the same speed as a subway, when we measure them over the **same** distance between stops.
- It uses less energy when we take its capacity into consideration, i.e. how many passengers it carries, and it operates on rails, which reduces friction which is responsible for much of the energy that is used.
- Using an electric motor that takes its power from overhead wires, LRT does not require batteries that would need to be massive for size of vehicle.
- It can use a variety of power sources, with our largest renewable source being not so far away in Niagara Falls.

<http://www.vtpi.org/tdm/tdm121.htm>

<http://torontoist.com/2016/08/a-love-letter-to-lrt/>

If you have any questions or if you would like to discuss this further, please do not hesitate to contact me.

Yours sincerely,

Paul Raun

## Harpula, Magda

---

**From:** Erin Pratt [mailto:erinp@hamilton.ca]  
**Sent:** March-30-17 2:26 PM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Hamilton LRT

Mr. Eisenberger,

I regret that I have to resort sending an email on my family's behalf to you regarding the plan for the LRT in Hamilton. I have tried to show my support for LRT by participating in questionnaires, elections, petitions, etc. but it seems to be to no avail.

We seem to have several city councillors in office who would like to keep Hamilton in the dark ages instead of acknowledging that it is a city on the precipice of innovation. We are a city built on steel and manufacturing, but currently run by artists, musicians, medical staff and their support workers.

We are a University city, we have libraries, museums, and art galleries galore, and yet we still have a city that is divided between the upper and the lower city; between urban and suburban interests.

I have lived all over this city: up the hill, down the hill, in the suburbs, in the core. I do not drive, I take transit. I have travelled across North America using various transit systems and have seen how far behind Hamilton is. I have been on the HSR since I was a child and many of the routes are similar to the way they were 30 years ago.

The LRT is an opportunity to catapult a change to this city. I know it's scary, but this is what has to happen. Stagnation does not lead to growth, it leads to decay. The city will grow, would you like to grow with it?

Thank you,  
Erin Pratt

## Harpula, Magda

---

**From:** Mark Rejhon [mailto:mark@rejhon.com]  
**Sent:** March-29-17 11:25 AM  
**To:** Office of the Mayor  
**Subject:** Hamilton LRT

Hello Fred & councillors,

Let's get LRT moving forward, please. Save everyone time & grief -- it historically has not been Councillors's job to read long 1,400 page reports but trust the City Planning to make the right decisions on this with proper input from public.

I am hearing from other #yesLRT people -- the very people who we want to keep -- now wanting to move out of Hamilton due to the politicking that keeps going on.

That makes me sad because I love Hamilton!

So, do Hamilton a big one, and make us proud!

Thank you,  
Mark Rejhon  
Executive Director, Hamilton LRT Advocacy Group

## Harpula, Magda

---

**From:** Patti Encinas [mailto:patti.encinas@hamilton.ca]  
**Sent:** March-30-17 2:50 PM  
**To:** Office of the Mayor; aiden.johnson@hamilton.ca; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca  
**Cc:** Granat, Simon; Farr, Laura  
**Subject:** Hamilton LRT

Dear members of City Council,

I'm calling it out. I'm naming it for what it is.

Sam Merulla is right. The Gang of Ten will be the ones responsible for the death of city building in Hamilton. Terry Whitehead, Chad Collins, Donna Skelly, Judi Partridge, Brenda Johnson..... that's the leadership of the Gang of Ten. I'll do my best to ensure my fellow citizens remember who you are and what you're doing to keep Hamilton oppressed. When we have to add millions of infrastructure costs to our already huge deficits, when we see our tax bills go up by double digits as a result, when we see our property values stagnate or drop because developers & investors lose interest in our city, when we continue to see the destruction of an already dismal public transit system, when we wave good bye to our adult children as they leave Hamilton in hopes of finding decent employment somewhere else in the world I will remember two things:

- 1) my children love me but will not come home to visit every holiday and
- 2) the Gang of Ten destroyed any ambition this city had. I hold you accountable.

I'll make sure we all remember your names. You hold the power to make the decision to make us suffer and you are choosing it. It's on you.

I've wasted so much time, effort and even money actively supporting city building in Hamilton. I've spent countless hours in council chambers watching councillors pretend to be interested and concerned. I feel like I've been lied to by the very people I've entrusted with some of the biggest decisions of my life. I feel betrayed. LRT could be, would be, the greatest catalyst for growth this city has ever seen but obviously the Gang of Ten does not want our city to grow and prosper. Thanks for wasting time from my life that I'll never get back.

Gang of Ten, be honest. Quit the gong show. Just kill it all now and stop this slow death nonsense. Clearly that's your goal. You don't care about me, about my children, about our city as a whole. I don't know what you care about but it certainly isn't Hamilton.

Regards,

Patti Encinas  
Resident, Community Engager, Parent, Homeowner, Worker, Taxpayer, Voter.



## Harpula, Magda

---

**From:** Eamon Bullock [t]  
**Sent:** April-17-17 7:31 PM  
**To:** Conley, Doug; Jackson, Tom; Pearson, Maria; Pasuta, Robert; VanderBeek, Arlene; Collins, Chad; Johnson, Brenda; Partridge, Judi; Skelly, Donna; Whitehead, Terry; Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** Hamilton LRT

Dear Councillors of the city of Hamilton,

I am a 18 year old student of McMaster University, and I urge you all to vote in favour of Light Rail Transit in Hamilton. For years, the city has been voting for the LRT, and now the opportunity is finally close. Supporting the LRT would revitalize our infrastructure and increase the city's economic base, and the budget being provided by the province ensures that residents outside of the LRT's range will not be negatively affected by the implementation of LRT.

It is a net gain to support LRT, so I see very little cause for concern. As i live on Florence Street, it would be immensely beneficial for me to have access to LRT.

If we throw away this chance, the money will be given to somebody else, and we will likely not see another chance like this. All of the concerns about the cost of LRT would become reality without provincial funding. Saying no to LRT would mean saying no to the future.

I am also very concerned by the telephone poll that was recently released, as it fails to account for a large portion of the city's population. Most young people only have cellphones, and as a result, they are not included in a telephone survey such as this. I am worried that the results of the survey will create a false impression regarding public opinion.

I have a long adult life ahead of me, and the decisions made in the next few years will impact the rest of my life. Despite this, my generation continues to suffer from under-representation. This is why I am emailing all of you today and strongly urging you to support LRT. This is our future.

Sincerely,

Eamon Bullock

## Harpula, Magda

---

**From:** [REDACTED]  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeeKin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Help make this city great

This project will do so much for the city and it is being gift wrapped by the province. Get it done!

Blair Anderson

## Harpula, Magda

---

**From:** April-05-17 12:58 PM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** Help make this city great

I support the installation of LRT in Hamilton and all the maintenance that will follow. It is not for me or my children's generation. Rather for the next generation: my grand children and beyond who will undoubtedly have a very difficult time of negotiating their way through the exponentially exploding volume of motorized and vehicular traffic on 20th century roads. We need a far broader perspective and more distant vision to fathom the anticipated numerical growth of society.

Al Horzelenberg

## Harpula, Magda

---

**From:** Mike Ecclestone [ecclestone00@gmail.com]  
**Sent:** April-13-17 12:38 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** I support #YesLRT in Hamilton

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

As you are aware, the provincial government has allocated \$1 billion to the building and operation of a light rail transit system in Hamilton. However, Hamilton City Council continues to debate the project, despite dozens of votes in support of LRT. This strikes me as both puzzling and troubling.

The implementation of light rail transit will positively benefit the community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater accessible city for all.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Mike Ecclestone

#YesLRT

## Harpula, Magda

---

**From:** Jackie Dyson  
**Sent:** April-14-17 2:35 PM  
**To:** Pearson, Maria; Office of the Mayor  
**Subject:** I SUPPORT LRT!  
**Attachments:** Image-1.jpg; ATT00001.txt

Hi Maria and Fred, I just want to be very clear.

Happy Easter!

Jackie Dvson

# ↑↑↑ THINGS HAMILTONIANS NEED TO KNOW ABOUT LRT

## 1 WHO PAYS TO BUILD LRT



The province of Ontario will invest \$1 billion to pay for Hamilton's LRT, paid for by all Ontario taxpayers. If Hamilton taxpayers had to pay \$1 billion themselves, each household would have to pay \$37,000. Instead, we're paying \$1L, our share of Ontario's taxes.

## 2 WHO DECIDES IF WE GET \$1 BILLION



We do. Or at least your Councillor does. Council has already voted for LRT 52 times since 2008. But, we don't get to decide what we spend on. MPP Fred McMeekin said recently, if Hamilton says no to LRT, it will take 30 seconds to redistribute the \$1 billion to another community. We end up with nothing.

## 3 WHAT LRT DOES FOR INFRASTRUCTURE



The province will pay \$100's of millions to replace aging infrastructure along and under the King St. route (pipes, sidewalks, roads), some of which is nearly 100 years old. We either let the province pay for it now, or we pay for it ourselves later at a cost of \$1000's per household.

## 4 WHAT LRT DOES FOR JOBS



The construction of the LRT line will provide \$300 local construction jobs to build it and 300 permanent jobs to run it. And thousands of workers to build new, high density residential and commercial developments already planned along the line and the new businesses in them.

## 5 WHAT LRT DOES FOR ACCESSIBILITY



The platform design of LRT makes it easier for people to get on and off the train - people with disabilities, mothers with strollers, young children and seniors. Bigger and more frequent trains mean more seats for all transit riders along the route.

## 6 WHAT LRT DOES FOR THE ENVIRONMENT



LRT will be electric-powered and run on fixed rails, and reduce the time it takes to go from east to west. It will provide reliable, fast transit to more people than we can accommodate in buses, providing the option for some of using transit instead of driving a car. Car = 1-4 people, Bus = 50, LRT = 130 people.

## 7 WHAT LRT DOES FOR TRANSIT



The B line LRT is the major first step in creating our city-wide B.L.A.S.T. Transit Network which will connect all Wards across Hamilton through a combination of LRT, BRT and buses, and linked to GO Transit buses and trains - more connected transit for more people.

## 8 WHAT LRT DOES FOR TAXES



Taxes go up if we say no to LRT because we'll have to pay the province back \$70 million they've spent so far, or \$340 per household. New, high-density residential and commercial developments along the LRT route will be paying taxes the City isn't getting now = reducing the tax burden on other parts of the City.

## 9 WHO PAYS TO OPERATE IT



The Operating Agreement will be negotiated between the City of Hamilton, Metrolinx and the winning bidder. That agreement won't be finalized until we select the winning bidder, but Council has the final say on what we agree to pay the operator.

## 10 WHAT LRT DOES FOR BUSINESS



While there are many businesses along the King St. route right now, there are many empty storefronts. More residents, more new offices and more riders mean thousands more people using existing and new retailers along the route. Healthy retail translates into healthier streets.

## 11 WHAT YOU CAN DO TO HELP LRT



If you support the construction of LRT as the foundation of Hamilton's planned B.L.A.S.T. Transit Network, please let your Councillor know. Call their office, write an email, send a letter, or say so the next time you see him or her.

Call the Mayor's Office and let Fred Eisenberger know you support LRT. Write a letter to the Spectator, or call into CHWL and let them know you support LRT. Tell your friends, your neighbours and the businesses you shop at that you support LRT in Hamilton.

LET'S KEEP HAMILTON MOVING

## Harpula, Magda

---

**From:**  
**Sent:** April-01-17 9:00 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** I support LRT

I'm tired of the misinformation and sabotaging of a very important project for our city. Let's vote yes on the things that move this along, lest we drop the ball and our city will suffer.

Evan Haas

## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-12-17 8:35 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Important for our growth.

I believe that LRT is an important next step to grow our city and it is also important for our current growth. I am a resident of Ward 7 and strongly feel that this will be of benefit to the whole city. I am not one who will be a regular user of it, however, I do recognise that in spite of that, I will benefit from the domino effect and growth it will bring to the city as a whole.

Anita Thomas



## Harpula, Magda

---

**From:** .....  
**Sent:** April-05-17 12:58 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Indecision is too costly

More in life is lost to indecision than even to wrong decision. Not moving forward with LRT will cost my city its heart.

Margaret Mileski

**Harpula, Magda**

---

**From:**  
**Sent:** April-12-17 6:50 PM  
**To:** Office of the Mayor  
**Subject:** Issues of concern

Hey Fred

I received the call about the town hall meeting and your request that you be contacted about issues of concern. Wow, where to start?

I am in favour of the LRT: anything that promotes community and sustainability gets my approval. However, I'd love to know if it will duplicate services offered by the HSR and bicycle programs.

I also think that we need to develop many more ecologically sustainable practices. I read a book about 10 years ago called, IN PRAISE OF SLOW. It looked at the then new slow food movement in Europe, and how it had expanded into the concept of "slow" living. I was especially struck by the examples of urban planning they talked of where people were living in neighbourhoods that offered diversity of usage: work, leisure, retail and entertainment all co-habitated, rather than single purpose zoning. That along with more intensive urban gardening are two Eco-projects I'd love to see Hamilton adopt.

That's it for now.

Cheers,  
Janice Nutter

## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-05-17 12:59 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** It's Hamilton's time

I think many Councillors are grandstanding Including Terry Whitehead, who will be losing my vote in the future.

Infrastructure makes cities great. Hamilton should be great.

Lucky we have a great Mayor!!!

Andy Binkle  
West Mountain

## Harpula, Magda

---

**From:** d.,  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** it's time to build LRT

Public transit is the way of the future and light rail is the way for Hamilton's public transit.

Sonja De Pauw

## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-05-17 12:58 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Let's Vote YES for LRT!

I am have lived in Hamilton most of my life. I am a mountain resident and core about the future of our city. I strongly believe the future requires a vibrant transit system included an LRT across town. It will open up the city and continue to wave of revitalization. Vote YES for LRT!

Krys Arciszewski

## Harpula, Magda

---

**From:** Steve Dykstra |  
**Sent:** April-04-17 8:12 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Letter in Support of Light Rail Transit

To His Worship and esteemed members of council,

I am writing to express my support for council to continue forward with the LRT project.

I take deep joy and pride in our city, and I am hopeful for its future. I have recently moved to ward 1, but am engaged in many parts of our city. Our son attends daycare in ward 2, we own a rental property in ward 3, and I'm employed full-time in Ancaster. My family plays at the driving park in Dundas and in the fall, at an orchard in Waterdown, or the playground at Paramount Restaurant in ward 8. I get my bike fixed in ward 4, buy my Christmas presents in ward 5, get my farm share in Flamborough, visit my in-laws in Stoney Creek and go to the dentist in Winona. I feel lucky to be part of one city and so many communities at the same time.

Others have expressed, more eloquently and at greater length, the benefits of this project. In brief, though, I support LRT because:

- It's a good plan. The route has the necessary urban density to support LRT, and more importantly, it's a first step in a larger, also very good plan (BLAST) that's already been affirmed by council.
- We have the money. Provincial money from this project is assured, and will go to another city if we don't claim it. Discarding this project means both losing the \$1 Billion, and also having to pay over \$70 million back in project costs.
- It provides new infrastructure. This project will inject a full \$800 million of infrastructure upgrades into our urban centre, replacing aging pipes and cables that, if not fixed now, will have to be paid for using municipal tax dollars in the future.
- Those most impacted by it are most supportive of it. The people who are most impacted by it – neighbourhood associations, wards, and many businesses closest to the line are in support.
- It benefits lower-income communities and makes our city more liveable. While I recognize and respect that each councillor answers to his/her own constituents, together we strive to be the best city in Hamilton to raise a child. A better transit system will improve the quality of life for many in our city who need it most.

I recognize that there are still some unknowns to this project, and I have great respect for councillors doing their due diligence. Even with the unknowns I find it very hard to imagine any scenario in which rejecting this sum of money to build LRT will create a better City of Hamilton than accepting it.

Respectfully submitted,

Steve Dykstra

## Harpula, Magda

---

**From:** sandra and peter [↵]  
**Sent:** April-01-17 10:47 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Light Rail Transit for Hamilton

My message to each member of the council is this. PLEASE, PLEASE do not embarrass our city and its citizens AGAIN. Get behind the LRT and make it happen.

I have been embarrassed by a LONG string of bad decisions or no decisions that are associated with our malfunctioning city council. And not just the present council. Large and small issues continue to make headlines that we hope are diminishing only to find more sandbox bickering that's actually beyond childish.

Can you get together to do something other than keeping our taxes down.? This should not be the main goal of the council. Take advantage of the rise in Hamiltonians' self confidence in recent years. Something for which we can give credit to Toronto's housing prices and the Hamilton Arts community as much as anything. Even these forces won't protect us from another Stadium site fiasco.

Look to our great neighbour to the South, to see what division and a lack of community, solidarity is bringing to them. GET BEHIND THE LRT.

Sincerely Peter McCutcheon

P.S. I believe that widening Aberdeen Ave. sidewalks by TWO feet(into the yards) would provide that margin of comfort which is not there now as you walk .

## Harpula, Magda

---

**From:** Andrew Richardson [mailto:andrew.richardson@hamilton.ca]  
**Sent:** April-10-17 10:31 AM  
**To:** Conley, Doug  
**Cc:** Office of the Mayor  
**Subject:** Light Rail in Hamilton

Good morning Councillor Conley,

I'm writing to you in hopes that you might reconsider your skepticism towards Light Rail Transit in Hamilton. It is, without a doubt, one of the most important investments in Hamilton's future that we've seen in a long time. It's not just about ensuring that Hamilton begins to install systems required to help transport current and future ridership, but it's also about making sure our local infrastructure gets a much needed update, and that we begin the BLAST Network (which will eventually connect to Ward 9)

My major concern is also that given Hamilton city council's repeated steps forward on LRT, many developers have purchased land and begun developments under the good faith understanding that Hamilton would move forward with projects that it had approved. If the project is purposefully delayed, I fear that Hamilton will be open to legal action from developers who have already invested millions on the understanding that Hamilton would keep its word.

I urge you as a resident of Ward 9 to visit the LRT sites in Waterloo to get an accurate understanding of the infrastructure, the operations, and the costs involved. Please do not delay the approval of the environmental assessment.


Sincerely,

Andrew Richardson



**Harpula, Magda**

---

**From:** H T Hamilton [  ]  
**Sent:** April-12-17 9:10 AM  
**To:** Office of the Mayor  
**Subject:** Light Rail Transat

I support completion of the LRT but believe the eastern terminal should reach to Eastgate Square.

H T Hamilton  
Winona

Sent from my iPad

## Harpula, Magda

---

**From:** April-05-17 12:58 PM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** look to the future

Please don't squander this once-in-a-city's-lifetime opportunity.

Michael Mileski

## Harpula, Magda

---

**From:** April-12-17 8:35 AM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DeDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** look to the future

We travel to Europe a fair bit to visit family as well as travel. So many cities have LRT's which we have used and all run smoothly and make travel within these places so much easier. As well as that, most major cities have large pedestrian only areas where the LRT's pass through. Understandably it will big a large cost but the benefits will be great. Hopefully this moves forward!

Birgit Gerke

## Harpula, Magda

---

**From:** Sandra and Fort Roberto [  
**Sent:** April-07-17 2:16 PM  
**To:** Skelly, Donna; Office of the Mayor  
**Subject:** LRT...the ongoing saga !

Dear Councillor Skelly and Mayor Fred:

As there is a poll being conducted in regards to the future of the LRT and we will not be consulted, please be advised that my wife and I fully support the LRT. In a few years, we will be downsizing and will be relying on public transit. The LRT will be one of our modes of transportation. It will also be a great boost for the future development along its route(s) !

Regards,

Sandra and Fort Roberto

Sent from my iPad

## Harpula, Magda

---

**From:** VINCE DI BACCO [mailto:vince@cityofhamilton.ca]  
**Sent:** April-03-17 6:30 PM  
**To:** Conley, Doug  
**Cc:** Office of the Mayor; "I  
**Subject:** LRT - and to all the councillors who oppose LRT

Unfortunately Doug you are thinking SMALL when it come to LRT. I would hope that you would reconsider your position on LRT.

You said that this is something that Toronto would want/need and not something for Hamilton. If LRT is good for Ottawa, Kitchener/Waterloo and Guelph then it certainly would be good for Hamilton. What is the population in these much smaller cities as opposed to Hamilton. If they see possibilities and opportunities for their communities certainly you can see those same benefits in our much larger community. Yes there will be disruptions but also there would be many benefits.

As to the number of cars that would have to drop off on to the outer street, the new LRT would be a source of transportation so that there would be fewer cars on the road. With pollution and climate change being such a huge problem the elimination of vehicles on the road should be a big benefit not to mention the continuation of improved air quality in the city helping to bring down health problems.

As to the cost of maintenance that should be offset by the extra revenue that the LRT would bring to the city. And I understand that there would be MANY improvements to things like sewers, roads, utility lines, gas lines, hydro lines, water-main lines, etc. that this alone should weigh heavy on your consideration to the LRT for Hamilton.

Mary DiBacco

## Harpula, Magda

---

**From:** Quinn, James S |  
**Sent:** April-15-17 11:04 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT, Gentrification, and Climate change

Dear Mayor and Council:

I see the issue of the LRT approval, and its various steps as coming down to the following important questions. First, does council have the leadership capacity to ignore vocal car-centric voters whom see any inconvenience to their ability to drive anywhere as fast as possible as an affront to their rights to convenience at the expense of transit riders and the climate? Second, for those on council with legitimate concerns about gentrification that might be hastened by LRT nodes, how should we move forward with proper legal tools to ensure low cost housing and avoid forcing the poor to move away from convenient transit nodes, assuming the LRT is successful? Third, if you oppose the LRT how can you justify balking at potential future costs of operation in the face of the knowledge that blocking important transit progress will contribute (even if symbolically) to significant future costs in terms of municipal expenditures and human lives due to accelerating climate change?

I hope you will consider and answer these questions for yourselves. I hope you will ponder what your answers say about you as a person.

Sincerely,

Jim

James S. Quinn, PhD  
Professor  
Biology Department  
Life Sciences Building, Rm 435  
McMaster University  
1280 Main Street West  
Hamilton, ON  
L8S 4K1  
Lab Website: <https://sites.google.com/site/mcmasterquinnlab/home>  
[quinn@mcmaster.ca](mailto:quinn@mcmaster.ca)  
905 525-9140 x23194  
Fax 905 522-6066

## Harpula, Magda

---

**From:** CALDWELL [i]  
**Sent:** April-17-17 8:52 AM  
**To:** Office of the Mayor  
**Subject:** LRT – Virtual Town Hall Meeting

Dear Mayor Fred Eisenberger

Re your telephone request for comment on LRT – Virtual Town Hall Meeting

### **General Comment:**

I cannot comment on the appropriateness of the project because I have not devoted the time, energy, nor research necessary to have an educated opinion relative to a business decision. I have to trust our Provincial Government to be making a sound judgement based on solid data in its proposal of LRT.

The fact that there is such controversy, even in Council, suggests to me that there may not be a solid, data-based, business plan behind the project. I am sure The Hamilton Spectator would be tempted to publish a summary of it. The paper reports only hype and slogan, little fact.

My general impression is that it is yesterday's technology, upon which the Hamilton Street Railway was based, and I note that that technology was abandoned decades ago, apparently because of its inflexibility to accommodate ever changing demands of The City. Given LRT, I would have looked hard at a line down the middle of Main Street, removing on-street parking to lots behind stores, to avoid demolishing buildings in its King Street path.

Adding additional stops will slow the system. That decision (eg Bay St.) can be assessed by mathematical modeling and simulation analysis, as we did in private industry some 50+ years ago. I trust such was part of preliminary studies and that we will not end up with a costly system which gets passengers from east to west only a few minutes faster ... at what cost per minute?

### **Financial concerns:**

I understand that the Province of Ontario is funding the project in the amount of one billion dollars (tax money no matter which taxation route it takes). Governments, at various levels, do not have a stellar record of being unable to finish projects within budget (nor on time). Is Ontario picking up the cost no matter what it turns out to be? If not, then who?

At a time in my career, I did bidding on government projects; we performed our usual competitive costing and pricing, than, as did the entire industry, we added some twenty-five percent to account for our anticipated administrative costs to deal with the multiple levels of government bureaucracy and inherent inefficiency. Is such a reality factored into the one billion dollar estimate?

Councillor Judy Partridge of Flamborough has expressed concern for the validity of (or absence of) projected operating costs for the LRT. She is at the table, i am not. Good project proposal costing practice would have included those estimates long before the project got nearly this far. I wonder why her concern.

Hamilton's building arm leaves me with considerable concern I have built in Dundas, in Flamborough, and in Hamilton, as well as in other jurisdictions. The Hamilton experience was by far the most discouraging, inefficient and costly in terms of delay and indecision. That will translate to real cost for the project. Which loops me back to the question of who pays in excess of one billion dollars.

**Comment:**

Had I been available when your call came in, this kind of comment would have been my "off the top" response.

Gary Caldwell



## Harpula, Magda

---

**From:** guido kelly  
**Sent:** April-17-17 12:26 PM  
**To:** Office of the Mayor; Whitehead, Terry; Jackson, Tom  
**Cc:** Merulla, Sam; Farr, Jason  
**Subject:** LRT & Beyond

Mayor Fred, Terry and Tom,

Having visited cities like Edmonton and Calgary and used their LRT systems within the last 5 years.....both were great to use not as a resident of either City but as a visitor as I took in a short tour of both cities via their LRT. On each occasion, speaking with the residents of both cities that I was visiting, they were only too proud to boast of their systems and how much things have grown economically in both their cities. (While there may be no correlation to the LRT development, they felt that the LRT definitely helped).

Listening to and following the "forever" debates on the LRT for the last five (5) or more years at our Council table, it makes me wonder what took place back in 1928 when the City decided to build our "Civic Stadium".....a Stadium that proved to be ahead of its time so much so that 45 years later, the then Ivor Wynne Stadium was the largest stadium in the CFL from 1971 - 1975. All I can say is "BRAVO" to the City "fathers"(leaders) of that time. I would also like to say "BRAVO" to the present Council of 2017 and would personally do so once we get the LRT project moving forward.

While Calgary has now grown to 1,300,000 and Edmonton to 900,000 in population, I am convinced that the Hamilton population of 530,000 will also grow thereby attracting professionals as well as people of all walks as our population jumps forward by the growth in construction, economics and the like including supporting industries that will inherently be developed as the LRT takes root in our City. I see the present proposal being the start with expansion of the system to follow in future years.

So I implore that we do not have a repeat of the Red Hill/Linc expressway which was also debated to death only to be resurrected after our City had lost a lot of industry to other centres.

In closing, I ask that you pay special attention to Mayor Nenshi's opening remarks in the Calgary report below. Two other relevant attachments are also enclosed.

As a Professional Engineer by trade, I recognize that there are "pros" and "cons" in all that we do especially with large projects, however, in the case of the Hamilton LRT proposal, my take is that the "pros" outweigh the "cons" and we should move forward with this project. We do not live in a perfect world.

Best regards, Guido  
Guido Kelly, P.Eng.

[https://www.thalesgroup.com/sites/default/files/asset/document/lrt\\_tramway\\_brochure\\_ld\\_0.pdf](https://www.thalesgroup.com/sites/default/files/asset/document/lrt_tramway_brochure_ld_0.pdf)

LRT & TRAMWAY SOLUTION For optimised operations and ...

---

[www.thalesgroup.com](http://www.thalesgroup.com)

Thales' advanced LRT & Tramway Control System is a powerful management and control solution for today's high-performance urban networks. Compatible with any type ...

---

<https://www.edmontonrealestate.pro/lrt-stations.php>

---

## Edmonton LRT Stations & Transportation In Edmonton: LRT

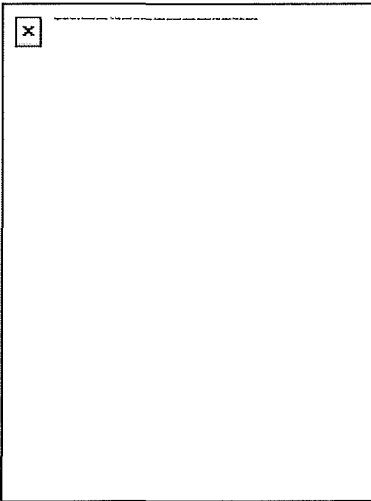
[www.edmontonrealestate.pro](http://www.edmontonrealestate.pro)

Edmonton LRT Stations. If you're looking for a home conveniently located close to Edmonton LRT stations, or light rail transit, then you've come to the right place!

---

<https://www.scribd.com/document/345060073/City-of-Calgary-Green-Line-LRT-Business-Case-Report-November-2016>

---



## City of Calgary Green Line LRT Business Case Report November 2016 | Light Rail

[www.scribd.com](http://www.scribd.com)

The City of Calgary business case report on the Calgary Green Line LRT

---

## Harpula, Magda

---

**From:** April Faggion [v]  
**Sent:** April-12-17 8:21 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mr. Mayor,

My husband & I support the LRT. It is a billion dollars! We live in Ancaster. We probably won't use it. My daughter lives in the South West of Hamilton & will use it. Our grandchildren are still young but they will use it one day! Don't cave. Please do not make this another Stadium fiasco! We could have had it at the waterfront. So sad!!! This council has to start thinking with the long view in mind. Be modern. Be brave. Take the money. Try to get them to have it continue to Eastgate as the original plan did. Fight hard for this!

April & Walter Faggion

Sent from my iPhone

## Harpula, Magda

---

**From:** -----  
**Sent:** April-04-17 10:48 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Sent from Samsung tablet  
----- Original message -----

**From:** bbianchi551  
**Date:** 04-04-2017 10:41 AM (GMT-05:00)  
**To:** "Skelly, Donna"  
**Subject:** LRT

Hello Mayor Eisenberger.

I have stayed quiet on the subject of LRT, but I feel I will regret my silence if LRT should fail to become a reality here in Hamilton.

I have had the privilege to observe and utilize rapid transit in many cities worldwide. Places smaller than our beloved Hamilton enjoy and flourish socially and economically with their rapid transit, whether it be light rail or subway.

I am retired, I have a car, and I live on the mountain. I have lived on the mountain for 62 years. But I love my lower city and all it has to offer...arts, foods, festivals, theatre, Gage park (where I take my grandchildren), Starskey's Foods @ Nash and Queenston (I'm of polish derivation and MUST have saurkraut and all the other wonderful foods I've grown up eating). Jumping into my car is so easy but the traffic on the roads has and continues to increase to frustrating proportions.

Hamilton needs a Light Rail Transit System. While it doesn't address everyone's needs as it's proposed now, its a start! Once in place, there is opportunity in the future to add, grow, improve it's functioning. Our HSR buses are and will never be a preferred mode of travel. They are slow, must compete with vehicles in their lanes blocking by legally or illegally stopping/parking, having to wait for traffic to yeild to them when changing lanes (we all should yield as mandated by law but I've seen bad, mean-spirited car drivers ignore that bus trying to get over time and again!), and these same buses actually impede the flow of traffic in critical areas downtown!

Hamilton has a great opportunity to take this first all important step in improving this city's accessibility for all of us today, but more importantly, for our children and their children in the future.

How wonderful the future could be....a mountain LRT line running east and west from Ancaster to Upper Centennial with connecting buses to take us to lower city stops to take LRT to destinations west to Dundas or east to Stoney Creek.

We Hamiltonians have always tended to be a fickle, fearful, frightened folk. We seem to have low self esteem when it comes to re-aligning ourselves to think big. Our trepidation invariably leads us to make decisions that compromise ourselves into selling big projects short.

Let's take the province's money offer. Consider this an investment in Hamilton's future viability as a vibrant, growing, enthusiastic community not afraid or intimidated by imagined fears.

I was a stay-at-home mom raising 5 kids while my husband worked 35 yrs of shift work at Stelco. I know all too well the importance of fiscal responsibility. I am not a big spender. But investing in a city's future is akin to investing in a child's future.

There will be no gain without a little pain...

.....Let's get 'er done!!!!

Brenda Bianchi  
Ward 7

Sent from Samsung tablet

## Harpula, Magda

---

**From:** Carol Hall [mailto:carolhall@cityofhamilton.ca]  
**Sent:** April-12-17 10:05 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Mr. Mayor, I am a Toronto transplant whose family has lived in Hamilton for the past 50 years which is why I made the move post-retirement.

I worked in downtown Toronto for 40 years and during the last 15 of those years was thrilled to finally have an express bus for that journey. Transit in this Province is definitely not keeping pace with growth. The entire Province is decades behind in its public transit needs.

The City of Hamilton would be foolish not to get going on the LRT as soon as possible. Every year wasted in discussion puts us that much further behind in the race to keep pace with population increases.

I love living in Hamilton and, so far, am blessed to be able to drive. Should that come to an end, I would love to know that I will be living in a City where transit is a priority for its government.

This is a basic human need in today's life and should be given speedy non-partisan approval. The LRT should not be seen as an end to a vision but simply the first step in modernizing our transit system.

Good luck Mr. Mayor. I hope to see great things for this City in the future.

--

**CAROL**

**Harpula, Magda**

---

**From:** Carolyn Lehmann [  
**Sent:** April-12-17 8:34 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Fred,

Thank you for your phone call and your untiring work to support and make Hamilton's LRT a reality. I am 150% in favor of the LRT as it signifies that Hamilton is ready to bring herself into the next century and beyond.

Carry on, and fight for the LRT!

Carolyn Lehmann  
Ward 1, Hamilton

## Harpula, Magda

---

**From:** Chris McNally [cmcnally@mcnally.ca]  
**Sent:** April-11-17 7:40 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Just received the robo call about the town hall.

I cannot understand the opposition to building the LRT in Hamilton.

It is an essential step to moving our home town into the 21st century.

I listen with amazement to councillors who have "saved" their constituents the trouble of having the LRT construction in their neighbourhood.

I wonder what their constituents will think when the property values rise all along the LRT line.

YOU MUST BUILD IT!!!!

Chris

PS GET ON WITH IT!!!

Pass this to Lloyd and say hi for me!!

Chris

Chris McNally P Eng GSC  
CCA Chair 2017  
C&M McNally Engineering Corp.  
905 334 1869  
[cmcnally@mcnally.ca](mailto:cmcnally@mcnally.ca)



## Harpula, Magda

---

**From:** Chris F  
**Sent:** April-10-17 5:06 PM  
**To:** Farr, Jason; Office of the Mayor  
**Subject:** LRT

Hi Jason and Fred,

You both may know me from my time with Open Streets Hamilton, and being that way, I think the debate of whether or not Hamilton should have LRT is a moot point.

1-Abandoned Storefronts: We have tons of storefronts that are not being used, one of the biggest being the old bingo hall, and it's a blight to see those areas, and it can encourage crime and other activities.

2-1 BILLION dollars: Jaw dropping amount, AND the refurb of roads...that THEY will cover the cost of... Um...we pay enough as residents, to refuse that is to look the proverbial gift horse in the mouth...the costs to residents to redo the roads will be even higher, and to not have it done, can result in vehicle damage, pipes bursting and other issues.

3-Cars: I have not owned one since I moved here 8 years ago because of the awesome transit, LRT will add to that awesomeness by cutting down on pollution, whereby giving us more clean air, and encouraging tourism.

4-Tourism: Making it 100x easier for people to get around and it can be linked into 'The Easy Way to get around Hamilton', which given to anyone coming into a new city, is essential.

5-Improving Hamilton's Image: This city is growing in leaps and bounds all the time, and one of the areas ignored in growth is the downtown. We as a city have done a ton to change that, LRT will add to it in more ways than can be envisioned, and will keep the city at the forefront of tech change and tourism, along with so much more.

When the vote comes up, I ask you both to vote YES to this opportunity, Hamilton is ready for this, and to say no will be a change we cannot afford.

Sincerely,  
Chris Fink, Hamilton resident

## Harpula, Magda

---

**From:** Coleman, Daniel [c]  
**Sent:** April-11-17 7:52 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger and the Town Council,

I'm writing to express strong support from my wife and I for the building of LRT in Hamilton. We are frustrated at the obstructionism that has plagued the process of approving this much needed boost to Hamilton's transportation infrastructure. Before we moved to Hamilton in the mid-1990s, we lived in Edmonton which has an LRT system and found it a very efficient, convenient, and ecologically friendly form of transport.

There are many opinions that have been voiced over this project and our thinking on the matter is this:

- LRT along the east-west corridor would address the greatest traffic needs in the city, other lines can be developed in future, so starting with east-west does not rule out north-south
- It would boost downtown business, living, and access
- It is ecologically friendly, and would take vehicles off the road (so even driverless cars will not do this, nor decrease traffic volume). We simply must plan for future cities that don't depend so heavily upon petroleum driven vehicles.
- It is not an either/or: efficient, inexpensive transit that does not charge high ticket prices helps with poverty, gaining access to city centre services, and helps build the downtown core without introducing new traffic.
- Convenience: The regularity of LRT, as compared to bus schedules, means people can simply go to the closest station and need not check or calculate schedules.
- The province has offered this money for LRT and LRT only; we cannot understand why Hamilton would look this gift horse in the mouth and refuse it on some grounds of wishing to use the money for a different purpose.
- LRT is an investment in the future of this city. Many of the objections seem to us to resist a future when young Hamiltonians want to live downtown in walkable neighbourhoods close to the city core.

Thank you for reaching out to us via your recent phone request for comments and responses on this important decision for Hamilton's future.

Daniel and Wendy Coleman

**Harpula, Magda**

---

**From:** Dave Allatt [  
**Sent:** April-12-17 3:01 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Thank you for your phone message, asking for opinions on the LRT plan.

I have lived in Dundas for over 55 years, and worked at Westinghouse prior to retirement. Contrary to my Ward Councillor, I agree we should proceed with the LRT project. It is essential we put in place the structure to improve our ground transportation system, as a step to modernizing our city and reduce dependence on the automobile.

I do however, have some reservations on making King Street the principal route for this phase of an east/west transit. Sharing the route between LRT track and road traffic thorough the narrow roadway, will limit our ability to increase LRT service on this east/west phase as we attempt to expand the route further east and west.

Dave Allatt

## Harpula, Magda

---

**From:** don/kathy weber |  
**Sent:** April-12-17 3:06 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello--I am just adding my two cents worth on LRT.

I say, let's get moving and get the LRT up and running. Thinking of long term.....public transit must be encouraged, for the environment, for aging populations, for those on the lower economic scale....lots of reasons.

I realize that in other countries that I have visited/lived in, where density of people is so much higher than our country, LRT type of transit makes perfect sense.

However, let's save our space to enjoy, and not to pollute with unnecessary car exhaust. People in Canada just need to get more accustomed to public transit. It's starting...look at how successful the SoBi programme is here in Hamilton. It's a start...

Thanks for listening...think you are doing a great job....just get decisions made....that whole west Hamilton-where-do-we-put-a-stadium debacle was too painful to watch. In life, we are never going to get everything we want. Let's look long term.....look what happened to the Americans when they reacted and liked Trump's no-nonsense approach...They forgot to look long term. I think there are enough of you on council who have enough experience and respect from citizens that you could get the job done.

Thanks, and Happy Easter.

Kathy Weber

Sent from my iPad

## Harpula, Magda

---

**From:** Dorte Deans [  
**Sent:** April-15-17 12:46 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mr Eisenburger

I have supported the LRT for about ten years and cannot fathom what is taking some people so long to look past their noses to see the many benefits of the project to the city and surrounding areas. It will be more Eco-friendly, probably quieter, easier to board, and will cover much of the expense of the infrastructure repairs and building our city needs. And it will be almost free to the citizens. We are enjoying a lovely boom in the city and this will enhance that boom and carry us into the future. Other investments will follow and the rest of the transit system will also benefit as more building will come if this is built. Are our citizens and, mostly, our counsellors so rich they can afford to say NO to \$1 billion? Or so short-sighted?

Please build this thing!

Dorte Deans

Sent from my iPad

## Harpula, Magda

---

**From:** greenwil [  
**Sent:** April-12-17 12:21 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Sir

Thank you for your recent phone call. I'm sorry I missed you.

As a resident of Waterdown you would think that the proposed LRT line for downtown Hamilton would not be on my list of things to be concerned about. Actually-quite the opposite. What a wonderful project. Getting rid of those carbon belching buses is long overdue. If I were to able to speculate on the future I see the upcoming line as only the beginning of an integrated transit system. If the network were expanded in the future to include the West Harbour GO and the future Centennial GO plus a link to the Hunter Street GO we'd have a marvellous way for all of our citizens to move seamlessly through Hamilton with easy transition to other part of the GHTA. Maybe eventual lines up the mountain. Think and plan big- Hamilton deserves it.

Now the nay sayers like councillor Partridge seem to think that emerging technologies like all electric buses are the way to go - I completely disagree. All electric buses are perhaps in our future but by the time they become affordable and easily maintainable , I don't see that technology emerging for decades. By the time electric buses become a viable alternative your LRT cars will be in the Guelph trolley museum.

Now one of the concerns seems to be the cost of running and maintaining the new system. While don't doubt there will be costs but I can't imagine that it would be that much more expense than an equivalent electrical bus system. In fact I'll bet you that an all electric bus system will be a maintenance nightmare compared to a proven electric railway system

Frankly, if we turn down the offer of a billion dollars, that money, my tax money, will go to some other city and Hamilton will not only be a laughing stock but the chances of gaining public funding for future projects reduces to slim or none.

While I voted for councillor Partridge I would suggest that she spend her political capital on projects within her ward and closer to home For example - where is the Waterdown bypass? What about the congestion in downtown Waterdown. How about the Parkside Drive rehabilitation. Is she thumping the tub to get started on the highway 5&6 interchange? How about championing a new public school in east Waterdown? What about the drop road to Aldershot? When is the bridge over the CP line going to get started? What's her plan to get all of our parks reforested after the ash borer epidemic?

Mr. Mayor. Please drub some sense into these negative people and get on with the project

I even have a spare shovel to lend to you if it would help

Cheers from Waterdown

Bill Green

---

*Sent from my iPhone*

*"Be yourself  
Everyone else is taken"*

## Harpula, Magda

---

**From:** Harry Mancini [harrymancini@remaxescarpment.com]  
**Sent:** April-12-17 8:21 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Hi Mayor Fred,  
I think you're doing a great job as mayor. You are a real supporter of Hamilton economics and development.  
As you are, I am also a firm believer in the LRT. "Bring it on" & make sure they use Hamilton & area contractors & labourers.

I can be available to help you out in any way to achieve your goals.

Keep on "trucking". Never quit on your goals.  
Best Regards  
Harry Mancini

Sent from my iPhone

## Harpula, Magda

---

**From:** Heather Harvey  
**Sent:** April-12-17 12:56 PM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan  
**Subject:** LRT

Dear Mayor and Councillor,

I just wanted to send a quick message to let you know that I am a supporter of LRT. I live in Ward 1 in Westdale and I haven't had a chance to get out to any of the Yes LRT events to express my support, so I wanted to let you and your offices know how strongly I feel about the need for this sort of investment in Hamilton. While I appreciate that there are a few unknowns and certain costs have increased, I see no reason why any of these should stop the City from moving forward with LRT. Council and City staff are full of passionate, creative, hard-working individuals who I believe can make this happen in a way that addresses current concerns.

I feel LRT is the right decision for Hamilton because it looks to the future to ensure that my children who are currently 8 and 6, will be able to move about this City in a way they can't currently. This will increase their independence, reduce their environmental footprint, increase their use of City amenities and allow them to live, study and work anywhere in the lower city without nearly the hassles that currently exist for getting around. Almost weekly, one of my daughters will comment on how using cars harms the environment (something they talk about in school). Our family commutes by cycle and uses our bicycles for short trips, but we do have a car we use frequently to get around Hamilton. It is hard to look at them and not have any real solutions to this issue as buses are slow and often very crowded in our area. LRT however, would give them an option in the future. As the City faces an influx of residents, cars will only increase. LRT will help to reduce the burden of cars on City for all residents. And let's not forget those Hamilton residents who face mobility and other challenges that prevent them from using a car or bicycle to get around. LRT is the right decision for them as well. I feel strongly that LRT is the way forward. Anything else shows a lack of vision, commitment to the City and will stall the growth and regeneration that Hamilton is currently in the midst of.

I do hope that Council can come together and support the continued growth, development and investment in Hamilton that LRT provides.

Thank you for your continued support of LRT,  
Heather Harvey  
Ward 1 resident



## **Harpula, Magda**

---

**From:** Heather/Raymond  
**Sent:** April-16-17 8:39 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT

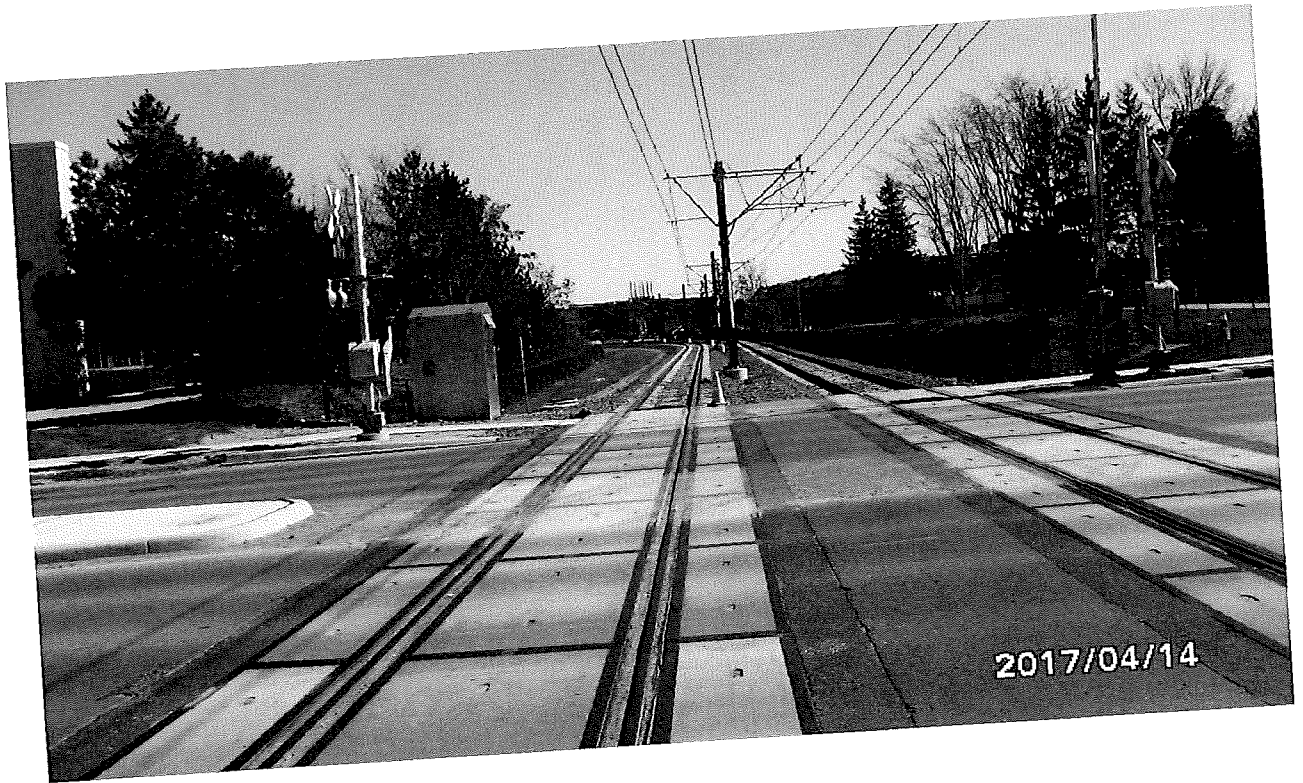
**Please, consider a "YES" to this question. Everywhere this is built (all over the world) businesses and housing develop in a big way.**

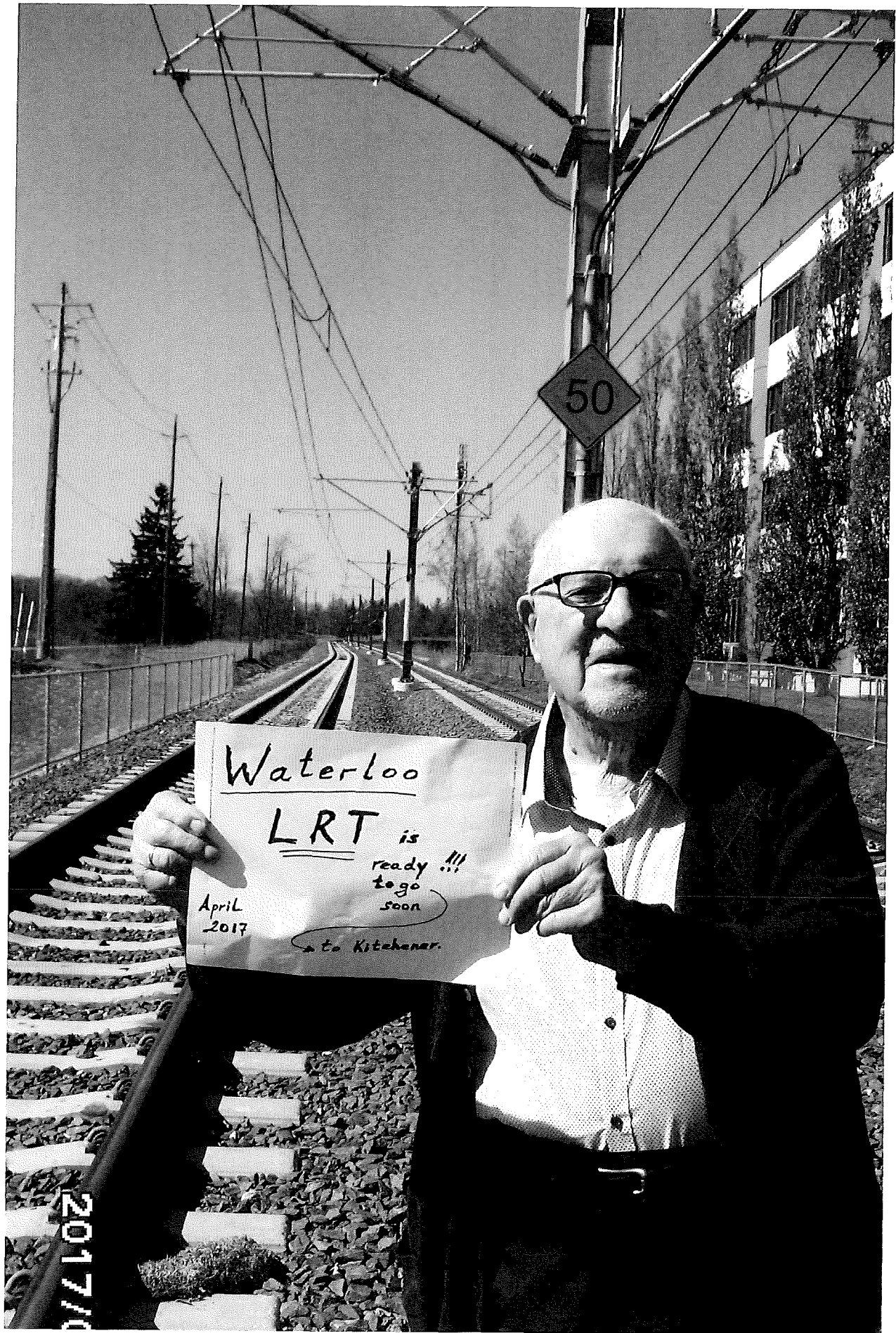
**I studied the Waterloo - Kitchener LRT on Good Friday. 4 km in Waterloo (from the shopping mall) Conestoga, is already finished and**

**I took some photos, which I enclose. They plan to start running in Nov. to Centre of Waterloo, Kitchener is strong on the the go and will be finished next year. Must say, they are way ahead of us; didn't even know a year ago that was going on there.....**

**I am an oldie - ( 87 on May 13 ) - orogin. from Austria and don't expect to see Hamilton's opening. Good luck, all of you and City of Hamilton !!**

**Raymond Braun, Dundas**





Waterloo  
LRT is  
ready to go soon !!!  
April 2017  
to Kitchener.

50

2017/10

## Harpula, Magda

---

**From:** James, Robert [  
**Sent:** April-15-17 3:40 PM  
**To:** VanderBeek, Arlene  
**Cc:** Office of the Mayor; Mr Ted McMeekin  
**Subject:** LRT

Hello, Arlene,

I wanted to add my voice to the many thousands who support the LRT for Hamilton. I understand that you are, as yet, undecided, and I do not expect that my solo voice will lead you to change your opinion to be decidedly in favour. However, I hope that you realize I am also speaking for many who will not take the time to write to you.

I am a dedicated Dundasian, and strongly in support of what I feel is in the best interests of our small town. But I am also realistic, and know that we live beside the greater mass of the City of Hamilton. And the LRT is good for Hamilton. Not only does it provide needed jobs now and into the future; it will lead to replacing and in some cases upgrading needed infrastructures in the downtown area; it promotes accessibility for the disabled; it is a green project; it is one other thing which can help the working folks with less income and mobility choices than have you and I. And it, likely, will lead to tax savings down the line.

One billion dollars is a lot of money, but we should not take it just because it is there, and "free" to us. And this project is not only the newest bauble to appear on the horizon. A lot of work over the past ten years has gone into looking at the pros and cons of LRT, and the research has found that there is more weight on the "pro" side than the "con" side.

Can we afford to turn our back on this money? Perhaps. But the jobs? The infrastructure. Improvements? The accessible transportation? The diminishing of the advantage the "haves" have over the "have-nots"? I, for one, don't think so.

I would encourage you to vote in favour of the LRT, not just for our generation, but for that of our children and grandchildren.

Sincerely,

Bob James  
Sent from my iPad

## Harpula, Magda

---

**From:** Jim Newman [mailto: ]  
**Sent:** April-12-17 8:36 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger,

Thanks for your message and invitation to contact you about LRT. I have two comments:

- a number of years ago I was in a European city (Amsterdam, I think), and some of the trams ran on a single track which was doubled at certain intervals (e.g. stops) to allow the units to pass each other, and then reverted to a single track again. Since our LRT system has been "studied to death" it's quite probable that this has been considered for our east/west line, but I have never heard it mentioned. A single track with passing points would certainly cut costs dramatically and minimize all kinds of construction issues, not to mention point #2 which follows . . .

- I live near Dundurn and Aberdeen Streets. Both are major, busy, often choked thoroughfares that will be dramatically impacted during LRT construction, especially Aberdeen which is one of only three practical ways to travel west, west of James St. Aberdeen St. particularly needs reconstruction and NOT the kind of work proposed by council which will choke it even further (additional parking west of Dundurn, crosswalks, traffic calming, etc.). Perhaps this is to "prepare us for the woes of 5 years of construction". Besides reconstruction it simply needs speed enforcement which used to be present several times a week, but no longer. Why not? And with respect to 5 years of construction woes, see point one above. We are resigned to shopping in Ancaster along with the rest of Hamilton west until 2023 at least.

Thank you for considering my comments. Despite the downsides, I am pro-LRT.

James Newman

Sent from my iPad

## Harpula, Magda

---

**From:** Joanne Hudspith [joanne@cityofhamilton.ca]  
**Sent:** April-17-17 3:27 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger

I am writing you, and to all of Hamilton's councillors, to express my views about the LRT. I understand that it is easy to look at the expense and the inconvenience of the LRT, especially for those people who don't live along the proposed LRT corridor, who don't regularly come downtown or use transit, and to reject it from that perspective. But I believe that the long-term benefits will outweigh the costs and inconveniences of building and maintaining the LRT. New businesses and higher-density housing along the route will add to the city's tax base; as the price of gas continues to rise, it makes sense to put infrastructure in place now that will make using transit more convenient and affordable than driving; the repair of old infrastructure along the route is also a big plus.

I urge you to make a decision now to take advantage of this opportunity that will benefit Hamilton in the long-term. Yes, it will be expensive; traffic will be a nightmare during construction, and businesses along the route will suffer during that period. This is one of those decisions that goes beyond a five-year plan or reelection campaigns - it's about the city that we are leaving for our kids.

Thank-you for allowing me to express my views.

Sincerely,  
Joanne Hudspith

**Harpula, Magda**

---

**From:** Judi Childs  
**Sent:** April-15-17 1:09 PM  
**To:** Office of the Mayor; Johnson, Aidan  
**Subject:** LRT

Hello,

I just returned from the LRT rally at City Hall. It was very inspiring to hear speakers from different walks of life speak about their support for LRT.

I am 100% in support of LRT. I have lived in Hamilton since 1979. The changes that have recently taken place in the city are impressive. There is so much more opportunity in this city.

If council votes LRT down, I would seriously consider moving. It would set us back several years and would be an embarrassment to the residents of Hamilton.

Please use your influence to encourage council to make the right decision.  
Judi Childs



## Harpula, Magda

---

**From:** LARRY VILLANI  
**Sent:** April-14-17 11:27 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Mr. Eisenberger,

I received a recorded message from you a couple of days ago and I wanted to take a few minutes to let you know that I am 100% in favour of the LRT system that is currently being debated by city council. I am very disappointed that another major infrastructure project is being argued over as council did for years with the Linc/Red Hill Valley Parkway. Back in the 1970's and '80's, my cousin was a councillor for Ward 5 and he was often disappointed by the people - including fellow aldermen - who were opposed to the construction of these two vital roadways. I even recall speaking with him on one occasion when he told me that he went to Italy as a representative of the City of Hamilton to invite businesses to expand to our city. He reported that when he would lay out a map of the city to the businesses, they were impressed with our location between Toronto and the United States. But every time they asked about road access to these markets and he told them about the potential construction of the access road, they would inevitably say, 'talk to us when the road is built.' Who knows how many potential businesses would have invested here if the debate hadn't dragged on for so long.

Now, we are going through the same thing with the LRT. This is an important infrastructure project and we've already spent millions of dollars preparing for it and yet we have councillors who are simply willing to walk away because a few activists are making more noise against the project than those in favour of it. This is the same thing as happened with the Link/Red Hill Valley Parkway. What disappoints me most is how those councillors against the project set what they believed to be an impossible request before the province and when the provincial government surprised everyone and said they would fund it 100%, those opposed were not only caught off guard but now had to find other excuses to oppose it. What's that Chinese curse? Be careful what you wish for! Now we have councillors like Ms Partridge who won't support it because she is worried about costs 10 or 15 years down the road. Perhaps you could ask Ms Partridge for me, if council turns down this environmental report and that ends up killing the project, will she stand in front of the citizens of Hamilton and explain how she and the other councillors opposed to the LRT can justify spending \$70 million and get zero return for that investment?

I've read letters in the Spectator about how LRT is 'old' technology and that we should invest in things like driverless buses. Well, I did a quick Google search and I've discovered that there isn't any company currently working on the technology for a bus large enough to carry more than 4 to 8 passengers and these are being developed with the idea of using them at airports. Funny thing though with ideas like these, no one seems to state where the money will come from to buy technology that may not be available for 10 or more years from now. We have been told that if the city turns down the LRT, we lose the \$1 billion dollars from the province. Since the HSR is struggling to keep it's head above water now and the city has at least a \$3 billion infrastructure deficit now, again, the question I put forward is: where is the money going to come from to buy the buses that would be required to improve the HSR and to make the necessary infrastructure investments needed? Heaven knows we won't get anything more from the province and the Federal government isn't prepared to give us more than a few million dollars which won't be nearly enough to meet our growing transit needs.

I know that the vocal minority are the ones who are the loudest in the LRT debate, however, I can assure you that the people I've spoken with see the benefits of LRT for the City of Hamilton. I think, however, the constituents that are in favour of this project but whom we don't hear from are the students at MacMaster University, Mohawk College and Columbia International College. If only one third of the students from each



of those schools used LRT, the ridership would be over 10 thousand students every day! We need to hear from them. Perhaps they should be addressing council at the upcoming meeting. I also believe that although the Hamilton Chamber of Commerce is behind the project, they could do more to assure the businesses in the city that are going to be directly affected by the construction that the Chamber will do everything possible to support those businesses to attract customers during construction in any way they can.

Finally, as you will recall, this city was once proud to be known as the Ambitious City. Somehow we lost that proud slogan. I strongly believe that if the LRT is not built, we can hang our heads in shame and other cities across the country will simply refer to Hamilton as Loserville. It's embarrassing enough when I hear Hamilton being called the "armpit" of the country. If council doesn't approve this environmental report, perhaps they'll provide us with paper bags to wear over our heads.

Thank you, sir, for supporting this forward-thinking project and I hope that you will succeed in convincing enough of our councillors to support sending the environmental report to the province. I've always been proud to be a Hamiltonian. I just hope that won't change after April 19th.

Larry Villani

## Harpula, Magda

---

**From:** Leslie Falzone  
**Sent:** April-13-17 5:39 PM  
**To:** Office of the Mayor  
**Cc:** Sam Falzone  
**Subject:** Lrt

Got your call my husband and I both support Lrt we live in ward three between king and main. It will not be completed until the same year I can retire but it is worth it for the future of our city.

Leslie and Sam Falzone

Sent from my BlackBerry 10 smartphone on the Rogers network.

## Harpula, Magda

---

**From:** Luigia DeDivitiis  
**Sent:** April-16-17 9:18 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayer and Councilors,

Yesterday, my husband and I went to the pro LRT Rally. We thought of making a sign that listed the reasons for building the LRT but, immediately gave up the idea. The list was much too long to fit on a sign. The reasons to build the LRT are numerous and very compelling. We cannot understand why Council is having problems approving the project. Surely capturing a \$1 billion dollar budget to improve Hamilton and provide jobs (temporary or not) should outweigh any existing issues.

We thank Mayor Fred Eisenberger, our Councilor Matthew Green, and the other Councilors working to approve the LRT and, we encourage you to keep trying. If you are one of the Councilors who is not yet in favour of the LRT, please think about it. This is an amazing opportunity for Hamilton which, once lost, will not come back. Any project that improves a part of Hamilton, improves the whole of Hamilton.

*Yes LRT*

For

A Better

Hamilton

That was our sign in the end.

Happy Easter,

Luigia DeDivitiis and Allan Buck

## Harpula, Magda

---

**From:** Marie Zilik  
**Sent:** April-12-17 4:44 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT

Good afternoon

I am a 20+year resident of Stoney Creek....specifically Ward 10. Next year, I will be moving to a new condo development in Ward 1.

I am totally in support of LRT for our city, and will be attending the Rally on Saturday and the City Council meeting on April 19.

I ask that you all consider the benefits of this huge project for our city, and vote positively to continue on the path we are already on to get this amazing project off and running.

Hamilton deserves your positive vote on this matter.

Thank you,

Marie Zilik

## Harpula, Magda

---

**From:** Maureen  
**Sent:** April-11-17 7:55 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Mayor Eisenberger,

Just listened to your voice message and I wanted you to know that our family supports the LRT. We will attend the upcoming rally on the 15th and please.....as quoted in the Hamilton Spectator, please continue to "put the foot on the gas pedal" to sell this investment. It only makes sense.

Keep up the good work!

Maureen Hayes

Hamilton, Ont.  
--

ps— I also think it only makes sense to put a stop at Bay St.

## Harpula, Magda

---

**From:** Melissa Leaist  
**Sent:** April-04-17 6:10 PM  
**To:** Office of the Mayor; VanderBeek, Arlene; Johnson, Aidan; Farr, Jason; Green, Matthew; Jackson, Tom; Merulla, Sam; Collins, Chad; Skelly, Donna; Whitehead, Terry; Conley, Doug; Johnson, Brenda; Partridge, Judi; Pasuta, Robert; Ferguson, Lloyd; Pearson, Maria  
**Subject:** LRT

Dear Mayor and Councillors,

For transparency, I acknowledge that I have sent correspondence to you all individually. Councillor VanderBeek is my Ward Councillor; however, you each have a vote and Hamilton is waiting for you all to do the right thing. The right thing is what is good for the whole city: not the divisiveness of supporting only what is done in your ward. I think we can all agree that this is an unprecedented opportunity given the funding on the table. We can also all agree that there are issues to explore. Having been engaged in large Infrastructure Ontario projects, I know this process well. The LRT plan in development is simply a starting point for great investments in our city. Extending the routes later is possible. Continued investment will be needed. Leadership demands solution focused approaches. Leadership also demands courage. Please put aside the adversarial banter and work on those solutions and lead with courage and positivity. If this opportunity is squandered, your community will never forget the damage done.

Thank you for your consideration. I'm optimistic you will do the right thing and move this project forward positively and swiftly.

Melissa Leaist

## Harpula, Magda

---

**From:** Natalie Childs  
**Sent:** April-15-17 2:15 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello,

I am writing to express my support for the Hamilton LRT line. I believe this service would be a tremendous asset to our community and its members.

Thank you,  
Natalie Childs  
(Hamilton Resident)

## Harpula, Magda

---

**From:**  
**Sent:** April-15-17 2:18 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Mayor Fred:

Thank you for asking for input in your phone message. Let me begin by saying that I have changed my mind on LRT several times over the years, and am not quite sure what I think now.

Initially when it was announced I was not in favour. I could not visualize how more Hamiltonians would use LRT than would use buses to go crosstown.

Then when the James Street spur was announced I thought great. It will connect with the new Go Station and this should lead to more people moving to Hamilton and economic growth.

Then I went to Councillor Skelly's first meeting with constituents to discuss LRT with her. She said that no more track space was available and the spur was pointless. I am not sure if that is true. She also asserted that the province would give the city the billion dollars anyway for other transportation needs. That I definitely don't believe.

When Councillor Partridge's argument was in the Spec I read it carefully. Caution seemed to make sense. Then there was a rebuttal in the paper awhile later. It seemed to debunk Partridge's argument.

Clearly a billion dollar investment in Hamilton seems like a benefit, but guarantees that no cost overruns (which seem to be inevitable) get passed on to Hamilton taxpayers are essential. (Wasn't this the case with the Stadium?) Also we don't need something that provides little economic growth or will soon be outdated. What I'd really like to see is a complete pro and con argument for LRT with some Spectator fact checking.

Thanks for listening.

John Nixon

Sent from my iPad



## Harpula, Magda

---

**From:** Olive [mailto:olive@cityofhamilton.ca]  
**Sent:** March-28-17 7:02 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT

Be forward looking not like the counselors of Toronto that block any thing that would make the city great  
VOTE for the LRT move Hamilton forward to be the great city it could be  
Olive Jeejeebhoy

Sent from my BlackBerry 10 smartphone on the Rogers network.

## Harpula, Magda

---

**From:** Phil Van Impe  
**Sent:** April-16-17 12:20 PM  
**To:** Partridge, Judi; Collins, Chad; Skelly, Donna; Jackson, Tom; VanderBeek, Arlene; Pasuta, Robert; Pearson, Maria; Conley, Doug  
**Cc:** helliot@thespec.com; Office of the Mayor  
**Subject:** LRT

Good morning and a Happy Easter to all;

Just thought I would send this note along regarding the ongoing saga of the LRT.

I am a resident of East Hamilton after moving here from Waterdown 8 years ago. I have loved both residences but must say that should the vote go against the LRT you will see a "FOR SALE" sign in my front lawn within a week of a No Vote. I will say that I absolutely love what is going on in Hamilton with the music and art scene, the great restaurants and the renaissance throughout.

Having said this, I am terribly upset with the small picture politics that continues within our city council with the need to always protect your own little kingdom as opposed to looking at the BIG PICTURE.

Two points come to mind which settle this argument for me resoundingly. The first point is that the \$1 BILLION is ONLY FOR LRT. Turn it down and it goes elsewhere. Point two is that of the \$1BILLION much of it will be used to improve our infrastructure which is badly in need of repair and if not a part of LRT, we the Hamilton Tax Payers will have to cover this municipally in the very short term.

Just a final point. The LRT as we see it on paper today is really just a beginning; a starting point if you will. A continuation to Eastgate and to the Waterfront and Mountain will likely be steps 2,3 or four. You see; we can't have steps 2,3 or four unless we start with step 1.

Do the right thing and let's move this project along.

Regards

Phil Van Impe

Sent from [Mail](#) for Windows 10

## Harpula, Magda

---

**From:** Randy Swain |  
**Sent:** April-12-17 10:49 AM  
**To:** Office of the Mayor  
**Subject:** LRT

We were away last night and received a voice mail asking us for our thoughts and concerns regarding LRT. We are definitely pro LRT. We feel it is an important step in the revitalization of the downtown both for transit improvements and bringing in new development. Also this will significantly add to the tax base for Hamilton in the future and rebuild some of the infrastructure along the LRT line. The fact that the province is spending \$1B to provide the LRT to Hamilton is huge. If we don't do it the money will just go to another municipality for transit improvements and Hamilton will get no benefit. We need to do this.

Thank you,  
Randy and Kelly Swain  
Hamilton, On

## Harpula, Magda

---

**From:** Robert Miller  
**Sent:** April-14-17 9:59 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Fred:

In response to the voice mail left on our telephone the other day, I would simply go on record as saying let's get this thing moving right away and stop all the negative, ill-informed nonsense.

The problem with many in this city is that they have seemingly never been anywhere! Far too many lack a combination of forward vision and knowledge of just what is happening around the world.

This mentality has manifested itself in so many frustrating past Hamilton initiatives such as The Linc, the Stadium and the like.

Having travelled to a number of North American and European cities which have Light Rapid Transit in place, you have to be blind to not see the obvious benefits of such installations.

For example, four years ago, we spent two weeks in an Alsatian wine village, south of Strasbourg, France.

On our first automobile trip into that magnificent city, we mistakenly drove to the core.

There was virtually no parking to be found, so we turned around and back out Centre Ville.

It was then we realized there were large parking areas located in the suburbs, on all tangents leading into the city.

One just leaves their car, gets on the LRT and in minutes you are downtown.

To me, benchmarking against successful projects in other cities is the only way to go.

That way, you have the opportunity to witness the success and/or failure of what others have done and either avoid or implement in your own project.

For instance, Hamilton keeps benchmarking (at least we are doing a bit) against Pittsburgh, which is fine, with the many similarities of both towns.

However, have we ever taken a look at an even better example of urban renewal in a city that topographically better mirrors Hamilton?

That would be Baltimore, MD, with its magnificent inner harbour and the magic they have worked there to turn it from an industrial wasteland into a superb people place.

What was once steel mills and other heavy industry encircling the harbour, is now an amazing mix of hotels, condos, retailing, dining, recreation, stadiums, museums, parkland, walkways and the like.

You can hop on a water taxi and be in trendy Fells Point in a mere few minutes as well as other destinations around the harbour.

Wouldn't it have been great, if a much better designed stadium had been built in Hamilton on the Rheem property, where you could make a day out of a Tiger-Cat home game, arriving from east or west by GO at the new, nearby station, perhaps drive in and park downtown prior to

catching a shuttle to the stadium, come in from Burlington on water taxis, take in the food and culture of James North, picnic at Bayfront Park etc., etc..

But oh no, we get a 1970's style, completely open to the elements, poorly constructed excuse of a stadium right smack dab on the site that Bob Young said was totally unsuitable for their needs!

The similarities between Baltimore and Hamilton are so obvious that it begs us to open a relationship with their civic administration and do some homework as to how best address our own harbour and its future growth, notwithstanding the fact it would not feature a great, new stadium of course!

Oh, and by the way, for a couple of bucks, we took their LRT directly from the airport to our accommodation hard by The Ballpark at Camden Yard.

So, further on Hamilton's LRT, how on earth can we still be debating whether or not a billion dollar bequest from the provincial treasury should be accepted?

I realize its part and parcel of our own money, but if we stupidly turn it down, then our money is going elsewhere and we get zero!

There are those concerned with the legacy costs of operation and maintenance, not to mention the disruption created during construction.

To that I say, well of course we have to look after it, once it is in place, but are we not going to be garnering revenues from selling transit tickets to the riders?

As far as disruption, if I now want to patronize a retailer along the route, do I park my vehicle on King Street?

Not likely, as I will find a nearby lot or side street parking and walk the short distance to the retailer.

So what changes, if incremental sections of King Street are being closed for excavation and installation?

This entire drawn out, unnecessary, time-consuming, brain-draining, frustrating debate should be immediately brought to closure, all the necessary papers signed and let the shovels hit the pavement!

Good luck and best regards,

Bob Miller (not the guy who is always writing letters to the editor of the Spec!!)

Hamilton, ON,



Virus-free. [www.avast.com](http://www.avast.com)

## Harpula, Magda

---

**From:** Sam DAngelo  
**Sent:** April-17-17 5:04 PM  
**To:** Office of the Mayor  
**Subject:** LRT

While I am in favour of the city of Hamilton adopting a more efficient public transit system I do have some concerns.

If we are looking for solutions for future generations, we should ensure that cutting technologies such as Tesla's is very much under our consideration.

Also we must balance the future of Hamiltons transit with the very current and real challenge of supporting car traffic.

I am unsure if it is within your consideration to have addressed all of the above.

I do urge you however to make a decision and to not waiver with it. There has been more than enough talks, delays and news about this subject. Frankly it is wearing thin on the general population.

Thank you!

Susan

Sent from my iPad

## Harpula, Magda

---

**From:** [redacted]  
**Sent:** April-10-17 9:20 AM  
**To:** Office of the Mayor  
**Subject:** LRT

I thought I would pen a quick note to the Mayor and city leaders in support of the Hamilton LRT. I was a resident of Hamilton for many years prior to moving to Calgary. I'm not sure if you have been to Calgary to see the LRT but it is fantastic! I know when Calgary first built the LRT there was a lot of opposition because of the cost but the city leaders had a long term vision and it has paid off. I encourage the politicians to visit Calgary and see the economic value the LRT has provided. Hamilton is looking great these days and it's time to think about the LRT with a 30 year vision; north, south, east and west routes!!!

Come visit and I will take you on a ride!

Cheers Dave Santi - Calgary Alberta

Sent from my iPad

## Harpula, Magda

---

**From:** Susan Jaap  
**Sent:** April-03-17 8:34 AM  
**To:** Office of the Mayor  
**Subject:** LRT

April 2

To the team

I want to effectively participate in the fight for LRT.

Please share ideas of what I could do.

Susan Jaap



## Harpula, Magda

---

**From:** Terry Mote  
**Sent:** April-12-17 11:41 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Thank you for your phone message.

I strongly support LRT. The update of infrastructure, and an environmentally-friendly transit system are reason enough. To stop the project now, when funding has been asked for and granted, and work has already begun, is irresponsible and short sighted. And not productive at any level.

Progress is never easy, and the reasons are usually based on fear - of change, of disruption, of cost, of personal liability, of possibility, of risk, of uncertainty, or perhaps of losing one's job.

Hamilton needs to move forward as a city. Let's think long term. Perhaps the LRT won't benefit everyone, but not building it will benefit no one, and might deter investors and have a negative impact on the city's image and reputation. And how will future negotiations for provincial or federal funding be affected by dealing with a city that doesn't honour its commitments?

And I've always been curious about why Hamilton sought this funding in the first place.

Terry Mote

## Harpula, Magda

---

**From:** tony higgins  
**Sent:** April-12-17 3:33 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT

Dear council,

I just wanted to share some reflections ahead of the upcoming vote on the Environmental Assessment.

So much has been said in favour of LRT . I will briefly touch on a few reasons we should continue to move ahead with this project.

It is essential that we make our city an attractive place for young people. The Hamilton I grew up in, in the 1990s, did not have much to offer its young people. They left in droves to cities like Toronto, Calgary, and Montreal. I was one of them. The turnaround we are all celebrating has happened, in part, because we have started to treat the downtown like an urban space. Can we please continue in this hopeful direction?

People outside of the downtown will benefit from LRT. There is large body of evidence supporting economic uplift along LRT corridors. We currently pay some of the highest property taxes in the province, in part due to our underperforming downtown. Why would we say no to a massive investment that could remedy this situation?

Many have expressed concern about disruption to businesses and traffic along the King and Main corridor. The project will undoubtedly be disruptive. I can attest to this, having lived in downtown Kingston while they dug up their main street to replace their Victorian era sewer system. The street wasn't accessible to cars for two blocks at a time and project took several years to complete. We will, no doubt, face similar inconveniences here in Hamilton. The glaring difference is, the provincial government is going to pay for this necessary upgrade to our below ground infrastructure. Can we afford not to go ahead with this?

Some have expressed concern about operating costs of the LRT line. This is a valid concern. I would not want council to enter into any project without trying to understand its consequences. The city is currently paying about \$18 million per year to operate the four bus routes along main street. It seems that the operating costs of an LRT line would be a fraction of this cost if we look to Waterloo's experience.

Some have said we should spend the money on alternative projects. The province and Metrolinx have been clear from the outset that the money is earmarked for high order transit. We do not get to spend it on anything we choose as some have been disingenuously suggesting. Should we say no to LRT, these provincial tax dollars will go to fund transit somewhere else in the province. We all know this.

I have concerns about our credibility with investors and the province. If we want to attract investment we need to be consistent, predictable, and strategic. I would also argue that a healthy relationship with the province is vital to the interests of our city. To date, we have been quite difficult to work with. I worry that in the future, Hamilton will lose out to neighbouring cities that can demonstrate integrity and good faith in their dealings with the private sector and higher levels of government.

I am hopeful that council can work together and move ahead with this project. Please do what is best for your respective wards but please don't forget that we are all in this together. What is good for the downtown is good for all of the communities that make up this city.

Sincerely,  
Tony Higgins

Emergency Physician  
Brantford General Hospital  
Assistant Clinical Professor  
Department of Family Medicine  
McMaster University

## Harpula, Magda

---

**From:** Vince Zingaro  
**Sent:** March-31-17 6:16 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT

This is Vince Zingaro, P. Eng. I have worked for 40 years in consultants, Region of Hamilton-Wentworth, and Province of Ontario, Head Office in St. Catherine.

I would like council to note that Hamilton, like a lot of other cities, is facing insurmountable costs to reconstruct existing failing underground utilities.

Technical Associations have stated that existing infrastructure was designed 75 years ago for a life of 75 years. These utilities were not sufficiently maintained and we need a major replacement funding program that few can afford.

It is my understanding, that part of the 1 billion funding from the province for the LRT will be used to upgrade our existing infrastructure along the LRT routes, which represents costs that we cannot afford on our own.

Aside from the benefits of the LRT for the future of Hamilton, where is the logic for councillors to even think of refusing all this financial help from provincial funds.

This a time for Councillors of Hamilton to show that they are visionaries, fearless of decision-making, and decide for the LRT for the good of all of Hamilton.

## Harpula, Magda

---

**From:** Barbara Teatero  
**Sent:** April-17-17 7:06 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger,  
As residents of Hamilton, we fully support the LRT initiative. I wanted to copy Donna Skelly but wasn't sure of her email address. We were not one of those polled so we wanted you to know of our support.  
Fred and Barbara Teatero

Hamilton

Sent from my iPad

## Harpula, Magda

---

**From:** Jorge Lasso  
**Sent:** April-01-17 11:19 AM  
**To:** Office of the Mayor; Pasuta, Robert; Ferguson, Lloyd  
**Cc:** Kris Fisher  
**Subject:** LRT and Sulphur Springs Road

Good day to you all,

I live at 198 Weirs Lane, Dundas. I have to drive on Sulphur Springs Road almost daily. The road surface is constantly being seriously damaged by erosion and traffic. The dozens of potholes, ruts and undulations, which have developed in as little as a week, shake, rattle and roll vehicles as if you were driving on a jungle path.

The road will be "fixed" by City crews every few months, only to have the exact same damage happen in, again, about one or two weeks, depending on weather/ traffic.

This area is very popular with movie shoots and it seems the traffic is pretty heavy for a dirt road. I am certain all of you are familiar with the road, but you may not know how bad it gets and how often. It does not make sense to me. The road damage is such that cars bottom out and slide in dangerous directions, no matter how slow you go. Then we spend money to fix it and, in no time, it becomes a mess and we're back for the exact same thing.

I've lived in the area for almost 2 years. I've now seen the pattern enough to know that this is going to keep on happening every few months. Not only am I concerned for the damage being done to my vehicle and my family's vehicles, but the money being spent to fix it surely could be put to finding a more permanent solution.

Please let me know what can be done to resolve this problem.

Also, I want to show my support for LRT. I won't bore you with my reasons, but I thought you all should know how our family feels about it.

Thank you for your time and I wish you all a good day.

Jorge Lasso

## Harpula, Magda

---

**From:** William MacQueen  
**Sent:** April-11-17 9:16 PM  
**To:** Office of the Mayor  
**Subject:** LRT debate

Hello Mr Mayor,

Thank you for the opportunity to submit my questions regarding the proposed LRT. I would first like to offer my encouragement to the the LRT supporters to continue the fight to see this opportunity come to fruition. The upgrade to infrastructure alone makes the project worth completing. I think that there will be great economic opportunity for all Hamilton residents. The potential positive impact for our downtown is undeniable. McMaster is part of our economic engine and this project will rev that engine to new highs. At this point, I'm sure you've surmised that I'm a supporter.

My questions;

How many km per hr will the LRT reach?

What is the estimated time saving to travel the length of the route (compared to car and bus)?

How many vehicle lanes will we loose on King St and Queenston Rd?

What do the studies of other cities with LRT suggest the likely safety and accident risks Hamilton will incur?

Will noise be a factor after the completion of the LRT?

How will the LRT impact Cannon St? I fear the effect to Cannon could be negative. The Cannon corridor is not our most aesthetically pleasing route. If the LRT guaranteed an infrastructure and urban improvement to this route, I cannot see how the LRT could be denied.

I'm a big supporter of Hamilton and any endeavour that will enhance our city. This project is an opportunity that must be fulfilled. I offer my sincere encouragement.

Regards, Bill.

Bill MacQueen  
Sent from my iPad

## Harpula, Magda

---

**From:** Mike Morrison  
**Sent:** April-12-17 10:45 AM  
**To:** Office of the Mayor  
**Subject:** LRT Feedback

Good morning Fred.

In response to your phone message regarding LRT I can say that I am fully in favour of proceeding with this endeavour.

While the project has/will undoubtedly upset some residents, the overall long lasting effects will have a positive influence on the city.

Ridership concerns and short term disruption should not outweigh what I envision to be a huge benefit to the future of Hamilton and area.

I have two concerns however. First, the B-line should extend all the way to Eastgate, as originally proposed. I do not see how the eastern end of the line will service anyone other than Queenston circle residents.

Second, I am concerned that already escalating housing prices along the King St corridor will push some people out of their homes. Affordable housing is already an issue. Where will these people live?

Having expressed my opinions you should be aware that I am a senior, retired Dundas resident and housing costs and construction disruptions will not adversely affect me. I may hop on the LRT train to experience a ride but it's unlikely that I will use it more than a few times. I could take an HSR bus to Mac, then take LRT downtown for dinner periodically though.

Utilize your team-building skills to get Collins (Dr. No), Skelly and Whitehead on-side.

Regards,

Mike Morrison.

## Harpula, Magda

---

**From:** Erin Shacklette  
**Sent:** March-28-17 11:38 AM  
**To:** clerk@hamilton.ca; Office of the Mayor; Green, Matthew; Merulla, Sam; Johnson, Aidan; Farr, Jason; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** LRT Feedback

In order to create a functional transportation system to connect cities to cities and upper Hamilton to lower Hamilton we have to start with a spine. Without a spine, we can have no limbs, those limbs being the various spur lines that will feed off and to the B-line, whether that be brt or lrt.

While I do agree with starting the B-line at Eastgate to capture traffic coming into the city from Stoney Creek, Winona, Grimsby, Beamsville, etc I find that most of the opposition relates to congestion downtown and construction delays as well as how long the studies are taking. Here are some of my thoughts:

A) MTO projects (traffic studies, environmental assessments, design and construction etc) can take upwards of 20 years to complete, and in some cases never come to fruition.

B) Construction on highways such as culvert replacements, bridge replacement and the like also cause delays and can take years and yet the amount of complaints related to this don't seem to exist.

C) Highway expansions also lead to expropriation of property. My uncle's mother had her property expropriated when the MTO widened Hwy 400 north of Barrie. This is not just an LRT reality.

D) Like Hamilton's OP and those of other municipalities, the LRT is being built with the future expansion of the GTHA in mind. Southern Ontario's population is projected to increase by over 13 million people by 2041, and Hamilton is going to see a large portion of this increase. Many people opposing the LRT are only thinking of the immediate future and not considering future generations, like the young man from Winona.

E) We are getting updated stormwater and wastewater infrastructure at the same time as the LRT tracks go down. This is needed anyway so construction will cause delays regardless except the Province is footing the bill.

F) Out of the thousands of kms of roadways in Hamilton, 11km are being dedicated to the LRT route. We have multiple cross city streets such as Cannon/Wilson, Barton, Burlington St, Mohawk Road, Fennell Ave, Rymal Road, Stonechurch Road as well as the QEW, Redhill and Linc that can carry car traffic. Most of these routes are too dangerous for cyclists and pedestrians, let alone the hwy's which forbids both.

G) If the LRT is such a detrimental project for Hamilton why are real estate firms advertising it on their sale postings as a benefit to buying in Hamilton, especially when the property is along the proposed LRT B-line.

H) Jobs, in construction, planning (transportation, urban, GIS environmental), archaeology, financial project management, maintenance, management, etc, will abound with the LRT. I will admit that I am a bit biased in this sense since I have for all intents and purposes been out of work for the last two years, with spats of employment while I attend college. Many students graduate without job prospects

I) Does ridership statistics account for Mohawk and Mac students who use a student card when boarding buses? I personally use the bus M-F and occasionally on weekends so I am boarding a bus at least 10 times a week.



Multiply that by thousands of FT, PT and continuing ed students and that can increase the ridership numbers.

J) Swap Queen St stop with the Bay St stop if you don't want to add an additional stop. More businesses will benefit from a Bay St stop.

By going forth with the B-line LRT, we will start paving the way for expansion beyond the City core. We can offer flexibility and options to those people who don't drive, don't have cars or simply chose to use public transit.

It's time Council got on-board and approve the project once and for all.

Kind regards,

Erin Shacklette

## Harpula, Magda

---

**From:** Dan Gismondi |  
**Sent:** April-02-17 10:54 AM  
**To:** Partridge, Judi  
**Cc:** Fred Eisenberger; Whitehead, Terry; Skelly, Donna; Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Conley, Doug; Farr, Jason; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Pasuta, Robert; Merulla, Sam; Jackson, Tom; Office of the Mayor  
**Subject:** LRT Hamilton  
**Attachments:** IMG\_20170326\_092939.jpg

Hi Judy,

I am extremely disappointed on you recent decision to change your mind and not support this much needed project. I read your commentary in the Hamilton Spectator and feel you do not fully understand the full economic upside of the project and also the full infrastructure upgrades that are being paid by the Province. The Province is giving our City one billion dollars. This is a true gift of our (my)money and any company ie GM,Ford, Dofasco would gladly accept this money to grow their business fully knowing down the road there will be servicing costs. From City building to job creation this project will energize our community. The project will make us proud and our citizens will embrace this transportation progress. Please reconsider your recent decision and have a long term positive economic vision for the City. I have enclosed the front page of the Tampa Bay Times. City's in the US are begging for State money for transportation and infrastructure. Tampa lost out don't let Hamilton lose out.

Yours Truly, Dan Gismondi Broker Re/Max Escarpment Realty Inc Office  
[ent.com](http://ent.com)



## Gators shoot for Final Four

Florida faces SEC rival South Carolina at 2:30 p.m. today on CBS. Gonzaga tops Xavier and Oregon takes down Kansas in regional finals.

# Tampa Bay Times

tampabay.com

# Region misses out on transit

### Lawmakers seek little money from the state to help pay for Tampa Bay's growing transportation needs.

BY MARTIN JACOBSON  
Times Staff Writer

**TALLAHASSEE** — Tampa Bay leaders aren't shy about proclaiming the need for more transportation dollars.

Thomas \$1.2 billion of federal road projects in Pinellas County. That number climbs to more than \$4 billion in Hillsborough

County, says the state's largest road contractor, says the state's largest road contractor, says the state's largest road contractor.

Local officials have considered the idea of using BP oil spill settlement money to plug Tampa Bay's growing transportation gap. But they've been unable to get the

last in transportation projects here, says the state's largest road contractor, says the state's largest road contractor.

But legislators in Pinellas asked for a mere \$1.2 million. In Hillsborough, the state's fourth most populated county, lawmakers managed to request only \$1.5 mil-

lion in transportation projects here, says the state's largest road contractor, says the state's largest road contractor.

In the competitive world of infrastructure, where every dollar counts, Miami-Dade and Broward counties asked for about \$10 million.

At the bottom for its traffic and transit, not seeking state money is a missed opportunity, said Michael Case of the Tampa Bay Area Regional Transportation Authority.

## GOP fissures too much to overcome

# CURB APPEAL

Fresh vegetables and a community of urban farmers are flourishing in New Port Richey, long considered a worn and tired retirement community.

## Harpula, Magda

---

**From:** Cathy McPherson |  
**Sent:** March-29-17 4:07 PM  
**To:** Office of the Mayor  
**Subject:** RE: An LRT is an important investment for the future of this city and it's residents

Keep up the good work on this. Note: would a trip to K-W be helpful in making council members aware of the benefits of this system? I understand it will be operational by Jan. 2018....

Cheers  
Cathy McPherson

On Mar 29, 2017 3:37 PM, "Office of the Mayor" <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:  
Hi Cathy,

After a 13 hour LRT meeting yesterday that heard from close 40 members of our community, businesses and staff, there is still a tremendous amount of confusion and misinformation surrounding our LRT project.

I am disappointed in the discussion that lingers from the anti-side of the project, the fact is the LRT project has, and is, approved by this Council and the funding has been committed by the Provincial Government. The billion dollars being allocated to LRT in Hamilton is for LRT alone, and cannot be directed to any other project or capital expenditure. We must show our vision, leadership and commitment to improving The City of Hamilton for our children, and for future generations in our citizenry.

Hamilton City Council has voted 52 times since 2006. We asked the Province to fund LRT 100% - they said yes. We've held 32 PICs – consulted with the entire City of Hamilton to hear your thoughts. We've heard loud and clear numerous times from various community groups, stakeholders, levels of government and letters sent: #YesLRT - and that is what we are doing.

While community sentiment has been mixed, we have debated the pros and cons repeatedly. The long-term sustainable growth of our community depends on smart development that ensures we build efficient corridors and encouraging increased ridership on public transit. The green advantages of public transit are proven.

The LRT office has been working diligently over the last twelve months, laying out strategic next steps and preparing for initial implementation phases. We have consulted businesses that are along the corridor, established baseline short and medium term impacts and are taking action through communication efforts to canvas the broader community on the many benefits proving uplift for Hamilton.

We have an implementation office, staffed with 32 individuals from both the City of Hamilton and Metrolinx working towards the approved plan and meeting targets. There are no if, maybes or perhaps - the City of Hamilton is moving forward with this Council approved progressive transit strategy.

-Fred

Fred Eisenberger  
Mayor  
City of Hamilton  
[905-546-4200](tel:905-546-4200)  
[@FredEisenberger](https://twitter.com/FredEisenberger)

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

From:

Sent: Tuesday, March 28, 2017 7:10 AM

To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; [kwynne.mpp@liberal.ola.org](mailto:kwynne.mpp@liberal.ola.org);

[Minister.MTO@Ontario.ca](mailto:Minister.MTO@Ontario.ca); [minister@mto.gov.on.ca](mailto:minister@mto.gov.on.ca); [Chair@metrolinx.com](mailto:Chair@metrolinx.com); [CEO@metrolinx.com](mailto:CEO@metrolinx.com);

[john.howe@metrolinx.com](mailto:john.howe@metrolinx.com); [jack.collins@metrolinx.com](mailto:jack.collins@metrolinx.com); HSR Customer Service; Ted McMeekin, MPP;

Andrea Horwath, MPP; [pmiller-qp@ndp.on.ca](mailto:pmiller-qp@ndp.on.ca); [rkoroscil@flyhi.ca](mailto:rkoroscil@flyhi.ca); [moniquetaylor@ontariondp.ca](mailto:moniquetaylor@ontariondp.ca);

[debbie.dalle-vedove@hamilton.ca](mailto:debbie.dalle-vedove@hamilton.ca); Murray, Chris; [Steven.DelDuca@Ontario.ca](mailto:Steven.DelDuca@Ontario.ca);

[Kelsey.Ewart@metrolinx.com](mailto:Kelsey.Ewart@metrolinx.com); Anderson, Kelly; Johnson, Paul; [Andrew.Hope@metrolinx.com](mailto:Andrew.Hope@metrolinx.com)

Subject: An LRT is an important investment for the future of this city and it's residents

Council members - I strongly urge you to stick with the plan to build a light rail system in Hamilton. There are many reasons why this is important. Here are a few key ones:

- we need to ensure we have effective transit so we don't end up with a caotic bottleneck situation like Toronto in the future
- studies have shown that LRT systems attract investment and business along those lines as they cannot be moved or changed like bus systems - we need those jobs and investment for young people who live here
- the 1 billion includes upgrades to the infrastructure under King Street which are old and would have to be paid for by taxpayers here if we don't take advantage of this opprtunity
- cancer care Ontario came out with a report last year that downtown Hamilton had the worst air pollution of all cities in Ontario. We need to develop and use more public transit systems like the LRT in Hamilton to reduce the pollution in this city and lower the cancer risk to residents.

Enough said.

Cathy McPherson

## Harpula, Magda

---

**From:** Rashne Baetz [  
**Sent:** April-07-17 2:11 PM  
**To:** Farr, Laura  
**Subject:** RE: from Rashne Baetz to Fred--re LRT in Atlanta

Hello Fred, both Brian and I have written to Arlene--expressing our strong support for this project. I trust this will go through...the transit gods are on side...haha...cheers, Rashne

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

**From:** Farr, Laura [<mailto:Laura.Farr@hamilton.ca>]  
**Sent:** Friday, April 07, 2017 11:14 AM  
**To:** 'Rashne Baetz'  
**Subject:** RE: from Rashne Baetz to Fred--re LRT in Atlanta

Hi Rashne,

Thank you for your ongoing support of the LRT project. Council has voted 52 times over 11 years, as you may know. We have 22 staff in the LRT Office working with 10 staff from Metrolinx.

Of note, all of Council voted crucially for the following things:

-the implementation of pages 44 and 45 of the Rapid Ready Report, which details the actions and budget. (except Councillor Jackson who was absent from that vote) -Fostering the Light Rail Office (except Councillor's Green and Collins who were absent) -The Memorandum of Agreement with Metrolinx (except Councillor Collins who was opposed) -Report PED16-073 spending money on the administration of the LRT office (except Councillor Collins who was opposed)

We voted to implement it and start spending the money, and that is what we will continue to do!

If you haven't called your Councillor's Office, I would suggest that you do if you have time. I would also invite you to join me Saturday, April 15th at noon in front of City Hall for a #yesLRT Rally and let's keep going with our Council approved progressive transit strategy!

<https://www.facebook.com/events/105003296713500/>

Cheers,  
Fred

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

Ward	Name	Phone	Twitter
1	Aidan Johnson	(905) 546-2416	@aidan_johnson
2	Jason Farr	(905) 546-2711	@JasonFarrHamOnt
3	Matthew Green	(905) 546-2702	@MGreenWard3
4	Sam Merulla	(905) 546-4512	@Sam_Merulla
5	Chad Collins	(905) 546-2716	@Chad_Collins5
6	Tom Jackson	(905) 546-2707	
7	Donna Skelly	(905) 546-2706	@SkellyHamilton
8	Terry Whitehead	(905) 546-2712	@terrywhitehead
9	Doug Conley	(905) 546-2703	
10	Maria Pearson	(905) 546-2701	
11	Brenda Johnson	(905) 546-4513	@CouncillorB



12 Lloyd Ferguson (905) 546-2704 @clrferguson  
13 Arlene VanderBeek (905) 546-2714 @arlenevandrbek  
14 Robert Pasuta (905) 546-2705  
15 Judi Partridge (905) 546-2713 @judipartridge

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

From: Rashne Baetz  
Sent: Friday, November 04, 2016 4:01 PM  
To: Office of the Mayor  
Subject: RE: from Rashne Baetz to Fred--re LRT in Atlanta

Welcome Fred -don't know if that link came thru...here it is again:  
<http://www.csmonitor.com/USA/Politics/2016/1028/Atlanta-where-cars-are-king-considers-a-new-transit-future>

regards-Rashne

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

From: Office of the Mayor [<mailto:mayor@hamilton.ca>]  
Sent: Friday, November 04, 2016 3:33 PM  
To: 'Rashne Baetz'  
Subject: RE: from Rashne Baetz to Fred--re LRT in Atlanta

Thanks for sharing Rashne!

Cheers,  
Fred

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

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

From: Rashne Baetz ]  
Sent: Saturday, October 29, 2016 1:53 PM  
To: Office of the Mayor  
Subject: from Rashne Baetz to Fred--re LRT in Atlanta

Hello Fred, hope this finds you well...thought this may be of interest--re LRT in Atlanta--my Dad had been part of the early construction in late 70s of the MARTA light rail project in Atlanta:

<http://www.csmonitor.com/USA/Politics/2016/1028/Atlanta-where-cars-are-king-considers-a-new-transit-future>

the best,  
Rashne

## Harpula, Magda

---

**From:** Jim Mac !  
**Sent:** April-05-17 7:55 PM  
**To:** Johnson, Brenda; Office of the Mayor  
**Subject:** Re: I support LRT

Hello Councilor Johnson,

Thanks for the reply. I fully support LRT and after reading Tuesdays Spectator article by Margaret Shkimba I can totally relate to her. Two basic concepts that make supporting LRT a 'no brainer'. We are getting a Billion dollar gift. Secondly is technical. LRT runs on a dedicated track and is not affected by car traffic. It also runs every 5 to 6 minutes. This would require 4 extended buses to carry the same number of riders again sitting in traffic creating pollution etc etc.

I hope all Councilors can see the advantage LRT will provide the city as a whole.

On Mar 21, 2017 11:07 AM, "Johnson, Brenda" <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)> wrote:  
Thank you

Brenda Johnson  
City of Hamilton  
Councillor Ward 11  
[905-546-4513](tel:905-546-4513)

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

**From:** \_\_\_\_\_  
**Sent:** Tuesday, March 21, 2017 10:27 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; [kwynne.mpp@liberal.ola.org](mailto:kwynne.mpp@liberal.ola.org); [Minister.MTO@Ontario.ca](mailto:Minister.MTO@Ontario.ca); [minister@mto.gov.on.ca](mailto:minister@mto.gov.on.ca); [Chair@metrolinx.com](mailto:Chair@metrolinx.com); [CEO@metrolinx.com](mailto:CEO@metrolinx.com); [john.howe@metrolinx.com](mailto:john.howe@metrolinx.com); [jack.collins@metrolinx.com](mailto:jack.collins@metrolinx.com); HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; [pmiller-qp@ndp.on.ca](mailto:pmiller-qp@ndp.on.ca); [rkoroscil@flyhi.ca](mailto:rkoroscil@flyhi.ca); [moniquetaylor@ontariondp.ca](mailto:moniquetaylor@ontariondp.ca); Dixon, David; Murray, Chris; [Steven.DelDuca@Ontario.ca](mailto:Steven.DelDuca@Ontario.ca); [Kelsey.Ewart@metrolinx.com](mailto:Kelsey.Ewart@metrolinx.com); Anderson, Kelly; Johnson, Paul; [Andrew.Hope@metrolinx.com](mailto:Andrew.Hope@metrolinx.com)  
**Subject:** I support LRT

We need to get more positive information out to the Hamilton general public regarding LRT. I am amazed at the number of people who know nothing about Hamilton LRT and how the city can benefit. When I ask my friends they do not know anything about it or they are against it for no good reason. I find the ones who are most vocal against LRT have not researched the project.

Jim Macaulay



## Harpula, Magda

---

**From:** Renate Manthei  
**Sent:** April-08-17 12:10 AM  
**To:** Farr, Laura  
**Subject:** Re: Keep Supporting LRT! Rally April 15th!

Hi Laura,

Alas,--and please let Mayor Eisenberger know--I am now unequivocally opposed to the LRT. I would like to make the following suggestions:

- 1) Build it on Main Street , if at all
- 2) Better yet, build an LRT to come down the west mountain and link folks going to Toronto or Mississ. with Go transit.
- 3) On current routes, use smaller buses, more frequently during non-rush hour times, and larger buses during rush hours.

I have ridden on the buses occasionally (between downtown and Westdale on King and Main Sts.) and see no reason to scrap them. Yes, you are riding with students and poor people, but that doesn't make the buses any less useful or valuable. You might want to use smaller buses, more frequently in non-rush hours.

The idea that LRT will make it more posh and desirable to live in the east end is likely true, but I wouldn't go into millions of dollars into debt for that reason. We need to accept the reality and feel comfortable riding with all kinds of people, rich and poor.

Renate Manthei

Hamilton, ont.

Sent from my iPad

On Apr 7, 2017, at 11:56 AM, Farr, Laura <[Laura.Farr@hamilton.ca](mailto:Laura.Farr@hamilton.ca)> wrote:

Hi ,

Thank you for your ongoing support of the LRT project. Council has voted 52 times over 11 years, as you may know. We have 22 staff in the LRT Office working with 10 staff from Metrolinx.

Of note, all of Council voted crucially for the following things:

- the implementation of pages 44 and 45 of the Rapid Ready Report, which details the actions and budget. (except Councillor Jackson who was absent from that vote)
- Fostering the Light Rail Office (except Councillor's Green and Collins who were absent)
- The Memorandum of Agreement with Metrolinx (except Councillor Collins who was opposed)
- Report PED16-073 spending money on the administration of the LRT office (except Councillor Collins who was opposed)

We voted to implement it and start spending the money, and that is what we will continue to do!

If you haven't called your Councillor's Office, I would suggest that you do if you have time. I would also invite you to join me Saturday, April 15<sup>th</sup> at noon in front of City Hall for a #yesLRT Rally and let's keep going with our Council approved progressive transit strategy!

<https://www.facebook.com/events/105003296713500/>

Cheers,  
Fred

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

Ward	Name	Phone	Twitter
1	Aidan Johnson	(905) 546-2416	<a href="#"><u>@aidan_johnson</u></a>
2	Jason Farr	(905) 546-2711	<a href="#"><u>@JasonFarrHamOnt</u></a>
3	Matthew Green	(905) 546-2702	<a href="#"><u>@MGreenWard3</u></a>
4	Sam Merulla	(905) 546-4512	<a href="#"><u>@Sam_Merulla</u></a>
5	Chad Collins	(905) 546-2716	<a href="#"><u>@Chad_Collins5</u></a>
6	Tom Jackson	(905) 546-2707	
7	Donna Skelly	(905) 546-2706	<a href="#"><u>@SkellyHamilton</u></a>
8	Terry Whitehead	(905) 546-2712	<a href="#"><u>@terrywhitehead</u></a>
9	Doug Conley	(905) 546-2703	
10	Maria Pearson	(905) 546-2701	
11	Brenda Johnson	(905) 546-4513	<a href="#"><u>@CouncillorB</u></a>
12	Lloyd Ferguson	(905) 546-2704	<a href="#"><u>@clrferguson</u></a>
13	Arlene VanderBeek	(905) 546-2714	<a href="#"><u>@arlenevandrbek</u></a>
14	Robert Pasuta	(905) 546-2705	
15	Judi Partridge	(905) 546-2713	<a href="#"><u>@judipartridge</u></a>

## Harpula, Magda

---

**From:** Sylvia Laidman  
**Sent:** April-10-17 5:40 PM  
**To:** Farr, Laura  
**Subject:** Re: Keep Supporting LRT! Rally April 15th!

Hello Mr. Mayor,

Terry Whitehead is my counsellor and he is adamantly against LRT. I am, of course, in favour. I have talked with Mr. Whitehead and shared how I feel about LRT. I believe he is taking his views from his constituents, but I am not sure. I am also confused about why there is not much discussion about how much money and jobs that will be created with LRT.

The letter to the Spec says it all: someone from Mississauga said that if we didn't want the billion dollars Mississauga would be happy to take it (and it seemed the words idiots was implied).

Let's hope we will be successful. Cheers, Sylvia Laidman

Sent from my iPad

On Apr 7, 2017, at 11:57 AM, Farr, Laura <[Laura.Farr@hamilton.ca](mailto:Laura.Farr@hamilton.ca)> wrote:

Hi,

Thank you for your ongoing support of the LRT project. Council has voted 52 times over 11 years, as you may know. We have 22 staff in the LRT Office working with 10 staff from Metrolinx.

Of note, all of Council voted crucially for the following things:

- the implementation of pages 44 and 45 of the Rapid Ready Report, which details the actions and budget. (except Councillor Jackson who was absent from that vote)
- Fostering the Light Rail Office (except Councillor's Green and Collins who were absent)
- The Memorandum of Agreement with Metrolinx (except Councillor Collins who was opposed)
- Report PED16-073 spending money on the administration of the LRT office (except Councillor Collins who was opposed)

We voted to implement it and start spending the money, and that is what we will continue to do!

If you haven't called your Councillor's Office, I would suggest that you do if you have time. I would also invite you to join me Saturday, April 15<sup>th</sup> at noon in front of City Hall for a #yesLRT Rally and let's keep going with our Council approved progressive transit strategy!

<https://www.facebook.com/events/105003296713500/>

Cheers,  
Fred

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

Ward	Name	Phone	Twitter
------	------	-------	---------

1	Aidan Johnson (905) 546-2416	<a href="#"><u>@aidan_johnson</u></a>
2	Jason Farr (905) 546-2711	<a href="#"><u>@JasonFarrHamOnt</u></a>
3	Matthew Green(905) 546-2702	<a href="#"><u>@MGreenWard3</u></a>
4	Sam Merulla (905) 546-4512	<a href="#"><u>@Sam_Merulla</u></a>
5	Chad Collins (905) 546-2716	<a href="#"><u>@Chad_Collins5</u></a>
6	Tom Jackson (905) 546-2707	
7	Donna Skelly (905) 546-2706	<a href="#"><u>@SkellyHamilton</u></a>
8	Terry Whitehead (905) 546-2712	<a href="#"><u>@terrywhitehead</u></a>
9	Doug Conley (905) 546-2703	
10	Maria Pearson (905) 546-2701	
11	Brenda Johnson (905) 546-4513	<a href="#"><u>@CouncillorB</u></a>
12	Lloyd Ferguson (905) 546-2704	<a href="#"><u>@clrferguson</u></a>
13	Arlene VanderBeek (905) 546-2714	<a href="#"><u>@arlenevandrbeek</u></a>
14	Robert Pasuta (905) 546-2705	
15	Judi Partridge (905) 546-2713	<a href="#"><u>@judipartridge</u></a>

## Harpula, Magda

---

**From:** jim dalgetty  
**Sent:** April-07-17 12:01 PM  
**To:** Farr, Laura  
**Subject:** Re: Keep Supporting LRT! Rally April 15th!

How many opportunities has the city govt missed out on ?Take a drive to Kitchener and see that they are ready to roll!

On Apr 7, 2017 11:57 AM, "Farr, Laura" <[Laura.Farr@hamilton.ca](mailto:Laura.Farr@hamilton.ca)> wrote:

Hi ,

Thank you for your ongoing support of the LRT project. Council has voted 52 times over 11 years, as you may know. We have 22 staff in the LRT Office working with 10 staff from Metrolinx.

Of note, all of Council voted crucially for the following things:

- the implementation of pages 44 and 45 of the Rapid Ready Report, which details the actions and budget. (except Councillor Jackson who was absent from that vote)
- Fostering the Light Rail Office (except Councillor's Green and Collins who were absent)
- The Memorandum of Agreement with Metrolinx (except Councillor Collins who was opposed)
- Report PED16-073 spending money on the administration of the LRT office (except Councillor Collins who was opposed)

We voted to implement it and start spending the money, and that is what we will continue to do!

If you haven't called your Councillor's Office, I would suggest that you do if you have time. I would also invite you to join me Saturday, April 15<sup>th</sup> at noon in front of City Hall for a #yesLRT Rally and let's keep going with our Council approved progressive transit strategy!

<https://www.facebook.com/events/105003296713500/>

Cheers,

Fred

## Harpula, Magda

---

**From:** Steve Fraser [  
**Sent:** March-28-17 6:30 PM  
**To:** Office of the Mayor  
**Subject:** Re: LRT

Hi Mayor Fred,

We have emailed our councillor as well. Unfortunately we didn't receive a reply.

Thanks for taking the time to reply. Love your civic engagement.

Steve Fraser  
Helen Ke

> On Mar 28, 2017, at 11:16 AM, Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

>

> Hi Steve, thanks for your support of the LRT project! Have you called Councillor Conley's office regarding your views?

>

> Cheers,

> Fred

>

> Fred Eisenberger

> Mayor

> City of Hamilton

> 905-546-4200

> @FredEisenberger

>

>

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

> From: Steve Fraser

> Sent: Monday, March 27, 2017 5:10 PM

> To: Office of the Mayor

> Subject: LRT

>

> Hi Mayor Fred,

>

> We live in Ward 9 and are completely in favour of LRT. We have lived and travelled throughout the world and see the positive impact transit brings with it.

>

> Please continue to push for this worthwhile investment in our cities future.

>

> Sincerely

>

> Steve Fraser

> Helen Ke

>

>

> Stoney Creek

>

## Harpula, Magda

---

**From:** Sean Hurley |  
**Sent:** April-04-17 10:57 PM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca  
**Subject:** re: LRT EA

Dear Mayor Eisenberger

My wife, Beverley Wagar, and I moved into the Crown Point neighborhood in Hamilton's Ward 3 in 2012. As with our previous moves we had no idea what we were getting ourselves into. We took a leap with both feet. It was easier for me as I was looking forward to city living after several years in the country. It was more difficult for Beverley who gave up an acre in the country which she had lovingly transformed into her personal work of living art.

Despite the change, we adapted and we invested in our home and our community. Hamilton is a unique place. I came here with every intention of staying uninvolved in civic and community engagement—but failed. Hamiltonians have a way of pulling you in. Today, I edit our community newspaper and I am co-chair of our planning team. Beverley, who had a far more difficult time than I in adjusting to our new home, now sings with the Bach-Elgar Choir, volunteers at the Royal Botanical Garden, tends to several community gardens, initiated the Crown Point Garden Club and partnered with others to launch the Monarch Awards that go city wide this year.

I am relating this to you because I need you to understand I am not speaking only for myself when I tell you that the LRT debate, especially the failure to advance the EA, is leaving us dispirited and demoralised. I am forced to ask myself, as I know others are doing the same, why I am investing my time, energy and money into Hamilton when too many of those who are elected to lead appear paralysed by the fear of change? When I speak to my friends and neighbours they question whether Hamilton's elected officials share their optimism for the future and their belief in Hamilton. They question whether Hamilton is the best place to raise a child and age gracefully. They question whether Hamilton is the city to set down and maintain roots.

Mr. Mayor, I greatly appreciate the leadership of yourself and our Crown Point councillors, Matthew Green and Sam Merulla, on the LRT and the grand opportunity this investment represents. We are all watching and we are counting on all of city council coming together to support this transformative project.

The late U.S. president John F. Kennedy said, "Change is the law of life. And those who look only to the past or present are certain to miss the future."

Let's not miss the future, Mr. Mayor.

Sincerely,  
Sean Hurley,

## Harpula, Magda

---

**From:** Lee [mailto:lee@leeedward.com]  
**Sent:** March-29-17 11:49 AM  
**To:** Office of the Mayor  
**Subject:** RE: LRT Environmental Assessment GIC Meeting - a modest request

Dear Mayor Eisenberger,

Please forgive my lack of formality, but I'm not sure what the correct protocol for this letter is. It is in fact the first time I have ever written to the mayor's office.

I was one of the pro-LRT delegates at yesterday's meeting, and I wanted to thank all of those at Council who have actively and tirelessly supported our LRT project. A small but reassuring number of you were in fine form, and truly helped me in improvising my ad hoc speech.

However, it's getting hard to identify the players in this ersatz game of oneupsmanship that I've been seeing at Council of late. I don't know if that's a reflection of the tenor of our times, or just a sign that something is not working correctly at Council presently.

I know that our city's current model of governance between the outer wards and the lower city wards is one of consensus building, and I normally approve of this method over the more regal and presumptuous command styles that we have seen from previous mayors in our history.

I'm old enough to remember before voting amalgamation, and of my mixed feelings on the subject, then as now. I WANT to see Hamilton's City Council behave as an august body of well-informed, well-intentioned leaders of their communities coming together in good faith and working towards a better future for all Hamiltonians.

I want to see this, but I fear I can't, and won't, because many a councillor seems to have gotten it into his or her own head that they are the defacto mayor of their wards, and are actively working to undermine the common good of the whole of Hamilton for political gain.

I realize politics is not as collegial a profession as it was perhaps intended back when democracy was first dreamed up, millennia ago.

However, this city is hemorrhaging faith and goodwill by the gallon. I don't know all of the procedural and constitutional hoops that must be jumped through to compel council to do its job effectively and in good faith, and I'm no longer sure anyone else does, either.

Please reassure me that we will not be seeing this entire portfolio dropped in the waste basket (yet again) because a couple of careering politicians with their eyes on higher office are determined to score political points on the backs of our beleaguered citizenry. It might be too late, or seem too soon to act decisively, and it may not even be possible at this juncture, but it has to be said that Hamilton's need for visionary leadership has rarely been greater.

If there is anything I can do to help make this process work for the good of all Hamiltonians, including those who clearly don't know what vision and progress are for, then please feel free to contact me at your earliest convenience.

Barring that, please know that I believe you are doing a good job, and that your office is one I do still truly and deeply respect. Please don't let my faith in you be misplaced.

Thank you for your time.

--

Lee Edward McIlmoyle,  
Dreamer for Hire



## Harpula, Magda

---

**From:** Rowen Baker [  
**Sent:** March-29-17 4:43 PM  
**To:** Office of the Mayor  
**Subject:** Re: LRT

Fred,  
Thanks for your response.

In spite of the Council support, there remains strong opposition to this project within the community. The best way to clear this up once and for all is to hold a City wide referendum. If people like me loose, then we must accept the verdict. It is suspected amongst many that the reason this has not been done is the fear of the project being rejected.

If the LRT proceeds it will end up as another huge Liberal boondoggle, just like E Health, ORNGE, Gas Plants, Green Energy etc etc. With the highest sub - National debt in the World, Ontario just cannot afford another. The taxpayer will end up the looser again.

The operating costs are going to be significant and, along with those arising from the disruption and chaos the construction will cause, must be avoided.

Regards  
Rowen Baker

---

**From:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>  
**Sent:** March 27, 2017 7:38:13 PM  
**To:** 'Rowen Baker'  
**Subject:** RE: LRT

Hi Rowen,

Hamilton City Council has voted 52 times since 2006. We asked the Province to fund LRT 100% - they said yes. We've held 32 PICs – consulted with the entire City of Hamilton to hear your thoughts. We've had three municipal elections where a Mayoral candidate that was proLRT won. That's right, we've heard loud and clear numerous times from various community groups, stakeholders, levels of government, letters and emails again - #YesLRT - and that is what we are doing.

We have an implementation office, staffed with 32 people working towards the approved plan and meeting targets. There are no if, maybes or perhaps - the City of Hamilton is moving forward with this Council approved progressive transit strategy.

I acknowledge that community sentiment has been mixed, however we have debated the pros and cons repeatedly. The long-term sustainable growth of our community depends on smart development that ensures we build efficient corridors and encouraging increased ridership on public transit. The green advantages of public transit are proven.

The LRT office has been working diligently over the last twelve months, laying out strategic next steps and preparing for initial implementation phases. We have consulted businesses that are along the corridor, established baseline short and medium term impacts and are taking action through communication efforts to canvas the broader community on the many benefits proving uplift for Hamilton.

While I'm disappointed in the discussion that lingers from the anti-side of the project, the fact is the LRT project has, and is, approved by this Council and the funding has been committed by the Provincial Government. The billion dollars being allocated to LRT in Hamilton is for LRT alone, and cannot be directed to any other project or capital expenditure. We must show our vision, leadership and commitment to improving The City of Hamilton for our children, and for future generations in our citizenry.

Cheers,  
Fred

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

---

**From:** Rowen Baker  
**Sent:** Wednesday, March 22, 2017 3:22 PM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd; Skelly, Donna  
**Subject:** LRT

I note that some Councillors propose to use their community budget allocations to finance a poll on residents views on the LRT project.

There should be a city wide poll, financed from general revenues,so every resident can have the opportunity to express an opinion on this project.

Such a poll would help determine what level of community support the project has and should such vast sums be committed to it.

Rowen Baker  
Ancaster

## Harpula, Magda

---

**From:** Susie Lau  
**Sent:** March-28-17 12:39 PM  
**To:** Office of the Mayor  
**Subject:** Re: Make it 53 to nil for LRT

And thank you, sincerely, for all of your hard work!

Cheers,  
Susan Lau

On Tue, Mar 28, 2017, 11:54 Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

I hope to give them ever reason to stay, Susan! Thanks for your email and your support of the LRT project!

Cheers,  
Fred

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

**From:** Susie Lau [m\]](#)  
**Sent:** Monday, March 27, 2017 9:09 PM  
**To:** Office of the Mayor  
**Subject:** Make it 53 to nil for LRT

52 great votes. Keep that momentum going and show the world that Hamilton is at least *trying* to be a great place to raise and child and grow old. Neither of young nor the elderly benefit from under-developed transit

I mover here from Burlington in 2006 and stayed after college because I really believe this is a great city. Don't give Hamilton's pools of young, educated, and talented a reason to leave and take their skills with them.

Thanks for your time,

## Harpula, Magda

---

**From:** Norma Moores  
**Sent:** April-09-17 9:55 AM  
**To:** Whitehead, Terry  
**Cc:** Office of the Mayor  
**Subject:** RE: Support LRT

Councillor Whitehead:

I just wanted to remind you that I support LRT being built in Hamilton and I hope you will too. It is important for this generation to improve mobility, and even more important for future generations of people who will choose to live in Hamilton because it has to offer.

Regards, Norma

**From:** Norma Moores ]  
**Sent:** June 7, 2016 6:59 AM  
**To:** [Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)  
**Cc:** 'mayor@hamilton.ca' <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>  
**Subject:** Support LRT

Councillor Whitehead:

I will keep this short. I want to see LRT built in Hamilton. I hope you will support it.

Regards, Norma

Norma Moores

## Harpula, Magda

---

**From:** Julien Jack  
**Sent:** April-17-17 9:15 PM  
**To:** Office of the Mayor  
**Cc:** Ken Jack  
**Subject:** Re The LRT

Hello Mr. Mayor:

As for our household, we are with you 100% to bring the LRT to Hamilton, our only regret is not extending to Eastgate. Hamilton has to get modernized, we can't afford to be left behind. I remember the procrastination of the Linc for years, then the Redhill expresway.

It is so easy now and such a blessing to easy access to adjoining highways.

Mr. Mayor, you have our votes. Go for it.

Regards,

The Jack's Family

## Harpula, Magda

---

**From:** Anthony Tirone  
**Sent:** April-12-17 7:11 AM  
**To:** Office of the Mayor  
**Subject:** Recorded Message from last night

Hello,

Hello,

I live at \_\_\_\_\_ Hamilton, and received a recorded message from the Mayor last night. He asked that we provide input. I have a few observations:

- 1) Build the LRT
- 2) Fix roads. It seems like the majority are in need of repair. Fennell between Upper Wellington and Garth is brutal. James Street south as you travel under the TH&B overpass is ridiculous. It seems every street I drive on is in need of resurfacing. Is this the new normal? Are these repairs just going to be ignored? The two streets I mention have been this way for a long time. There is a long list of others.
- 3) The issues around FirstOntario Centre (formerly Cops Coliseum) are embarrassing. The two proposals for upgrades were not accepted. There is a meagre annual budget to undertake minor annual maintenance. It's in such a state of disrepair that it held back a Memorial Cup bid. What is the long term plan? If it's going to be allowed to deteriorate over a period of years, it should be sold torn down for other development in the core.
- 4) The general behaviour of council (with few exceptions, including the Mayor) is also embarrassing. They lack courage to make decisions, constantly deferring to staff or consultants so because they think they won't be held accountable if the need someone to throw under the bus. They were elected to make decisions, not waffle on every major issue. They blew the stadium debate (a number of current Councillors were part of that discussion) and built it in the least favourable location, and now they're going to blow the LRT if they don't grow up and show some courage. They need to stop grandstanding and get on with the project, not hold it hostage for their own self-serving purposes.
- 5) One more thing. Build the LRT.

Thanks for the opportunity to vent. There other issues (like garbage all over the place (Red Hill creek, the Linc, etc.) that is also embarrassing, but there are lots of fish to fry.

Anthony Tirone

## **Harpula, Magda**

---

**From:** Anna Davey  
**Sent:** April-06-17 6:07 PM  
**To:** Office of the Mayor  
**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Regarding LRT

Dear Mayor Eisenberger,

I am writing today in support of LRT.

It is occasionally fashionable to deride pro-LRT supporters as being, somehow, unHamiltonian. Perhaps it will help for me to establish my Hamilton bona fides before I proceed.

I was born at St. Joseph's hospital. My paternal grandfather was a foreman for Piggott, my maternal grandfather a project co-ordinator at Stelco. My maternal grandmother sat on the Board of Directors for Creative Arts. My father and uncle worked for Camco, Diane Eisenberger was my childhood dental hygienist (feel free to tell her little Anna Dawson is still kind of afraid of the dentist). I grew up in Ward 7, where my parents and brother continue to reside, and I am raising my own family in Ward 3. I am of this city.

It is an inexcusable cliché to argue for the future on the backs of my children, but lacking a business to argue for, I must do something to prove I have what is so often called "skin in the game." In fact, I have four of them. Four wonderfully made skins, full of noise and potential. Certainly they possess the immediate potential to disrupt my writing this letter, if recent performance is an indicator.

My oldest is 15, commuting by transit to Westmount Secondary School in Ward 8. She was lured by a strong arts department and a self paced curriculum, undeterred by a transit system that turns a 13 minute drive into a crowded, 45 minute slog. She isn't sure she wants to stay in Hamilton as an adult. She has her reasons, ranging from starry-eyed wanderlust to practical concerns about job availability, and is frank that a strong transit system is a necessity wherever she lives.

While she may only be thinking of transit as a means of getting from place to place, I know improved transit draws employers, and I selfishly hope to keep her close to me. I also know that fully implementing the BLAST network, of which LRT is Phase One, is the best hope to create a robust tax base that will give her the chance of living in a financially healthy city here.

If I cannot plan a child's birthday party without going over time and over budget, I certainly cannot expect a \$1B infrastructure and transit project to be any different. But I know that progress comes at a cost, and I want my children to grow up, and hopefully stay, in a progressive city.

*In order for Hamilton to be a progressive city, we need to embrace that cost. And in order for Hamiltonians to accept it, we need a council that will unite to promote the projects that will build us a future to be excited about -- perhaps even as excited as my 5 year old is every time he sees a train.*

Thank you,  
Anna Davey

## Harpula, Magda

---

**From:** Evan Aagaard [  
**Sent:** April-15-17 10:01 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Shame on this council

As a new resident to the city of Hamilton I can say without hyperbole that I have never seen a city council so riddled with pessimism for the prospects for their own city. The delays and obstruction for the development of the LRT system by members of this council is shameful and an absolute slap in the face to the residents and businesses of Hamilton who have moved here on a wave of optimism and ambition to help build a modern, revitalized, and progressive city.

To councillors Whitehead, Collins, Partidge, Skelly, Jackson, Conley, Pearson, Johnson, and Vanderbeek, your campaign to undermine, delay, sabotage and ultimately kill the LRT project is a stunning display of cynicism for the future of your city and the prospects of it's citizens.

You have proven yourselves unfit for your seats on council and you have set the expiration date for your time in office. In each of your wards campaigns are now being mobilized to unseat you in the next election.

Shame on you all, shame on your cynicism and your doubt for this city. It is appalling that our taxes pay for your bloated salaries when you do so little to make this city better.

- Evan Aagaard  
Ward 2



## Harpula, Magda

---

**From:** Deb Avetissian [  
**Sent:** April-12-17 1:09 PM  
**To:** Office of the Mayor  
**Subject:** Sorry to miss your phone call last night regarding LRT

Dear Mr. Mayor,

It was regrettable that my family was not home last night to take part in your town hall (celebrating Passover). It would have been good to be part of this.

Your trip to Waterloo and your subsequent letter to council was inspirational. We plan on attending the rally this coming Saturday.

We too are getting the message out about the true benefits of what LRT will do for our city. We need complete streets so all people can enjoy the lifestyle they choose.

As a born and raised Hamiltonian I can only see good coming from this. Keep up the good fight.

Debbie Avetissian

**Harpula, Magda**

---

**From:** Toby Yull  
**Sent:** April-10-17 9:49 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Support for LRT in Hamilton

I am in favour of our Council continuing to move forward (together, please!) with the implementation of LRT Phase 1.

I look forward to the new development and the increased jobs, energy and prosperity that will result ~ some of it already begun on the promise of LRT.

The first leg is only a step, just as the bits and pieces of bike lanes and rail trails, that were begun long ago by people with the VISION to see a connected whole, are now beginning to add up to something great.

I use my car daily for my work. LRT won't provide me with the specialized mobility I require. Even so, I welcome it for its greater people-moving capacity, and the ease and convenience it will provide to thousands of people in Hamilton. With luck, I may be here to see LRT trains come to a transit hub at University Plaza, carrying Dundas residents to Mac, downtown, the waterfront, airport and beyond.

We have dreamed, in this city, of a better connection between our out-of-town Mac students and the city core; our Mohawk students and the waterfront; hospital employees in all corners of the city and their places of work. It is disheartening to see another project dithered over and our Council struck, once again, with 'the Hamilton Disease' ~ mired in endless discussion. Please pull together.

We do not argue about building hospitals that many individuals may never use. Same with schools. I believe it's past time for a broad vision; a full understanding of the power of economic uplift in any area of the living

organism that is our city, to affect the entire city, via increased tax revenue and a renewed spirit of enterprise.

thank you,

Ms Toby Yull, Dundas

PS - I believe we need a Bay Street stop, possibly incorporating the Gore Park/James St. stop into the existing MacNab St. transit hub which provides covered access to the arena, Hamilton Place, AGH, market, library, McMaster's new downtown campus, offices, and the shopping mall.

## Harpula, Magda

---

**From:** Karin Gordon |  
**Sent:** April-10-17 5:01 PM  
**To:** Office of the Mayor  
**Subject:** Support for LRT

Hello Mr Mayor,

I would like to thank you for your ongoing support of LRT. I find it so terribly frustrating that so many members of council, and our larger community are so needlessly and ignorantly against it. I immensely hope that LRT will prevail and begin to provide Hamilton with evidence that investment in public transit such as this can lead to an improvement in the quality of life of all Hamiltonians.

Thank you for your leadership and dedication.

Karin

## Harpula, Magda

---

**From:** Michael O'Riordan  
**Sent:** April-12-17 5:14 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Support for the LRT

Hello Mr. Mayor and City Council Members,

I just wanted to write a brief note to express my support for the Hamilton LRT.

I have lived in Hamilton for 5.5 years now, having moved from Collingwood, and loved the city from the moment I got here. In a weird way, I picked the city at random—I ran the Hamilton marathon a few years back and took a tour through the downtown with friends the day before the race. I fell in love with the city immediately. Around that time, I had been planning to move back to Toronto, but instead I changed my plans and bought a place in ward 1.

I have traveled quite extensively with work, including to quite a few European cities that place an emphasis on high-quality, modern public transit. I would love to see Hamilton follow in this mold. The time is ripe for this development—I really believe the city needs to follow through on the commitment and make this happen.

Thank you for your time.

All the best,

Mike

--

Michael O'Riordan

Ward 1



---

This electronic message is intended solely for the people whose names appear above; access by anyone else is unauthorized and expressly prohibited. This electronic message may contain confidential information that is subject to the laws governing privileged communications. Unless you are an intended recipient, the disclosure, copying, distribution, or use of the contents of this electronic message may be illegal. If you have received this electronic message in error, please reply immediately to the sender to let her or him know that you have inadvertently received it. Immediately thereafter, you should completely delete this electronic message and any attachments from your computer and related systems.

## Harpula, Magda

---

**From:** ARTHUR BULLOCK [  
**Sent:** April-17-17 7:12 PM  
**To:** Conley, Doug; Jackson, Tom; Pearson, Maria; Pasuta, Robert; VanderBeek, Arlene; Collins, Chad; Johnson, Brenda; Partridge, Judi; Skelly, Donna; Whitehead, Terry; Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** Support Hamilton LRT

Dear Councillors of the city of Hamilton,

I am a 20 year old student of McMaster University, and I want to urge you all to vote in favour of Light Rail Transit in Hamilton. For many years, the city has been voting for the LRT, and now the opportunity is finally close. Supporting the LRT would revitalize our infrastructure and increase the city's economic base, and the budget being provided by the province ensures that residents outside of the LRT's range will not be negatively affected by the implementation of LRT.

It is a net gain to support LRT, so I personally see very little cause for concern. Furthermore, as a resident of Ward 1 and a University student, it would be immensely beneficial for me to have access to LRT. I am deeply concerned by the possibility of this opportunity being lost forever.

If we throw away this chance, the city will give the money to somebody else, and we will never have a chance like this ever again. All of the concerns about the cost of LRT would become reality without provincial funding; this is our only realistic chance to have LRT in Hamilton. Saying no to LRT would mean saying no to the future. It would deny us progress and demoralize our populace. Nobody gains anything from a vote of opposition.

As a young adult, I am also very concerned by the telephone poll that was recently released, as it fails to account for a very large portion of the city's population. Most young people only have cellphones, and as a result, they are not included in a telephone survey such as this. I am worried that the results of the survey will create a false impression regarding public opinion, since a huge amount of people have no voice in the survey.

I have a long adult life ahead of me, and the decisions made in the next few years will impact the rest of my life. Despite this, my generation continues to suffer from under-representation, and many political figures still ignore us. This is why I am emailing all of you today and strongly urging you to support LRT. This is our future, and we feel very passionate about it; please don't throw this opportunity away.

Sincerely,

Arthur Bullock

## Harpula, Magda

---

**From:** Larry Rinaldo  
**Sent:** April-05-17 12:24 PM  
**To:** Whitehead, Terry  
**Cc:** Office of the Mayor  
**Subject:** Support the LRT

Dear Councillor Whitehead,

I am writing you as a resident of your ward to strongly encourage you to show clear support for the LRT. I do understand that there is no crystal ball to see 8-10 years in the future. It is a gamble, but to be a great city we do have to take a gamble once in a while. To pass up 1 billion dollars from the province, would be folly. In the first place it will create a number of local jobs over the next 7-8 years. Much of that money would be used to replace infrastructure on and beneath King Street. Without the money from the province it will fall to Hamilton to pay for that infrastructure and I imagine that we will have to in the near future.

We cannot say with absolute certainty that the LRT will be a great success. I do look at great cities in North America and they all have some form of subway, LRT or dedicated tramway routes. We do strive to be a great city (I hope you can agree with that.)

You are considering the impact of traffic on other roads such as Aberdeen. The LRT will certainly reduce some of the overall traffic and I suspect even some along Aberdeen. If you follow that very busy route, you will see that a great many of those drivers are employees or students of McMaster or it's hospital. If they had a B-Line bus to an LRT, I am sure many would take that option rather than paying for gas and parking. As in other cities, housing and merchants gravitate to be within walking distance of subways or an LRT. That too will reduce traffic all over the city.

It was embarrassing to see the debate that went on for the stadium over several years to end up right where we started. Even worse was the almost 50 year debate over the Redhill Expressway. I wonder how many millions of dollars were wasted in man-hours and gas with people crawling along Centennial Road all those years.

I was one of the people who were polled about the LRT. I know this was not too expensive but still a waste of money. Even worse some people are proposing a referendum. Unless you could get a large majority of "informed" people to vote, why would you waste money on this? We vote for politicians to make decisions on our behalf. There are thousands of pages of planning and environmental studies on the subject. You cannot expect voters to come up with a rationale decision in a one sentence referendum.

Do not go for the delaying tactics of a few councillors. It is time to act. Be a leader in this adventure. Play a key role in bringing Hamilton into the 21<sup>st</sup> century. Fence sitters risk getting splinters.

I only want one vote on the matter and that is the one at the next municipal election. I will vote for a person who fully supports LRT.

Respectfully yours,

Larry Rinaldo

## Harpula, Magda

---

**From:** April-05-17 12:58 PM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mtg.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** Take the billion or lose it forever. Don't make this an election issue.

The time to invest in transit in Hamilton is now. Take the billion dollars and bring in the jobs, businesses and convenience to Hamilton.

Kat Bezner



## Harpula, Magda

---

**From:** Chris Parkinson [ ]  
**Sent:** March-30-17 3:36 PM  
**To:** Office of the Mayor  
**Subject:** Thank you Mr. Mayor

Dear Mayor Eisenberger,

As one of the delegates at Tuesday's GIC meeting on the LRT EPR approval and Bay St. stop additions, I would like to thank you for your leadership on this project. I was quite unhappy with the chairing of the meeting, and I am often upset at the lack of decorum and civility at council meetings. Councilors should be held to a higher standard of behaviour, and this meeting should have been limited to delegates wishing to speak to the topics on hand, rather than the free-for-all this meeting became. Young Matthew Carrabs was a shining light in an often ugly display of mean spirit and theatrics.

I listening to your talk with Bill Kelly this morning and enjoyed hearing you present the benefits of LRT so clearly, and your praise of young Matthew. This is a mountain worth climbing Mr. Mayor. I'm very happy to see you take charge and debunk the myths surrounding LRT. The very best of Hamilton's community leaders are solidly behind you. Be fearless, they have your back.

I'd also like to take this opportunity to praise the hard work of one of your staff members. Ms. Laura Farr has been an outstanding advocate for LRT, and an encyclopedia of knowledge on LRT. I was putting the finishing touches on my talk for Tuesday, and found myself lacking some very important information. I was worried that I wouldn't have what I needed prior to the morning, and I was very lucky to find Ms. Farr well after work hours through social media. She happily supplied me with the information and even supplied me with extra I hadn't even considered. She has shown outstanding dedication to the city, the LRT project, and is an asset to your office. Please convey my gratitude to Ms. Farr and commendations for a job superbly done.

Thank you Mr. Mayor. We look forward to shovels hitting the dirt.

Kind regards,

Chris

Chris Parkinson

**Harpula, Magda**

---

**From:** David Serafini |  
**Sent:** April-17-17 6:36 PM  
**To:** Office of the Mayor  
**Subject:** Thanks

Hi Fred,

Thanks for continuing to support LRT. I am having trouble understanding council's seemingly wavering support given that capital funding from the province has exceeded expectations. Good luck.

Dave Serafini

## Harpula, Magda

---

**From:**  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** The LRT is a step in the right direction!

Hello! This world needs forward thinkers. It needs people who are willing to take reasonable risks to satisfy their vision for the future. Connected fast transit is the future. It's not just rhetoric. We don't have the means to sustain the growing demands of a car centric society. We have to be smarter, more efficient and we have to prove that the model of public transit can be better. The LRT represents the first steps in Hamilton recognizing that vision. It is a vision I share with many others in this wonderful city and I look forward to being able to take the LRT when it goes live.

Mike Baughan

Hamilton

## Harpula, Magda

---

**From:** Karl Andrus [  
**Sent:** March-29-17 11:23 AM  
**To:** Office of the Mayor  
**Subject:** The Time for Leadership is NOW!

Mr. Mayor,

When I returned to Hamilton two years ago I was, like many my age and younger, I was impressed with the vibrancy and character of the growing city. Unlike the bleak days when I left for university, the city seemed alive, with purpose, growth. Inspired by your leadership on the transformative once in a generation opportunity for Rapid Transit my partner and I decided to stay in Hamilton rather than moving to other cities where my technical skills might find more employment opportunities. I must say that shine is quickly fading. I have been an active participant in the “debate” around a project already approved many times by council and I am dismayed. I feel your critical voice on this subject although clear has not been loud. I watched presentation after presentation yesterday of engaged citizens many expressing genuine support towards the city Hamilton is becoming. I counted the proLRT people and they well out numbered the No voices. I also watched a loud small group use fear, the threat of AIDS, and noise dominate a conversation despite not being in the majority.

This is your legacy project. The next election will hinge on the success of this issue. There will be no middle ground. You need only look to the south to see what happens when progressive voices are not expressed with pride and clarity. To that end I invite you to really join the fight. Your career in politics is dependent on it. It's time to take off the gloves and climb into the trenches. Start coming out to local community meetings, host workshops, more information sessions use your time in office to hammer home the benefits of this incredible opportunity. Start meeting people face to face, hear and face the complaints and concerns. Start transforming those No voices opposed to the project into Yes voices contributing and expanding the project. We have an opportunity to build the A and B Line into two rapid transit corridors. People are worked up about expanding public transit in this city! Your leadership will ensure Hamilton's bright future.

You are the leader of this city and I believe it is time to lead! To that end I would be happy to have you at a special Stinson Community Association meeting about LRT to bring truth and your warm personality to address the concerns of the average citizen. I would encourage you to get out and tell your story. Local elections are frequently decided by very few voters. Your own election was decided by only a 10,000 vote difference. Only 34% of people voted in that election. I strongly believe that hope is stronger than fear. I think unless you wish to duplicate the trend emerging from the south you have to become the progressive leader this city needs! You need to motivate and encourage people away from the noise and fear!

You have already lost the vote of the loud angry right. Without true leadership on progressive changes like expanding public transit and affordable housing you will lose the rest of us as well.

## Harpula, Magda

---

**From:** April-01-17 9:01 AM  
**Sent:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**To:**  
**Subject:** Time to show vision

I give my 100% support for the LRT system that will provide the residents of the City of Hamilton a fast and easy way to get to their destination. It's long over-due. Saying YES to the LRT is an easy decision to make.

Thank you.

Bonnie Patterson

BC

## Harpula, Magda

---

**From:** Leslie Szamosvari  
**Sent:** April-11-17 8:39 PM  
**To:** Office of the Mayor  
**Subject:** Town Hall

Mr. Mayor, I enjoyed the virtual Town Hall, immensely. I couldn't disconnect! I just hope that many people who are undecided joined in to be informed about the benefits of this progression into new transit options.

Thank-you, and see you at the rally,  
Les Szamosvari

## Harpula, Magda

---

**From:** Kim-Karin Rausch  
**Sent:** April-11-17 9:32 PM  
**To:** Office of the Mayor

Hello Mayor Fred,

I did have a chance to listen to the LRT information session this evening. I did however have some concerns, and yes, I'm pro LRT. You can thank Matthew Green for this fact.

I've been hearing plans for the LRT since the 1980's. City hall was my shortcut to downtown from Herkimer St. So, I'm still not fond of the route. Hopefully they went over all routes, before deciding on King St. The traffic circle is a dumb place to stop. Anyone who actually takes a bus down here goes from Eastgate to Mac. Was that decision based on the property the city owns there?

Secondly, you avoided talking about the cost of fare. I am a bus taker. Almost my whole life. I don't like to drive, and I'm a hippie, self-proclaimed environmentalist from this city. Having said that. The only people on the bus are the people that are unemployed, or such as myself, the working poor. When a rich person gets on the bus, a regular bus taker would freak right out.

Fare increase effective September 1, 2016

Adult & cash fares

Cash (Adult, Student, Senior) - \$3.00

Adult Paper Ticket or PRESTO - \$2.30

Monthly Pass or PRESTO - \$101.20

^ This was stupid. A poor working person was actually better off paying for tickets, rather than buying a bus pass. 20 work days, and bus tickets is \$92.00. May not seem like a great deal to you with your current salary, but to someone who's take home pay is \$1,200 dollars a month? Big deal.

Don't mention the fact that you can go down to the terminal and apply for a discounted bus pass. The working poor don't have time for this every month....So, in Hamilton, other than Waterloo, where the income is MUCH HIGHER overall, Hamilton needs to take some control over fares.

By charging too much it led to a black market amongst the poor for fake bus tickets. You guys could have made the passes \$90.00. You would have sold WAY more, and not everyone that buys these passes goes to work everyday.

So, Please at least be a hero to the working poor.

The contract. When the stadium went up, many local guys did not get jobs. Believe me, I live a block away, and I know who's not from this town. They took up the limited local parking spaces too.

This time, make sure the contract is solid. That big shot bonus program was nonsense.

Thank You,

Ms. Kim-Karin Rausch

**Harpula, Magda**

---

**From:** GRACE BISUTTI  
**Sent:** April-12-17 9:52 PM  
**To:** Office of the Mayor  
**Cc:** LRT@cgocable.ca

HI MR.MAYOR

IT WAS A GOOD DISCUSSION ON YOUR LRT CALL IN ON TUESDAY NIGHT.

I MISSED OUT ON A QUESTION I HAD. HERE IT IS...

„,IT'S ALMOST OR MORE THAN 2 YEARS OF DEBATE AND DISCUSSION ABOUT THE LRT IN HAMILTON, NEWSPAPER, TELEVISION, MEETINGS ETC. AND SOME QUITE ANGRY.

WAS THERE SUCH A LONG DEBATE IN CITIES WHO ACCEPTED LRT - SUCH AS KITCHENER AND OTTAWA? IS HAMILTON UNIQUE IN THIS REGARD?

HAVE OTHER CITIES DISCUSSED AT LENGTH LRT? I BELIEVE BRAMPTON MAY HAVE.

REALLY CURIOUS - WE COULD HAVE THE LRT BUILT BY NOW -

I THINK MR. MAYOR YOU ARE DOING AN AMAZING JOB.....KEEP UP THE GOOD WORK.

Grace B.



## Harpula, Magda

---

**From:** VP Education, Blake Oliver  
**Sent:** April-11-17 11:24 AM  
**To:** Office of the Mayor  
**Cc:** Greg Crone  
**Subject:** Upcoming LRT vote

Hi Mayor Eisenburger,

I hope you are doing well. We have met a few times before, but to reintroduce myself, my name is Blake Oliver and I am the Vice President (Education) of the McMaster Students Union (MSU). The MSU has long been a supporter for LRT. As you can imagine, most of our students use public transit to navigate the city and improvements to that – especially the LRT which starts right here at McMaster – is really important to us. With that in mind, we are very concerned about the upcoming April 19 vote on the EPR. It seems as though the LRT's future is hanging in the balance.

First of all, I want to thank you for your continued leadership and advocacy on this file. The MSU really appreciates your consistent support of the LRT and we're aware that you have been a champion for improved public transit.

This email is mainly to let you know of a campaign that the MSU is launching tomorrow, encouraging students to be vocal in the LRT conversation. We are launching a video and site aimed at getting students to email councillors. We are providing three form letters: one to those who oppose LRT (Collins, Skelly, Whitehead, Johnson, and Partridge) asking them to reconsider – we understand that this is incredibly unlikely – one to those who are publicly undecided (Jackson, Conely, Pearson, VanderBeek, and Pasuta) asking them to support the project, and one to yourself and the rest of Council who do support the project to reaffirm student support for LRT and thank you for your support. Before we launch the campaign, I wanted to let you know that you may have a lot of students emailing you within the coming days. If there's anything you can do to publicize what we are doing, it would be incredibly appreciated.

Please let me know if you have any questions and again, thank you so much for supporting this project: it is so important to the students I represent, and I know to the constituents that you represent as well.

I am CC'ing Greg on this email as I had a brief discussion with him about it yesterday and he has been a big help and friend to the MSU in this endeavour.

All the best,

Blake

**BLAKE OLIVER**  
Vice President (Education)

**McMaster Students Union**  
MUSC 201, McMaster University

## Harpula, Magda

---

**From:**  
**Sent:** April-18-17 8:44 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; robert.pasuda@hamilton.ca; Partridge, Judi  
**Cc:**  
**Subject:** Upcoming LRT vote

Good day;

Thank you for taking the time to read this. I encourage you to vote yes to sending the Environmental Assessment to the Province.

I am a Hamilton Ward 3 resident. I have lived in Hamilton for most of my life, both on the mountain and in the lower city. I have witnessed the changes of our city for over 50 years. I peripherally follow issues at city hall, show up on election day and cast my ballot, and trust that the officials who have been elected have the vision and ability to work together to see the city through its issues over the next four years, and into the future.

I am late to the LRT conversation, I admit. And I didn't get involved because I knew I wouldn't be a user of the system. I work in Burlington, so while I'd be affected by construction through my commute, I have the flexibility of moving out of the construction zone to make my life easier. However, as time has progressed, and the debate become more heated, I've decided it was time to educate myself a bit more on the plan.

I support the concept of LRT, although I am a bit more pragmatic than some who believe it's the magic unicorn that is going to save us all. I'm not happy that, as a city, we will have no capital investment, unlike Waterloo, and therefore no say on future expansion. I don't like that already the province has cut the proposed route three times (original design from University Plaza to Eastgate, then from Queenston traffic circle to Eastgate, and the offshoot down James St. North to the West Harbour Go). I don't like that there are still many unanswered questions, but also understand that until the bids are in, specifics can't be addressed.

But LRT isn't about me. I'm a middle aged lady who will be close to retirement by the time LRT is functional. My goal is summers in Hamilton and winters in Hawaii. As I said, I am pragmatic enough to see the faults. But I have a 21-year-old son. And THIS is who LRT is about. It's about paving the future expansion of this city for him, and his children. It's about addressing, in a small form, a \$4B infrastructure deficit in a city with a \$2B operating budget. It's about laying a transit, and infrastructure foundation for him and his next generation. And it's about stepping outside of our own wards for a moment to look at the bigger picture of our urban and rural areas, getting beyond the gripes of forced amalgamation that still plague our city, and recognizing that only together can we move forward.

My company is looking to relocate in the next three years. We've outgrown our facility in Burlington. And while I have no say in any relocation efforts I do know one thing. When they're looking to relocate a company that employs 1000+ people in the next couple of years, we have a lot of site options open to us. You can be assured that land & leasing costs will play a major factor. But so will quality of life, and talent pool. Hamilton has done an amazing job of transitioning from a manufacturing base to a health care base, with technology and media hub opportunities peppered throughout. If we want to continue to retain, and attract, a talent pool that has an earning power that would have a direct impact on future operating funds, even with it's flaws, the LRT proposal is the start of moving us in that direction. Our company suffers, as do many others, in filling highly skilled, technical jobs. So we will move to an area that assists in attracting that talent. It's that simple.

Take your councillor hat off for a moment and think like a citizen. Other than a couple of you, most of you will probably never use LRT. And that's okay. But it's not about you, or your chance of re-election. It's about your children, your constituents children, and their children. It's about their future, not our past and not our present. For once, be bold and visionary, instead of timid and short-sighted.

Thank you for taking the time to read this. I encourage you to vote yes to sending the Environmental Assessment to the Province.

kind regards,

Christina Rayburn

Effective immediately my new email address is ( \_\_\_\_\_ ) . Please update your records.

## Harpula, Magda

---

**From:** ,  
**Sent:** March-28-17 7:10 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
**Subject:** Very Much Pro-LRT

My wife and I recently bought a house very close to the LRT route, with that in mind. We both grew up in Hamilton, and we both work in the city. We live in the East End, and I work downtown, so LRT would be the perfect way for me to travel to work each day. Please follow through on the promise and potential of LRT in Hamilton. It's a forward-thinking project that will, I think, produce massive, long-lasting benefits for the Hamilton community. Thank you.

-Paul

Paul Davis

## Harpula, Magda

---

**From:**

**Sent:**

**To:**

April-10-17 7:54 AM

Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeeck, Arlene; Pasuta, Robert; Partridge, Judi; kwynne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-qp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; debbie.dallevedove@hamilton.ca; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com

**Subject:**

Vote YES on LRT!

We are Ward 8 residents of Hamilton and support the LRT. Please vote YES on the LRT. This will be a huge missed opportunity for Hamilton if we don't go through with it. Our city is growing and if we want to be a world class city - which we can - we need to invest in transportation.

Trusting city council to make the right choice, Danielle Hitchcock-Welsh & Willis Welsh

Danielle Hitchcock-Welsh

## Harpula, Magda

---

**From:** Alistair Morton  
**Sent:** April-02-17 12:12 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** We Bet On You.

Councillors.

In 2009, my wife and I moved here from Toronto. We bought a gorgeous house in Ward 3 and placed our business in Ward 2. Since then I have grown to love this city and the people in it. And since 2009 my wife and I started and have been growing a business which now employs 12 people and is still growing.

Now we don't hire hourly, minimum wage employees, these are fully salaried positions that have full benefits comparable incomes to Toronto, and allow people to not have to travel for 4+ hours a day, outside of the city to simply; buy a house, raise a child, take care of a parent and enjoy the city that they love and spend their money, earned locally and inside their city.

Before we moved to Toronto, we lived in Calgary, and we moved out east in 2006, and after three years in Toronto we realized, this isn't where we wanted to be. So we started looking, but even as Mississauga, Oakville & Burlington were the first logical choices, but none of them resonated with us, as none of them felt like an actual city. They all felt more like commuter hubs for Toronto. They had no "true" downtown cores, no charms of a real city, so eventually we focused our attention on Hamilton.

Based on what we'd heard at the time, in regards to Hamilton's progressive policies like re-focusing on technology, health and a plan to start to rebuild the city's core as it bounced back from a few decades of recession, the LRT played prominently in this decision. Coming originally from Calgary we knew how great it was and how it made such a difference, not just for the working class or lower income people, but for the engineers and skilled executives. Knowing what we did, we knew LRT would be essential for the the growth of our business, and the growth of economic engine of the city overall. It was a no brainer.

**We bet on Hamilton, and we bet on you.** We moved our home, and we moved our business to both be right on the planned line, and we've since been waiting... patiently. The Recent rumblings that the plan now is to kill the LRT by delaying important votes ( most recently reported in the Spec and on CHML ) is very discouraging. The City that we'd bet on might not bet on us.

I know my business doesn't have the clout of say, the Ti-Cats, or McMaster, or one of the cities larger developers or employers, but we are part of a large and growing group of new small to mid-sized businesses that have all made the same bet on Hamilton. Turning your back on us now, and the people we employ, and the money we move through and **keep in this city**, it's really hard to understand **any of the logic to any of the arguments** I have heard from councillors against it.

**We all bet on you.** What you are doing now is betting against busines and the people like us, and our kids, and the next generation.

What exactly has happened to make this so political?

Sincerely,

Alistair Morton

---

**Alistair James Morton**  
*Creative Director & Founder*

---

Hamilton, Ontario.



**WISE & HAMMER**

A rare medium, well done.

## Harpula, Magda

---

**From:** RYAN DESHPANDE [  
**Sent:** April-13-17 5:52 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd; Conley, Doug; Jackson, Tom; Pearson, Maria; Pasuta, Robert; VanderBeek, Arlene; Collins, Chad; Johnson, Brenda; Partridge, Judi; Skelly, Donna; Whitehead, Terry  
**Subject:** We support #YesLRT in Hamilton!  
**Attachments:** Ryan-Deshpande-LRT-letter.pdf

Dear Hamilton City Councillors,

Attached you will find a letter I have written in support of approving the Environmental Assessment for the LRT on April 19. I am proud to call myself a resident of Hamilton, a student of McMaster, and the VP Education-Elect of the McMaster Students Union.

Thank you for your time, and I hope you will take this into consideration when making your decision on April 19.

Best,  
Ryan

Ryan Deshpande





Dear Hamilton City Councillors,

My name is Ryan Deshpande and I am a student at McMaster who has lived in and engaged with Hamilton for the past four years. Starting in May, I will be serving as the Vice-President (Education) of the McMaster Students Union, representing students who participate in Hamilton in immeasurable ways.

One of the highlights of the platform that I was elected on was helping push forward transit development in Hamilton. Through electing me, McMaster students have identified transit, and specifically Light Rail Transit, as a major need for not just themselves but for the residents of Hamilton as a whole. Over my time at McMaster, I have participated and seen students mobilize in many ways: through anti-racism work, engaging with high school students, pushing for positive changes in healthcare, and helping develop Hamilton's economy through retention and entrepreneurship. One of the major themes that has united all of this is better transit. As an activist and advocate myself, being physically connected to Hamilton is crucial to developing a better life for everyone in the city. Students and other residents who cannot afford luxuries such as cars need a better connected downtown core and the ability to access work through efficient, accessible transit – and Light Rail Transit is the key to that.

Before I came to Hamilton, I lived in Mississauga. Over the course of my time in high school, I saw LRT become a topic of conversation there. I saw the way the City united to support a project that would have monumental positive impacts for themselves and future generations. I'm proud to see my hometown investing in transit for the betterment of its residents. Now, I want to be proud of my future city for doing the same. I want to live in a Hamilton that students can feel truly connected to, that residents can easily access, and that reduces barriers to economic growth.

**Thank you to Mayor Fred Eisenberger and Councillors Aidan Johnson, Jason Farr, Matt Green, Sam Merulla, and Lloyd Ferguson** for continuing to support a project that is so integral to the future of Hamilton. Students, who will later become permanent citizens of various wards throughout the city, will remember your leadership. **To Councillors Collins, Skelly, Whitehead, B. Johnson, and Partridge**, your perspective on this issue is disheartening to the students at McMaster and I hope you reconsider your position. Students would be happy to see you vote yes on Wednesday. **Finally, to those who have not publically declared support or opposition to LRT: councillors Conley, Jackson, Pasuta, Pearson, and VanderBeek**, while the majority of McMaster students don't reside in your wards, I can guarantee you that some do. I also know that implementing the B-line LRT is simply the first step in the long-term BLAST network which will include all of your wards. It is my sincere hope that you will support LRT on Wednesday, knowing it is a step forward to truly connecting the city.

Respectfully,

Ryan Deshpande  
Vice President (Education)-elect  
McMaster Students Union

## Harpula, Magda

---

**From:** Bob Manojlovich  
**Sent:** April-04-17 2:10 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** What Happened to Atlanta's Carmageddon?

Dear members of council,

Please take the time to read this. As a retired citizen of ward 5 who drives everywhere, I've come around and now see that LRT will **not** have as much an impact on traffic as I once thought.

The examples in this article demonstrate, time and again, the dynamics of traffic. While they might appear to be counter intuitive, the reality is a surprisingly good outcome, especially for drivers like me.

I strongly support LRT and I'm confident the benefits will outweigh traffic concerns. In fact, I expect LRT to eventually alleviate traffic.

*When a major freeway closes, the expected gridlock almost never happens. This should teach us something about traffic.*

Read More:

[http://www.citylab.com/transportation/2017/04/what-happened-to-atlantas-carmageddon/521805/?utm\\_source=eb](http://www.citylab.com/transportation/2017/04/what-happened-to-atlantas-carmageddon/521805/?utm_source=eb)

## Harpula, Magda

---

**From:** Hamilton Guesthouse [  
**Sent:** March-31-17 1:26 PM  
**To:** Whitehead, Terry; Johnson, Brenda; Skelly, Donna; Partridge, Judi; Johnson, Aidan; VanderBeek, Arlene; Collins, Chad; Conley, Doug; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Office of the Mayor; Pasuta, Robert; Merulla, Sam; Jackson, Tom; Farr, Jason  
**Subject:** Why BLAST (and therefore LRT) is so important

Dear Mr Mayor and Councillors,

I've been at a loss as to what to write after the profoundly disappointing GIC on Tuesday, March 28th. However, this morning I was reminded. Please allow me to tell you a bit about it.

We run a backpackers' hostel (which is low-cost tourist accommodation, if you're unfamiliar with the idea) - the only one in Hamilton, in fact. We are a very small business, and we are dwarfed by the major hotels that dominate the tourism scene in Hamilton. These days, many tourists are choosing AirBnB, or other alternatives to standard hotels - including us.

So believe me when I tell you that my experiences are a drop in the bucket, and represent a microcosm of the issues facing the tourism industry.

This morning, a German family got in touch with me to arrange their vacation. They're flying in and out of Hamilton Airport, and this is their quandary - you can't get there by public transit on the weekend, or at many other times.

Last week, an Indian couple wanted to see waterfalls, and maybe do some antiquing - but they couldn't get to Waterdown by transit.

And all the time - almost every day - students and academics and professionals are frustrated by over-full buses as they try to get to McMaster and Mohawk. "I waited for ages and eventually had to order an Uber," is a common refrain.

These are only a few examples. They happen every week, to every corner of the city. If you want more examples, I can handily furnish them. If you don't believe me, talk to the managers and staff of any hotel in the city.

As the CO of the Art Gallery said on Tuesday, there are millions of dollars in tourism in this city - but only if people can get where they want to go to spend it.

And I appreciate that those of you who represent outlying areas, rather than Wards 1, 2, 3 and 4, might feel that there's nothing in it for your constituents. I don't think that's the case. I only want to address my own particular area of expertise, rather than the general, economic or ecological reasons why there is something in this for everyone.

The B-Line LRT is the very first step in the BLAST network. We have to start somewhere. It is the most travelled route, so it comes first. Shortly (very shortly, I hope!) thereafter, the A-Line will be done. The Eastgate extension and the L, S and T lines will follow. Buses freed up from these routes will be able to improve inter-connecting transit. By mid-century, Hamilton will have an enviable mass transit system to accommodate our growing population.

Maybe mid-century is too far ahead for you to appreciate. Maybe you feel your constituents need results NOW. I think maybe you underestimate them. Surely most of them have children, or grandchildren - or even if they don't, they understand that we are building a world not for ourselves but for future generations.

This is a once-in-a-lifetime opportunity and it must not be squandered. I urge you in the strongest possible language to put aside short-term goals and think about what's best for the future.

Yours most sincerely,

Tanya Ritchie  
--

## Harpula, Magda

---

**From:** Scott Hastie |  
**Sent:** April-13-17 12:00 PM  
**To:** Conley, Doug; Jackson, Tom; Pearson, Maria; Pasuta, Robert; VanderBeek, Arlene; Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd; Collins, Chad; Johnson, Brenda; Partridge, Judi; Skelly, Donna; Whitehead, Terry  
**Subject:** Why you should support LRT

Dear Councillors,

I write to you today as the Editor-in-Chief of the McMaster University student newspaper, the Silhouette. I've followed the story throughout the years and wanted to share my thoughts with you in light of the upcoming vote.

I wrote an opinion piece in June about LRT and hope you can find the time to read it: <https://www.thesil.ca/city-hamilton-cares-students-lrt-no-brainer>

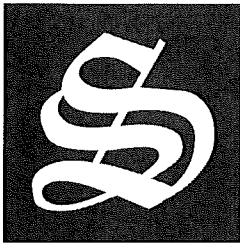
When I wrote that piece, I did not know what my future would hold for me in terms of employment. I figured I would stay in the Hammer. My contract is up at the end of April and amongst the dozens of applications I've sent out for new jobs, only one of them was in Hamilton. I have been looking elsewhere for work despite enjoying the time I've spent in the city.

A large part of this is because city council's action (or lack thereof) with LRT. If the group that is leading this city is willing to turn down a \$1 billion investment in public transit — a project whose benefits have been made clear time and time again by experts — what else will happen? Will they drag their heels on other important changes that need to be made in the future? These are the questions that graduates have to ask themselves as our earning power is diminished in a unstable job environment and a ridiculous housing market.

Pro-LRT advocates — including the McMaster Students Union — have made it clear that this city will lose graduates from one of the best universities in the world if changes are not made to things like public transit. I am proof that this is not political posturing, this is real.

Sincerely,

**Scott Hastie**  
Editor-in-Chief  
*The Silhouette*



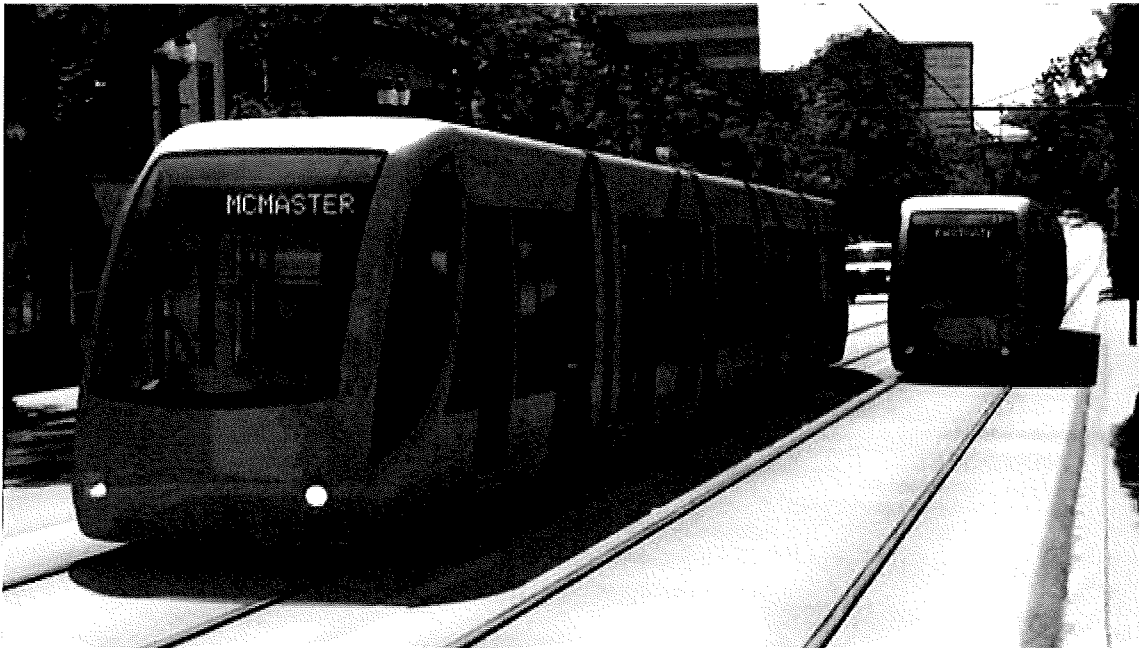
The Silhouette

**SHARE THE ROAD**  
Respect the Rules



To Learn More About  
Cycling Safety

[Click Here](#)



# If the City of Hamilton cares about students, LRT is a no-brainer

Voting no would be mean waving goodbye to many McMaster grads

SCOTT HASTIE • JUN 9, 2016 • 0 COMMENTS • COMMENTARY, OPINIONS

If you have been following Hamilton city politics for the past couple weeks, you probably wish you had not been.

City council has been locked in an exhausting debate to reaffirm their interest in receiving \$1-billion from the provincial government to fund a Light Rail Transit system in Hamilton. Council has recorded votes on the issue five times since 2009 and approved a plan that recommended LRT for the future of Hamilton public transit in 2013.

The vote to reaffirm has been delayed twice and is tentatively set for June 15. Dissent for LRT is mostly coming from councilors who are not in wards that would directly benefit from the project, a backwards form of "not-in-my-backyard" politics.

If city council does not support the funding of the LRT, it sends a strong message to McMaster students: you are not a priority and we do not care about keeping you around the Hammer after graduation.

LRT would benefit students almost as much as any other demographic in Hamilton. It would make access to downtown easier and encourage students to go there. It is not difficult to get downtown now; on weekdays, busses are frequent enough.

But LRT would simplify the process and could result in students feeling more comfortable hopping on the LRT to grab dinners or go for drinks downtown instead of confining themselves to the Westdale area. A McMaster study concluded the LRT would "activate" the downtown.

Council has complained about the impact on businesses along King St. during construction. If business is booming, I have missed the memo.

Hess Village is one of the areas along the proposed route, and the entertainment district has been suffering for years. According to CBC Hamilton, the number of patrons has shrunk every year since 2012. LRT would make these places more accessible for students. Short-term pain for long-term gain should not be a novel concept to council.

And speaking of the long-term, turning down LRT would show that city council is not truly concerned with the retention of McMaster graduates.

If you give a graduate the option of working in a city with a strong LRT system that makes it easy to get to work and removes the financial burden of a car, why would they leave?

Right now, students are eager to leave a city they have no affinity to because they have never felt like leaving the McMaster bubble, and they will have to buy a car anyways.

The grass is not always greener, and I think Hamilton is a city that has a lot to offer for young professionals. But this generation is always willing to find out for themselves. The creation of LRT could also create jobs for McMaster graduates, keeping more people in the city.

Students tire of Hamilton because it sells itself as an ambitious city without providing much proof. We stick around here for four or five years, see the "You Can Do Anything In Hamilton" merchandise but leave because we do not really have that opportunity or even much acknowledgement. The city has been handed a real shot at becoming a modern city, but we are pissing it away because the people in areas that are relatively wealthy do not want it.

Councilors are arguing for alternative approaches to using the provincial money, like bus rapid transit, but that form of public transport has failed in Ottawa and costs more on a per-passenger basis.

If Hamilton is serious about growing as a city, they can take the first step by reaffirming the acceptance of \$1-billion from the provincial government to show interest in students, create jobs, and push the city into the future.

Tweets by @theSilhouette

The Silhouette Retweete

CMS CMS @cmsmcmaster

POLY 2017 will feature work students during Art Crawl on there! bit.ly/2o4C5AK

POLY 2017: Art Crawl: A factorymedi



The Silhouette @theSilhouette

The @MSU\_McMaster is ca their voices heard in the late thesil.ca/mcmaster-stude...

McMaster Students Unic Yes, it's time for another s thesil.ca

The Silhouette Retweete

DeGroot Campus @DSBCampus

"City council ignores student Let's change that in 2018." tl via @theSilhouette

Standing up for ourselv As the school year winds thesil.ca

Embed

## Harpula, Magda

---

**From:** Ned Nolan  
**Sent:** April-07-17 12:18 PM  
**Subject:** Yes LRT

Dear Councillor,

I sure never thought I'd be writing to you in April 2017 to add my voice to the chorus of Hamiltonians who support LRT - that's because I thought we had already wisely committed to this investment.

We have already poured time, money and resources into this once-in-a-generation initiative - and for good reason. But now, after all this, some people are asking the City to change course.

I am writing to ask that you please stay the course. Do not bow to the tireless effort of the cynics and nay-sayers who have turned the LRT discussion into a negative and divisive narrative of us-against-them; sub-urban vs. urban; motorist vs. transit user; old vs. young.

We are *one City* with a shared interest in building world-class, modern transit along the most dense part of Hamilton's elongated and central East-West axis. There is no doubt - and the research is clear - that this is a long-term investment that will pay off in so many different ways including economically and environmentally.

My business (directly on the LRT line) will be negatively impacted by construction just like my home was negatively impacted by renovation work we did last year. And you know what, it was worth it!

Please heed the advice of the experts, the researchers, the visionaries, and of course, the anchor institutions and myriad businesses and informed citizens who have all said, unequivocally, *Yes LRT*.

Do not allow this to be de-railed, especially now.

Thank you for reading my email,

Ned Nolan



**Harpula, Magda**

---

**From:** ALEXANDRA BALDASSARRA  
**Sent:** April-11-17 8:33 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Ferguson, Lloyd  
**Subject:** yes LRT

Dear Mayor Eisenberger and Councillors Green, Farr, Ferguson, Johnson and Merulla,

I write to you today, as a student of McMaster University and as resident of the city of Hamilton. First and foremost, thank you for your continued leadership in regards to Council's continuing debate of light rail transit implementation.

The implementation of light rail transit will positively benefit students of the McMaster community by providing faster access to the city of Hamilton, provide 24-hour transit service to the downtown core and generate an environmentally sustainable transit solution. In addition, the expansion of quality public transit will have dramatic economic advantages, increase business opportunities and lead to greater McMaster University graduate retention.

Please continue to provide the reasonable and logical argument for LRT integration into our city. Your efforts are appreciated by those of us who use public transit the most.

Sincerely,

Alexandra Baldassarra

#YesLRT

## Harpula, Magda

---

**From:** Parker, Laura  
**Sent:** April-11-17 11:12 AM  
**To:** Office of the Mayor  
**Subject:** Yes to LRT

Dear Mayor Eisenberger.

I wanted to send a quick note to thank for your advocacy for the LRT project and I look forward to seeing you at the rally on April 15th.

The thought of losing out on this \$1 billion transit project based on irrational concerns and fear-mongering is so incredibly upsetting and infuriating.

Keep up the good fight!

Cheers,  
Laura (Ward 2)

---

Dr. Laura Parker  
Associate Professor  
Dept. of Physics & Astronomy  
McMaster University

---

---

## Harpula, Magda

---

**From:** Sabine O'Donnell [  
**Sent:** April-09-17 7:54 PM  
**To:** Green, Matthew; Granat, Simon; Office of the Mayor; clerk@hamilton.ca  
**Subject:** Yes to LRT

Dear Mayor Eisenberger and Councillor Green,

I am writing to express my support for LRT in Hamilton. As a ward 3 resident and a student at McMaster University I can see the many benefits it would give to our city. It would be especially useful to young people like me and my friends who need to get around without a car and to commute to campus. I just completed a project in my geography class on this very subject and there are simply too many pluses to ignore. LRT is the perfect next step for making Hamilton into the city that I know it has the potential to be.

Sincerely,

Sabine O'Donnell

## Harpula, Magda

---

**From:** Elizabeth Derooy ;  
**Sent:** April-17-17 8:30 PM  
**To:** Office of the Mayor  
**Subject:** Yes to LRT!!!!

We have lived in Ancaster for seven years. We are impressed by Hamilton's growth in that time.

We strongly support the LRT but were not among the few who were polled in the recent survey.

The LRT is necessary to bring the lower city into the 21st century. It will attract desperately needed businesses and residents, all of whom will be participants in Hamilton's tax base.

Prior to moving here, we lived just outside of Detroit, MI. We lived through a stalled renaissance there. We would hate to see this happen to this city of really terrific people.

Please, Mr. Eisenberger, do all you can to ensure this project goes ahead.

While you are at it, you should also try to ferret out and end the city hall corruption which doomed Tim Horton's Field. Since trust is critical to building a city, feelings about this fiasco may have unduly influenced the outcome of your LRT survey.

Sincerely,

Elizabeth de Roooy Ph.D. and Donald V. Coscina Ph.D.

Ancaster ON.

## Harpula, Magda

---

**From:** Glen Doe  
**Sent:** April-12-17 2:36 PM  
**To:** Office of the Mayor  
**Subject:** Yes to LRT

Hello Mayor. Thank you for your call last evening. My wife and I want to heartily say YES to LRT as the research has shown it to be good for every city that has built one. I would like to see it continue out to Eastgate, however, I'm a gradualist and happy to call this project, Step 1.

And please, let's be done with it and move on to other pressing issues!

Sincerely,  
Glen Doe and Catherine McPherson-Doe.

## Harpula, Magda

---

**From:** Liz Denes  
**Sent:** April-11-17 1:41 PM  
**To:** Office of the Mayor  
**Subject:** your recent phone call to the people of Hamilton

I am 72 yrs old and do not expect to be driving 5 years from now so you and the Councillors of City Hamilton must provide cheap and good transportation for us to get around.

my Name: Elizabeth Denesiuk , Ward 1 resident  
retired since 2006.