

**Robbins, Kayly**

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**From:** bob.jean bob.jean [  
**Sent:** April-12-17 10:26 AM  
**To:** Office of the Mayor  
**Subject:** C.R.T.

Thank you for your call last night...I am NOT in favour of the CRT especially with the way it is layed out right now. I go by the Queenston Circle daily and can count on one hand the number of times I have seen someone waiting for the bus. Why would anyone have need to get off there unless they are desperate for a Coffee or wish to buy a car!!! It was stated you were going to build Apts there if so where is there room for LRT its a huge traffice hazard as it is and if you have to get rid of it boy would that drive the price up. I could go on and on about the circle just get rid of it and improve the bus service throughout the city. Yes I do drive a car but the LRT and or the Bus does not encourage me to give it up. I .am also a senior and of all the people I know it that area there is only 1 senior who takes the bus down town once a week and 1 other person not a senior who is waiting to get a new car and therefore has to take the bus to work daily. Thank you

## Robbins, Kayly

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**From:** Darlene Gilbert [mailto: ]  
**Sent:** April-04-17 2:44 PM  
**To:** judi.patridge@hamilton.ca; Whitehead, Terry; Skelly, Donna; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert  
**Cc:** Office of the Mayor  
**Subject:** Better options for LRT

Hi everyone,

My name is Darlene Gilbert. I have retired from the Ontario Disability Support Worker after 35 years with the province. I used public transit for 30 years of my career, and continue to use HSR. I am one of the Hamiltonians very interested in transit. And before you ask, I started working when I was 12! ☺

I would like to start by thanking Judi Partridge for her honest, well-written letter to the Spectator. You said exactly what many people in Hamilton are saying...what was once a good idea is no longer the case. A lot of variables change in a decade, and you explained them perfectly... cost, the original vision of a system from Dundas to Stoney Creek. And thank you for finally having the courage to say that new transportation technologies are being developed, making LRT obsolete (my words) by the time it's implemented. We've been talking about that around our kitchen table for exhausting years now.

Thank you to the other councillors who have had the courage to oppose this antiquated system before construction starts. Thank you.

Mr. Mayor, Your determination and aggression over LRT remind me of a person that goes to a bank to get money for a house they can't really afford. There's so much pride initially in being approved for the money, (we all know that feeling☹), and the person tells all their friends they're getting that big house they always wanted. However if that planner doesn't figure out whether they can afford to pay the taxes, utilities or repairs on this new amazing house, then that plan is doomed.

I've heard about the short term benefits of job creation, but I want to know how much the cost of a LRT ticket will be, whether you can use a transfer from HSR to LRT, whether people will have to pay parking at the parking areas before paying and boarding LRT, and whether the LRT fares will be low enough to include seniors, the poor, disabled, and hungry people who use public transit in our city. People living in poverty in Hamilton walk currently because they cannot afford HSR fares. As an ODSP caseworker I saw this daily.

I read a letter from a previous HSR driver in the Spectator, and he hit the nail on the head... rich people do not take the bus. Kids going to school, seniors heading to appointments, lower income bread earners take the bus. Yes, we all want a clean environment for our kids, but truly, let's all be honest, who's going to park their car and jump in the bus to support clean air initiatives? Very few.

Thank you again Judi and the other brave councillors. I respect your honesty and integrity.

Darlene Gilbert

## Robbins, Kayly

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**From:** Craig and Rose McGinlay  
**Sent:** April-12-17 9:56 PM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd  
**Subject:** Comments on LRT

Thank you Mr. Eisenberger for the phone call from your office last night asking for comments or questions from citizens regarding the LRT in Hamilton. Unfortunately I was not at home and unable to respond at that time, but I wanted to ensure my voice was heard by you and my councillor Mr. Ferguson.

I have not been able to see a real business case for this investment of \$1 Billion dollars. Some of my concerns are:

1. There does not appear to be a traffic issue in the downtown core that would require an LRT investment. I do not want to hear "if you build it they will come" defense for this. It did not work out well for the arena in Hamilton for an NHL team. I can only imagine the increased bus service or BRT would be easier to implement and be movable to other areas of the city when or if needed.
2. There does not seem to be a full understanding of the ongoing operation and maintenance costs and who will be responsible for these. Will this create 2 transit services in Hamilton? HSR and Metrolinx? Hamilton municipal tax rates are already too high and I feel uncomfortable that this project will add significant increases in future tax bills.
3. Why would Hamilton want to give up one of the most successful bus routes for LRT when additional buses during certain times of the day could be done at far less costs. Would this not hurt the HSR's bottom line?

I voted for you in the last election partly based on your stance on LRT. If I remember correctly, we had one mayoral candidate fully behind the LRT, one opposed and you appeared to take a middle of the road stance and were going to create a citizens panel to fully investigate LRT. This appeared to change after you were elected and the citizens panel no longer reviewed whether we proceed with LRT BUT only reviewed the details of implementing LRT. A project of this size should have a referendum for all residents to vote.

I am also a little disappointed in my councillor Mr. Ferguson. He has always displayed some of the most fiscally responsible views on council and I am having trouble understanding his support of this LRT project. I am more than happy to change my opinion if someone can show me why this project makes logical and fiscal sense.

Thank you again for the opportunity to express my concerns. I am sure myself and many other citizens of Hamilton will have to make our voice heard during the next election (2018) in the city of Hamilton.

Craig McGinlay  
Ancaster

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## Robbins, Kayly

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**From:** Harold Schulz  
**Sent:** April-01-17 3:02 PM  
**To:** VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Office of the Mayor; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Pasuta, Robert; Merulla, Sam; Whitehead, Terry; Jackson, Tom  
**Subject:** Community Feedback on LRT

Dear Mayor and Councillors:

I read in today's Spectator how the Mayor was upset with Councillor Partridge for her withdrawal of support.

In the article, the mayor told those attending the forum that they should make their support known to councillors. That comment is very telling. Mayor Fred apparently did not tell attendees to let their councilors know their position on the LRT but only wants those in favour of the LRT to contact their elected officials. To me that is indicative of an attitude of "I don't care what the people think, let's just go ahead with this to cement my legacy".

I have sent a few emails in the past 12-18 months urging council to hold a referendum but to not avail. And no the last three mayoralty races were not a defacto referendum on the LRT.

So I commend Judi Partridge for listening to her constituents on this matter and I hope others will follow their lead, including my councilor. And hats off to those who have already stood against this project despite a lot of pressure from special interest groups.

I have asked this question in the past as well: Coming from Ancaster, where am I to park my car to get on the LRT at Mac? Lloyd, if you read this please tell me and all the other people living in Ancaster how we will ever be able to efficiently use the LRT?

Let the Ontario Liberals award the \$1,000,000,000 boon-doogle "in 30 seconds" to some other municipality. For Hamilton, this is a disaster waiting to happen, and a disaster that I am afraid will be non-reversible. It will render downtown inaccessible for years on end - shuttering downtown businesses, we will almost certainly experience construction delays - KW's has been delayed and will probably come in 20% over budget.

I hope we do end up with a gang of 10!

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Harold Schulz

*A time comes when silence is betrayal* - Martin Luther King Jr.

**Robbins, Kayly**

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**From:** Robert R Coxon  
**Sent:** April-01-17 1:49 PM  
**To:** Office of the Mayor; Collins, Chad  
**Subject:** Electric Busses Mr Mayor

I think ripping up the lower city is a bad idea. I believe Electric Busses are the future. Take a look at London England's battery electric Busses. A Very versatile transit bus system with very good transportation logistics. I believe a LRT would be a bad idea for my home town Mr Mayor.

Best Regards, Bob Coxon

Sent from Mail for Windows 10

## Robbins, Kayly

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**From:** SP Design  
**Sent:** March-31-17 12:11 PM  
**To:** Office of the Mayor  
**Subject:** FW: LRT  
**Attachments:** LRT COMMENTS.doc

Dear Mayor Eisenberger... Thank you for your response to my message, and I would like to respond to yours as i have done below. In spite of what has been done so far on LRT, it should be stopped before a billion, and probably much more, is spent. It is taxpayer's money that is being used and wasted on LRT, and we should not let Metrolinx take over and ruin our main streets and cause huge disruption and grief, during and after construction. This type of transit system is intended for running mostly on the outskirts of cities and thru less populated areas where higher speeds can be attained and where there are less underground services etc. to deal with, but you can't go zooming thru downtown areas at 80km/hr ; hence express buses that make fewer stop like LRT would do can do the same thing without all the infrastructure required and without the huge disruption that it causes during and after construction, The work and cost of dealing with underground services would be "astronomical", and you can't justify LRT by saying that it is a chance to replace underground services since some of it would not require replacement and LRT would in fact make it more difficult to connect to these services in the future. There are some good old expressions that should be heeded..."if it ain't broke, don't fix it" and if you do "you will be opening up a hornet's nest". There is a much better alternative to "inner-city" transit such as using battery-operated all-electric buses. Other municipalities have wisely rejected LRT and so should we.

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**From:** Office of the Mayor [<mailto:mayor@hamilton.ca>]  
**Sent:** Wednesday, March 29, 2017 3:51 PM  
**To:** 'SP Design'  
**Subject:** RE: LRT

Hi Stephen,

Your points are all covered in the plan, and we know from Kitchener Waterloo's experience that the impact to businesses is not as bad as you fear. 2 businesses closed during their construction. Parallel routes for buses will still run, and you don't seem to have all the facts. You can't compare K-W to what is planned for here since they were connecting 2 cities and they did not run LRT all the way down their main streets like proposed LRT here. LRT may only work in certain situations where it connects 2 or more very large populated urban areas which is not the case here at McMaster or the Queenston Circle and never will be, even if extended to Eastgate;

You say that I don't have all the facts but I have listed 30 factual advantages of battery operated buses compared to LRT, so please tell me what points you think are not factual and also please let me know what the advantages of LRT are over all-electric battery-operated buses? ...

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. The confusion and misunderstanding comes from the unrealistic renderings etc. that have been put into the local newspapers which deceives people into thinking that it would be a beautiful thing, but the opposite will be true...how could railway tracks and hundreds of poles and maze of overhead brackets, power lines and support cables running down the centre of our main streets be beautiful?...it would look like something that you would expect to see on an industrial site, and will ruin major parts of our City....

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. As noted above, this money is still taxpayers money that would be used and wasted and even worse, it is money from selling off part of Ontario Hydro, and we should not accept it. It would not help future generations in any way, but would leave them with unnecessary debt and higher Hydro bills, thanks to part of Ontario Hydro being sold off to fund LRT.

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. I'm sure that local taxpayers would end up paying some of the costs of LRT in spite of what you say that they will pay 100%...I already heard that they would not be paying for some underground services that were scheduled for replacement, and who is paying for the expropriations (?), and who is funding the implementation office(?), and who would pay for any class action lawsuits(?)....

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. LRT would not create efficient corridors, but the opposite since the elevated track islands and exclusive right of way that LRT would have would forever reduce traffic lanes, forever take away needed parking spaces in front of businesses, forever prevent left-hand turns, forever make it more difficult for disabled and others to get to where they want or need to go, etc., etc... and would do nothing more to increase ridership since it would not transport people any faster than "express" buses would do, and also, we would be left with all those unsightly poles and overhead brackets, power, and support cables to look at every day.

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. . . . . The money that has been spent so far on LRT would have bought a fleet of battery-powered all-electric buses and would have avoided all the "nightmares" that will surely come with LRT.

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. LRT is not progressive transit, just a new word for "streetcars" that were around a hundred years ago and which were abandoned here in Hamilton many decades ago.  
**LRT is an ill-conceived idea for 'inner-city' transit!**

-Fred

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

**LRT ....** I am submitting some facts about LRT because I truly believe that LRT would **not** be a good thing for Hamilton and would ruin many parts of the City if it goes ahead. ...how can LRT be a good thing (?) when, compared to using quiet pollution-free battery-operated buses that would share the streets with other traffic....

- 1)** it would cause huge disruption to traffic, businesses etc., including peoples' lives, during construction which would take years;
- 2)** it would put people out of business during construction since it would be difficult to get to them;
- 3)** it would put people out of business after construction since LRT would just go past them;
- 4)** it would take away needed traffic lanes;
- 5)** it would take away needed parking spaces in front of businesses;
- 6)** you would not be able to turn left into business parking lots and driveways when travelling east or west for the entire LRT route due to the elevated tracks;
- 7)** you would not be able to drive or cross King or Main on hundreds of cross streets due to the elevated tracks;
- 8)** you would be dropped off at the middle of the street and would need to cross traffic lanes to get to the sidewalk whereas buses drop you off at the sidewalk;
- 9)** at McMaster University, you would be dropped off at the street; whereas buses take you right into McMaster and closer to buildings;
- 10)** beautiful trees in the street island in front of McMaster, and planters and flower beds at other locations along the route, would be destroyed and replaced with railway tracks;
- 11)** there would be hundreds of poles along the entire route, with brackets etc. to support the overhead power lines and support cables to support the power lines and these poles and maze of overhead brackets, lines and cables would be very unsightly and "ugly";
- 12)** continuous barriers would (or should) be provided along the route to keep kids and others from crossing 2 sets of tracks and 2 or more traffic lanes which would be dangerous;
- 13)** loading platforms would be required at the middle of the streets which would take away space needed for traffic;
- 14)** rails in the roadway would be annoyances to cars and bicycles crossing them;
- 15)** people's time would be wasted waiting at intersections for the LRT to pass;
- 16)** it would be more difficult for older, disabled and others to go places since there will only be 14 LRT stops compared to 34 bus stops that would be eliminated;

17) it would be inconvenient to transfer from LRT to buses when going somewhere perpendicular to the LRT "straight line" route whereas buses can go anywhere;

18) Moving sewers, water lines and other underground services to one side of the street would make it more difficult to connect to from the opposite side of the street in the future due to the tracks at the centre of the street;

19) there would be costs to local taxpayers for at least some of the costs associated with the underground services work which would be a huge cost;

20) expropriation of buildings and property would be required;

21) King Street is much too narrow in the International Village between Wellington & Mary Streets for LRT which would take up most of the space and parking and/or traffic lanes (or both) would be lost;

22) it would require a costly underpass at the railway tracks on King Street East;

23) it would require a costly new bridge over Hwy. 403;

24) it would require a costly separate garage to service and store the vehicles;

25) Hamilton would lose revenue from its most profitable bus route;

26) it would do nothing more to reduce noise and pollution than battery-operated buses would do;

27) operating cost of electricity to run the vehicles would be higher than would be required with battery-operated buses which would be re-charged overnight at 'off-hour' reduced hydro rates;

28) Ontario Hydro is being sold off to private interests to pay for LRT;

29) Bus ridership is decreasing and LRT would do nothing to improve it;

30) LRT would be a huge cost to taxpayers of Ontario for something that we do not need and for something that battery-operated buses could do much better at a tiny fraction of the cost.

**LRT IS AN ILL-CONCEIVED IDEA FOR INNER CITY TRANSIT AND SHOULD BE STOPPED!**

S. Parazader, Dundas, Ontario

## **Robbins, Kayly**

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**From:** gweideman, ~  
**Sent:** April-04-17 8:58 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; tom.jackson@hamilton.ca; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Andrew Dreschel  
**Subject:** Hamilton Ontario LRT System

April 4, 2017

Mayor Fred Eisenberger

Councillors: Aiden Johnson, Jason Farr, Matthew Green, Sam Merulla, Chad Collins, Tom Jackson, Donna Skelly, Terry Whitehead, Doug [Conley@hamiltonley](mailto:Conley@hamiltonley), Maria Pearson, Brenda Johnson, Lloyd Ferguson, ArleneVanderbeek, Robert Pasuta, Judi Partridge  
Hamilton Spectator: Andrew Dreschel

As a taxpayer of Hamilton I would like to have my concerns known regarding the LRT project in Hamilton.

There are many unanswered questions regarding this costly project. The provincial Government has promised to fund this project to the amount of one billion dollars, however this is only the tip of the iceberg.

Outstanding questions that I would like to see addressed publicly by city council are:

Has a cost been done to determine the annual operating cost of operating the LRT system after completion of construction. This study must include all operating cost including the cost replacing equipment as it ages and fails. The operating / maintenance /equipment replacement cost study should be made public. The taxpayers of Hamilton can make a fair determination if they want this continually increasing burden on their taxes.

Toronto city council was recently stunned to find out the Eglington cross-town LRT will have an unexpected operating cost 80 million dollars per year.

The infrastructure repair deficit will continue to increase due to the money shifted the LRT annual operating cost.

How much is the increased maintenance of roads going to cost. It was recently stated that Aberdeen Ave. will see an approximate 60% increase in traffic as a result Of the LRT?

How much is the lost Tax Base going to cost because of businesses displaced and closed due to expropriation of property needed for the LRT?

How is an LRT system running from the Queenston Traffic Circle to McMaster University realistically going to magically attract the large business investment needed to solve the multitude of money problems Hamilton currently has.

I will go on record at this time to confidently predict that this project will be over budget and come in late, along equipment problems. The property expropriation costs are already predicted to be over budget and the project has a very long way to go.

Every year at budget time and this year is no exception we are constantly bombarded by the media that Council dose not have the money needed. Hamilton has a huge deficit of needed infrastructure repairs, these repairs are deferred and never addressed. The Mayor and every member of City Council is aware of this.

The Mayor and City council owe it to the taxpayers of Hamilton to take a very hard look at this project. Plain and simple we cannot afford it nor is it needed. Let the province give the Gift to another Municipality, in the end it will save us a lot of much needed money.

Councilor Judi Partridge is showing real leadership (the kind we desperately from all city councilors) by taking the stand she recently publicly took.

If Mayor Eisenberger and City Council feel very strongly that LRT is needed and wanted, put it to a referendum and let the taxpayers voice their choice

The Mayor and City Council are elected to look after the best interest of citizens of Hamilton, unfortunately in my opinion it seems that Mayor Eisenberger and SOME councillors are failing to do that. There are many taxpayers in Hamilton that agree with me on the previous statement. It appears to me that the LRT is a want at this time not a must have or need. What Hamilton needs at this time is solid leadership from city council to make the right choices. Unfortunately that needed leadership is not coming from Mayor Eisenberger and some of our councilors.

This letter is sent by e mail to the Mayor, every Councilor and Andrew Dreschel of the Hamilton Spectator I am very interested in hearing from each one of you that this letter is addressed to. I sincerely hope (there is no reason why they should not) everyone that this letter is addressed to sees and reads it. It will be even more interesting how many of you will actually take the time to respond to me even though I may not live in your ward.

I can be contacted at:

E mail:

Respectfully  
Jerry Weideman

## **Robbins, Kayly**

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**From:** Martin Lipp  
**Sent:** April-13-17 1:22 PM  
**To:** Pasuta, Robert  
**Cc:** Ted McMeekin, MPP; Office of the Mayor; Martin Lipp  
**Subject:** Hamilton LRT

Dear Councilor Pasuta:

I am writing to express my opinion on the proposed LRT and specifically my opposition to it being built at this time:

Having attended the City's presentation on the LRT at the Innovation Centre and the information that was then available (plus the information that was not provided), together with everything I have read in the Spectator and other local papers, I strongly believe that the LRT should not be built in Hamilton at this time.

The primary reasons why I believe so are:

- 1) Having travelled on LRT systems in European and American cities, I have seen that LRT technology is essentially old technology. In a world where transportation concepts and needs are rapidly changing, it is quite likely that the LRT envisaged for Hamilton will be largely out of date by the time the project is completed.
- 2) At the Innovation Centre presentation, I had the opportunity to probe City staff on what costs had (or had not) been included or accurately estimated. From their responses, I had the sense that some items had either been dealt with very superficially or they had been left for future determination. This makes me worry about potentially huge cost overruns.
- 3) A full feasibility study, which would include a realistic projection of operating costs, has not been done. I fear the yearly tax-funded subsidy may be very substantial, to the disadvantage of Hamilton and its citizens.
- 4) Such feasibility study should also include an estimate of costs associated with the likely eventual removal of tracks and stations – a cost potentially similar to the removal of HSR tracks completed not that long ago.

5) For a short LRT such as this is to operate at a reasonable capacity, a significant number of feeder bus lines and parking lots at the various points will be required. Again, I don't believe these costs were included.

I should point out that I believe that the original concept of an LRT line from Dundas to Stoney Creek, with a spur to the Waterfront, would indeed have been transformative for the city. However, I can understand that is not a \$1 billion project, especially given the antiquated infrastructure under the roads which would have to be replaced prior to road/track surface completion. Subsequent reduction of the project scope to keep to the \$1 billion input from the Province simply makes no sense. It is analogous to needing a family van, finding out you only have enough money for a Smart Car, and buying the Smart Car anyway, just because the money is there.

I should also point out that the Provincial government's position that this money can only be spent on LRT is totally unacceptable. Forcing the City to spend the \$1 billion that has been allocated to Hamilton on a potentially non-viable project does not make sense. Our city could use that money for so many projects that really would improve the community and/or to reduce taxes, which in turn would encourage industry and jobs to locate here and reduce the need to enhance the commuting infrastructure to Toronto.

I have no doubt that Councilors have access to more facts and information than I do, and I respect that. But I am also concerned that the urge to not pass up a substantial amount of Provincial funds may cause some to overlook the liabilities that come with it.

I sincerely hope that Hamilton City Council will make the right decision.

Martin Lipp

cc: Mayor Fred Eisenberger  
Hon Ted McMeekin, MPP

## Robbins, Kayly

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**From:** Harry Droogendyk  
**Sent:** April-11-17 8:45 PM  
**To:** Office of the Mayor  
**Cc:** Pasuta, Robert; Ferguson, Lloyd  
**Subject:** LRT - please do not do it

Re the LRT townhall tonight, thanks for doing that, good way to get info out and hear from citizens. I was in the question queue but time ran out.

I have a number of questions and comments. I'd appreciate your answers and thoughts on the following.

We KNOW the construction costs will be much higher than estimated now – especially since the construction time horizon goes until 2024 (and likely to be extended, over budget in terms of time and costs – we KNOW that's how it ALWAYS goes in EVERY municipal transit project). How will cost overruns be paid for?

<http://news.nationalpost.com/toronto/why-do-big-transit-projects-almost-always-go-over-budget-in-this-case-you-really-can-blame-the-politicians>, <https://www.thestar.com/news/gta/2016/09/27/report-sounds-alarm-on-big-ttc-projects.html> That's why people don't believe the study figures – they're always inaccurate.

Where does the economic up-lift come from? That was the rationale used for ongoing operating costs, i.e. not construction. How much of KW's "up-lift" would have occurred anyway even if the LRT had not been put into place? i.e. correlation does not mean causation.

How many people currently use HSR bus service from McMaster to Queenston currently? Is it possible to have ridership figures by day for each point to each point? E.g. how many take the bus from McMaster to Longwood, McMaster to Dundurn, McMaster to Queen etc... Longwood to Dundurn, Longwood to Queen, Longwood to James etc... i.e. what are the ridership / km figures currently in the downtown corridor, what is the real cost per user / km?

Most of Hamilton's population lives south of downtown on the Mountain. Many of those folks hop on the GO to get to downtown Toronto each day. Why are we spending \$100M / km to move people east to west when I suspect there would be greater demand for north / south routes? If you want to get cars off the road, the route must be where folks currently driving will be enticed to leave the car at home. How many of the folks who work at St. Joes live on the mountain? Mike ( who never did finish his question because he disappeared ) asked about this – he said fewer folks are going INTO the city, everybody is getting OUT to go to work etc.... Hamilton downtown has been dead for years and the LRT will not revive it.

Ontario is in horrible fiscal shape due to reckless spending by the McGuinty / Wynne administrations and falling tax base due to the decline of the manufacturing sector. Unless the Ontario electorate is completely daft ( again ) the Liberals who've made this \$1B promise will be out of office. The next provincial govt is going to cut costs. Where will Hamilton be if this funding dries up partially through the project?

A lady asked this plan would help Waterdown. Your answer was vague and unsatisfactory. How will the LRT help Flamborough, Ancaster, Waterdown, Glanbrook, Binbrook, Stoney Creek etc... ? In real, tangible terms. Folks in these outlying areas pay very high taxes ( I'm in Lynden and pay over \$6K ) and really do not benefit from anything that goes on in downtown Hamilton. If I'm going to Hamilton I'm getting in my car anyway. You must know that driving from home to point A, hopping on a bus to the LRT at point B, LRT to point C, bus to point D ( because my work is off the LRT system ) will take 3x as long as driving and people just will not do it. They won't – and to think otherwise unwarranted optimism.

How many people who currently ride the HSR between McMaster and Queenston work in Hamilton? Someone said 26K people work downtown. That is 4.7% of the 550K Hamilton population – negligible. We are spending \$1B – how many

of these 4.7% use the current HSR service? It's a ridiculous amount of money for such a small contingency of our population ( 6.5% if you add 10K Mac students ). Consider as well the increased movement to telecommuting – people are driving less. RBC just finished a building at Queens Quay in Toronto that has desks for only 50% of the employees that work out of that building – people are not driving as much, and that trend will continue.

Re effect on businesses – why do you think this LRT project will not have the same difficulties as other LRT projects ( as you said ) in that way? Rose-coloured glasses are a horrible handicap when considering the pros and cons of \$1B+ projects that affect people like this one will.

We don't need legacy projects of this nature that will cost us a fortune to maintain and operate. As a hard-working taxpayer, I just wish the govt at every level would get their hand out of my pocket and live within their means.

Please do not build the LRT.

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Harry Droogendyk

## Robbins, Kayly

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**From:** Hugh Fraser [h.fraser@sympatico.ca]  
**Sent:** April-11-17 10:37 PM  
**To:** Office of the Mayor  
**Subject:** Fwd: LRT

Begin forwarded message:

**From:** Hugh Fraser  
**Subject:** LRT  
**Date:** April 11, 2017 at 10:22:41 PM EDT  
**To:** [mayor@hamilton.com](mailto:mayor@hamilton.com)

Dear Mayor Einsenberger,

I got your message about a town hall meeting on the LRT yesterday. We missed connecting but you kindly invited me to e-mail you, which I am doing.

When the LRT had some substance - when it was posited to go from Stoney Creek to Dundas - I was intrigued. When it shrank into being the size of a ride at Disneyland - without a world famous park to ride through, I lost interest. To me the LRT, as planned, is exactly analogous to Copps Coliseum (if I may use a name for it with which I am familiar) too small for the NHL and yet too big for the purposes for which we use it for now. It is an investment the city made which backfired badly and ended up being a liability instead of an asset.

Like Copps the LRT goes nowhere. Oh yes, McMaster University. A \$1,000,000,000 transportation line does not thrive on a customer base of 30,000 even 60,000 relatively poor people.

Are Downtown residents going to take it to Queenston traffic circle? What for? Or north to the GO station when they have one on Hunter street? Unlikely. Are we going to gut Central Hamilton to build employment hubs that will drag people out of intensified residential developments? On what timeline? Transportation needs destinations and I don't see any. I don't see anyway that the LRT as presently planned or even as hopefully imagined, can be a good investment for this city. The students a Mac may find it convenient and it would avoid usurious parking fees but hardly competitive with a decent bike or even a skateboard.

Hamilton Place is another example. I remember people coming around our workplaces and collecting contributions to build this excellent concert hall and by gosh we did it on our own! The sales pitch was that at last our choirs and musical groups would have somewhere to perform. Almost before it was finished it became too expensive for Hamilton's music groups to use. It has bankrupted some and weighs others down with debt. It is used by virtually no one at present.

History has a way of repeating itself on those who fail to learn its lessons.

With deepest regards,

Hugh Fraser

**Robbins, Kayly**

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**From:** Mr. Cheaps  
**Sent:** April-12-17 2:19 PM  
**To:** Office of the Mayor  
**Subject:** great news!

Delivering another blow to the streetcar revival, President Trump eliminated all future funding for streetcars in his budget. If approved by Congress, proposed streetcar systems in Fort Lauderdale, Fla.; Tempe, Ariz.; Sacramento; Calif.; Orange County, Calif., and Baton Rouge, La. likely will be discarded, officials in those municipalities said.

**Robbins, Kayly**

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**From:** Bob Tallevi |  
**Sent:** April-13-17 9:32 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Collins, Chad;  
tom.jackson@hamilto.ca; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria;  
Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Hamilton Ontario LRT System Not interested

As a taxpayer I would like to state that I do not want an LRT built in Hamilton.

It appears to me that the LRT is a want at this time not a must have or need.

What Hamilton needs at this time is solid leadership from city council to make the right choices.

Bob Tallevi

## Robbins, Kayly

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**From:** Dave King  
**Sent:** April-12-17 11:17 AM  
**To:** Office of the Mayor  
**Subject:** Hamilton's LRT

Hi Fred,

I appreciate your high energy and the excellent work that you are doing for Hamilton. I continue to put a lot of faith in you.

However, when it comes to the current LRT plans for Hamilton, we disagree. Light Rail Transit for the City of Hamilton, in my opinion, is going to be disruptive, expensive and technologically outdated within the next ten years. I hope that you and the Councillors will consider other options, such as improving the existing HSR infrastructure in the short term. Also consider the future of autonomous vehicles, which I am certain McMaster can assist the city with.

As far as that \$1B "grant" from the Ontario Government ... let's leave that alone until after the next provincial election. The current LRT situation with two notoriously bad actors, Metrolinx and Kathleen Wynne, screams of fraud, corruption and dishonesty. Do you really want to push their agenda?

Thanks for your attention to this matter.

Regards,

David King

**Robbins, Kayly**

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**From:** V McCue  
**Sent:** April-03-17 9:54 PM  
**To:** Office of the Mayor  
**Subject:** I say No !!!! to LRT

I am writing to let you know that I am apposed to the proposed LRT. You personally have nothing to lose. You are not the owner/operator of a business on King St. or James St. I can't even imagine the devastation that will happen to the small businesses that will have to endure 5 plus years of construction...they will NOT survive. LRT stops will be so very far apart. There will be absolutely no buses on King Street and no parking. In the dead of a cold winter or a blistering hot summer we will be expected to walk multiple blocks on King St. to access the LRT. This plan must be stopped if downtown Hamilton is to survive!

Valerie McCue

**Robbins, Kayly**

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**From:** Gary Wilson  
**Sent:** April-02-17 4:29 PM  
**To:** Office of the Mayor  
**Subject:** Incompetence

LRT is a waste of money and effort considering it's useless route and the disruption to scores of businesses. Stop flogging a dead horse and put it to rest. How you got back as mayor after the stadium fiasco is beyond me and many other citizens of this city.

Gary Wilson

## Robbins, Kayly

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**From:** Clint Good  
**Sent:** April-01-17 11:05 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Good morning Mayor.

In your spectator article you say you surprised and feel betrayed by the lack of support for LRT.

As a citizen of Hamilton for 56, I am not surprised at all. I have met no one. Not one single supporter of this boondoggle LRT.

It is being rammed down our collective throats in a time when this provinces tax payers cannot afford it and will not be paid off for generations.

We need a slimmed down, more efficient bus service. We need better and expanded roads for a community that is bumper to bumper daily. We need wider Lincoln A parkway and Red Hill or double decker style to accommodate more traffic, not less.

No one is giving up personal transit outside the core.

I travel these streets daily and make a point of looking at buses ridership. We are woefully under used the majority of the time for the size of our service.

Jumper buses and hubs to larger buses for travel similar to planes would make sense but not another layer of transit that only 20% of the city will use and 100% will pay for.

Kill it now, pay the fines and learn from it.

C. Good

Sent from my Apple Office !

## Robbins, Kayly

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**From:** Frank Kitts  
**Sent:** April-03-17 11:41 AM  
**To:** Office of the Mayor  
**Subject:** LRT.

Dear Mr. Mayor, I am 87 years old so I have seen many changes in this area and I was a big part of some of them as a construction foreman on a few of the biggest one's. I'm sorry but I'm strongly against the proposed LRT, I have tried many ways to collect information regarding the costing of various parts of the LRT with no success on any part of it. Would you ever go out and sign for a new car without knowing what the final cost would be? I don't think so. One thing I am pretty sure of is that One Million Dollars will NOT cover the full cost and the H.R.M. residents will end up with higher and higher taxes for years to come. I also think that we are NOT going in the correct direction, we removed street cars and their tracks many years ago and here we are wanting to rip up many of our main roads to plant tracks and overhead wires once again. In my honest opinion this LRT will be just about obsolete before it is finished, and I'm sure that will be long after 2024. There are many cities around the world that are already testing driver-less busses and they are battery powered so there is no pollution. Surely Hamilton should be a leader with new ideas and help to put Ontario on the Progress map. A big plus would be that these busses could be moved around various routes if one was was overloaded at certain times of the day. Also, I remember Premier Wynne saying at the meeting at McMaster in 2015, May I think, The question was asked from the floor if the grant was LRT or no grant, and she replied "That as long as it was used on transport the grant would be there" That was also reported in the Hamilton Spec. Thankyou for your time. Frank Kitts.

## Robbins, Kayly

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**From:** marg leaf  
**Sent:** April-12-17 11:54 AM  
**To:** Office of the Mayor  
**Subject:** LRT: returning your call

Let's call the LRT what it is: a streetcar, complete with rails and overhead wires. The re-introduction of this very old technology (1892-1951) will cost Hamilton much more than the billion dollars of our taxes the province is returning to us: we will have to donate streets and any number of other concessions to installing the tracks, for a start. So the unwillingness of council to "give up" this money is not like refusing a gift; it is committing the taxpayers of Hamilton to unknown and protracted debt, all to replace a single bus route.

We all know from experience that public projects like this take longer and cost more than announced. The problems with the Go station in Burlington is a warning, should we need one after the stadium fiasco right here. After the billion dollars is used up, the province will leave us holding the bag.

We keep hearing of modifications of this project, the latest being cancelling the link to the GO, widening of Main and York, moving the stations, etc etc. We are asked to buy a pig in a poke.

This ancient technology is the opposite of nimble and adaptable. One fender-bender on the tracks and the whole line is paralyzed, for example. A bus can take detours. Not a streetcar. The driverless (so cheaper to operate), on-request, non-polluting buses are upon us; that's where we should be going!

The LRT is touted by some as an economic development tool, with nothing more than vague statements. In fact, the track installation, the Big Dig, is the surest way to kill the much-vaunted renaissance of our downtown. We do want a vibrant core, with residents and local businesses; those people will not stay in a construction zone blocking access for years.

If the actual goal is to get people out of their cars, a big part solution is to really improve public transit on the Mountain and the outlying areas. The system is not functional at all. Too few buses that are packed during rush hours and infrequent outside of them, weird loops, lack of co-ordination of the lines can turn a 15-minute drive into an hour-long odyssey. Going from the West Mountain to Mac or to the core should and could be easy and quick. Adding a single bus route on the Mountain does little to help that.

This whole saga started with the problem of congestion in the GTA (later renamed the GTHA, to put more taxpayers in the loop). The blockages occur on the 403 and the QE. The LRT does nothing to help that either. Only a really developed and connected GO train system can. Of course the real solution is to move jobs from Toronto to where people can afford to live, but that's another discussion.

In some quarters, it has become the norm to accuse opponents of the LRT of being car-loving anti-progress people. On the contrary: a lot of the opposition to the LRT comes from people who would love to be able to get around by public transit but cannot as the system doesn't function well where they live, people who do see the backwardness of this project and who want the downtown to continue its development without the blockade of a multi-year ripping up of the streets; people who want their taxes used for forward-looking, adaptable, monetarily responsible projects which will actually improve the city.

So I implore you and the councillors to examine your love affair with the LRT and ask yourselves if you want Hamilton to be a 21st century city or a 19th century one. Demand the provincial government de-link the billion-dollar transit money from LRT and use it for a truly modern public system.

## Robbins, Kayly

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**From:** doreen pennells  
**Sent:** April-11-17 7:43 PM  
**To:** Office of the Mayor  
**Subject:** LRT

My concern is to have transportation available & accessible to Burlington & Oakville. I have a sibling in Burlington in LTC who is alone & very disabled. If I become unable to drive at any time, I will be extremely distressed if unable to easily travel to see her. I have friends in Oakville also.

Sent from my iPhone

## Robbins, Kayly

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**From:** Elaine Duguay  
**Sent:** April-13-17 8:27 AM  
**To:** Office of the Mayor  
**Subject:** LRT

I received a phone message from your office relating to the LRT. In my opinion, this project **should be scrubbed**. I see very little benefit to proceed with it, other than the initial investment made to the city by the province. Yes, that money is very tempting, but in the end I believe the annual maintenance of the LRT will be a burden to Hamilton residences. The LRT as it stands, leads to nowhere in the east and will only be used by a very small percentage of Hamilton riders. I would rather see gondolas installed across the mountain to encourage public transportation **linking all of north and south** Hamilton, minimizing drivers on the access and increasing bus service, especially at those points. Furthermore the construction of the LRT will disrupt, if not bankrupt many businesses along its path. Hamilton needs **better roads!!!!** I would like to also make mention of all the bike lanes that are popping out throughout the city. I am a driver and a walker on the mountain. As I walk the streets and trails of our city, I have to be honest I really do not see the need for the all these **bike lanes** as I rarely see anyone riding their bikes. As a driver and a walker I would rather share my sidewalk with a bike than my road with a bike. I think that is what keeps a cyclist safe from being hit by cars, keeping them off the roads.

Sincerely,  
Elaine (Zammit) Duguay

## Robbins, Kayly

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**From:** Helen Jones  
**Sent:** April-03-17 1:02 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger,

I am writing to state my opposition to the Hamilton LRT project. I believe it is an unnecessary waste of taxpayer money. It is irrelevant 'whose' money it is, provincial or municipal -it's OUR tax dollars that are being spent!

While I do support the need for improved public transportation, the LRT is NOT the best answer. Anyone who has ridden a streetcar in Toronto knows this! A dedicated bus lane (at specific high traffic times even) would be equally fast, perhaps even faster. It would also be far more economical, saving both installation and ongoing expenses. Electricity rates are exorbitant remember. A bus lane would certainly be more attractive than overhead electrical wires (which are always missing in artists' rendering) and rail tracks on the road (which are also a walking hazard). And automated vehicles are on the horizon. LRT is both expensive and outdated!

Please support those councillors who oppose LRT. Ask the Premier to spend the money on more worthwhile infrastructure projects...like affordable housing or harbour front restorations.. or any number of needed projects.

Thank you for your attention to these requests.

Sincerely yours

Helen Jones

Sent from my iPad

**Robbins, Kayly**

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**From:** HENRY SMITH  
**Sent:** April-12-17 8:13 PM  
**To:** Office of the Mayor  
**Cc:** Merulla, Sam  
**Subject:** LRT

Thank you for your phone call. Sorry, I was not able to speak to you personally.

I do not think the LRT is for Hamilton and disagree that it is needed.

I travel King St every morning and the amount of traffic that exits to the 403 is significant. By reducing the traffic lanes to accommodate the LRT would only backlog the traffic. I realize that the people promoting the LRT think that everyone only travels from east Hamilton to McMaster. This is not true, whoever did the study did not do their job.

I have also used the HSR and feel that they provided the best transportation through the City. The B-line is great.

I am also on the executive for the Hamilton Veterans Service League and our facility will be greatly affected by the LRT. It will affect our beer deliveries, liquor deliveries, Darts transporting our members to the club. We have a stop light at our location and understand that this light maybe moved and/or eliminated. This would hinder our elder members from crossing the street safely.

I am also sending this email to Sam Merulla.

I hope that we can put a stop this project once and for all.

Regards,

Lynda Rees-Smith

**Robbins, Kayly**

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**From:** Janet Newell [  
**Sent:** April-03-17 11:21 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Fred,

I cannot believe the push you have on for LRT. Judi Partridge wrote a great article in the weekend Spec and I along with many others agree with her. Last year we went to Glasgow Scotland. I was amazed how many busses were in the City and surrounding areas that really moved people. Compared to that City there aren't any buses on our roads. Between four and four fifteen on Wednesday afternoons I count three to four buses between Wentworth and James on King.

The disruption that the City will incur is catastrophic and for years and for what. Not to mention the small businesses that will no longer be in business. These people have there heart and soles in their business and employ the most people too. What compensations are you going to allow them.

Finally, I struggle with the larger projects that Hamilton has taken on in the past. None of them have been finished on time or budget or without it's share ongoing problems. This LRT project will take much longer and with more tax payer Dollars and headaches.

Please spend more time on issues that are of more relevance than waste all your time on LRT.

Janet Newell

Sent from my iPad

## Robbins, Kayly

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**From:**  
**Sent:** April-12-17 6:23 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Good day Mr. Mayor,

I think that the LRT is NOT a necessary mode of transportation in Hamilton. I don't think we have the population to support it. Furthermore, I cannot believe that city council would consider putting in electrical poles and tons of wires everywhere in order to run the LRT vehicles. What an enormous eyesore that would be! I also do not understand why, in the face of such HUGE costs for electricity, that the city would entertain using a system that runs on such a costly energy source. What a drain on the city coffers and how would we pay for that? Another tax increase??

I do NOT believe for a moment that the money offered the city to put in this eyesore will cover the costs. As with so many other projects, I am convinced that the cost to install and implement this system will end up costing a LOT more than what is currently being stated. The implementation of bike lanes in the city has caused a nightmare for traffic. Cannon Street used to be a nice quick way to get to the west end of the city. That is no longer true. Frankly, I travel along Cannon Street quite frequently and I have NEVER seen more than 5 people using that bike lane at any given moment. Usually I see one or two people on it. But there those lanes sit! Can you just begin to imagine what a nightmare for drivers the LRT would be? It would jam up Main and King Streets. Those are the two main traffic arteries in the city!! I am a person with a disability and I cannot take public transportation. I HAVE to drive to get anywhere. I can't sit for long periods of time however and I hate to think how jammed the traffic will become on Main and King. Since we are talking about roads and transportation, as a driver who pays for the roads and who has to pay for insurance and who has to pay for a license, I really resent the fact that people riding bikes and especially ebikes use our roads FOR FREE! Cyclists and ebikers should have to pay for licenses and have insurance too. I actually got a dash cam in my car because cyclists cut me off all the time riding improperly on the roads and the same is true of ebikers. Ridiculous.

All of these issues are VERY contentious with people. I cannot tell you how angry I get thinking about them. In short, if our city EVER becomes the behemoth that Toronto is, and we get a couple of million people living here, THEN the LRT might be useful. For now, can city council for once do something that makes sense and just up the bus service? I think that would be more than satisfactory for Hamilton. Let's drop the LRT foolishness before the next ten generations of Hamiltonians end up paying for it!!

Elena Trkulja

Sent from my iPad

**Robbins, Kayly**

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**From:**  
**Sent:** April-03-17 4:45 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Mr.mayar if say to this investment youl gona loose so much money

Sent from Mail for Windows 10

**Robbins, Kayly**

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**From:** jim mcdonald  
**Sent:** April-12-17 5:59 PM  
**To:** Office of the Mayor  
**Cc:** VanderBeek, Arlene  
**Subject:** LRT

Mayor Eisenberger;

Last night I was asked to participate in a town-hall meeting regarding LRT. I declined as I have no interest in this topic. I live in sleepy little Dundas where VISION runs backwards. Why talk about LRT when we have streees in old Dundas that are more dilapidated than the cow paths that we used in order to bring in the cows for milking when I was a boy. On the main street of SADNUD there sits an abandoned Dairy Queen (3 years now)? that the city may declare a heritage site, it's so run-down. And to its ever-lasting shame, the city has demolished a perfectly sound high school on a premier site for a cemetery! The total cost of this fiasco could have paved every clunky street in Dundas in 3 inches of tar. And yet there is a 5-acre property on the edge of town (King St. E. And Olympic Dr.) that the city could have purchased for a moderate price, for a cemetery and turned the high school into public housing! The city allowed a parkette along the Desjardins Canal to be named CANAL PARK! We have no sense of history or it would have been named after a historical figure (Richard Hatt Memorial Park?) giving this sad excuse for a park some class. Instead of giving the developing eco park a classy name we are calling it COOTES TO ESCARPMENT ECO PARK SYSTEM! Now that is a name that will stick in people's minds! It will go down in history as a classic name!

While accepting that you have responsibility for the whole city, I feel somehow that our little part of Hamilton is poorly represented because we have no elected officials with ANY vision or determination to stand up for Dundas. After 8 years of living here I have given up trying to get their attention. Why think LRT when driving in old Dundas will rip the bottom out of your car or rattle your teeth until they fall out.

Sincerely,

Jim McDonald,

SADNUD

## Robbins, Kayly

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**From:** Jim Miller  
**Sent:** April-12-17 6:10 PM  
**To:** Office of the Mayor  
**Subject:** lrt

The LRT is a very stupid idea. It will not move any people any faster than having an updated bus service. Your living a pipe dream thinking more people will use this complete waste of money.

Fix the bus service and get more buses out here in Waterdown! And that is another reason I will not support a LRT. I pay enough taxes to your city that does nothing for us here in Waterdown.

Further more you guys messed up the stadium deal and your counsel is a LAUGHING stock to all communities around you.

If you put this LRT out to the VOTERS it would be voted out HANDS down!

Stop wasting OUR money on crazy pipe dreams.

## Robbins, Kayly

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**From:** Joe S  
**Sent:** April-11-17 9:03 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberg

Thank you for your telephone message inviting comments on the LRT project.

There is controversy around the efficacy of the LRT for what I think is a very simple reason. The advocates of the project have done a very poor job of selling the benefits of the LRT using anything other than anecdotal statements suggesting that the project will "position us for future growth", "lead to incremental growth of the city", and "encourage usage of public transit".

Hamiltonians should not support a project that has not been explained to them using real numbers, and real evidence that can be proven. Simply saying that the LRT will make things better just does not cut it. And to those people saying that we will look foolish for not accepting this "gift" from the province, I suggest that they consider the fact that "gift" is being paid for with tax dollars. The provincial (or any) government does not generate any money. They get their money from the taxpayer. And what they are offering is unconscionable - these tax dollars (our money) will only be granted to us if we follow their rules on how and what to spend it on.

I for one can't see the benefit of an LRT that cannot be achieved far less expensively, and arguably much more effectively by investing money in a rejuvenated, and much more extensive traditional transit system that serves the entire city, not just a narrow corridor covering a small section of the community.

I look forward to seeing a well executed communicating plan that successfully sells the projects benefits.

Joe Skrypka

**Robbins, Kayly**

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**From:** Jude Johnson  
**Sent:** April-12-17 11:24 AM  
**To:** Office of the Mayor  
**Cc:** Aidan Johnson  
**Subject:** LRT

hi Fred, got your message...My stand on the LRT is NO...don't do it...Ontario is deep in debt...as is the country AND the City! you will be mortgaging the next generation using obsolete technology...and where is it going to??? I understand that the infrastructure will be replaced but all the small businesses along the route who have FINALLY started to rally will be destroyed as will many owners of building that will be expropriated...nightmare...they cannot sustain themselves ...they are living month to month now probably. It is NOT that I am against CHANGE but as a fiscally responsible taxpayer I am against the DOLLARS it will take and for US, the homeowners/taxpayers to maintain in the future.....Metrolinx execs and players and the land speculators are the only winners...just my opinion...and my husband's too by the way! there are MANY of us out here who think the same way...our votes will let you know how we feel...do a referendum! let the people speak  
jude johnson

## Robbins, Kayly

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**From:** Kathy Dyer [mailto:kathy.dyer@cityofcalgary.ca]  
**Sent:** April-11-17 7:42 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello Mayor Fred

Sorry I missed your call.

On this issue, I have to say NO, NO, NO. The proposed route does not make sense. It is going to cost much more than what the province is kicking in. And I say this as a regular HSR user. The buses work just fine.

Thanks for the opportunity to express my opinion.

k

**Robbins, Kayly**

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**From:** Kevin Gaylord  
**Sent:** April-12-17 1:19 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hi;

AGAINST LRT!

NO LRT!

## Robbins, Kayly

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**From:** Maria Karczewski  
**Sent:** April-13-17 12:13 PM  
**To:** Office of the Mayor  
**Subject:** LRT

I received a recorded voice message from the Mayor about the ART and requested comments on ART, so here are mine:

This is not a free-bee. ART will only cause more traffic chaos and money at the taxpayers expense in the end....how many times does Gore Park need to be changed? Get it right the first time. How many consultants required and wasted dollars. The infrastructure needs fixing along with roads....the ART is not the way to get that done.

ART of no benefit to the fringe communities of Hamilton. Not of benefit to seniors either.

Maria Karczewski

## Robbins, Kayly

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**From:** Maureen Rimmer  
**Sent:** April-12-17 5:44 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor Eisenberger,

I would like to say that I am not in favour of LRT. I think it is a lot of taxpayer's money for a transit system that Hamilton does not warrant with the low ridership numbers presently using public transportation. Furthermore, future expenditures to maintain this system could be very costly to the taxpayer. The present bus system seems to work for every riding as buses service downtown Hamilton, the mountain, Dundas and Ancaster, not catering to one area only. Future investment could be in battery or solar operated buses which I feel is the way green energy is going. Also, I think it is a lot to ask of business owners in the affected areas to loose business, and they will ,with all the upheaval constructing LRT would bring. This money from the provincial government doesn't belong to Kathleen Wynne's liberal party but to the taxpayers of Ontario. We have a duty therefore to do the right thing and I feel LRT is not it.

Sincerely,  
Maureen Rimmer

**Robbins, Kayly**

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**From:**  
**Sent:** April-11-17 7:54 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor; you had called my home on a 1-855 number and I never answer those because they're usually a telephone solicitor.

You asked for my thoughts on the LRT.

I'm thinking it's an unnecessary expense for Hamilton. Especially since I live in Copetown.

My taxes would be paying for it so people downtown can enjoy it. Keep my taxes the same, and raise the taxes for the people who will be using it, and I will be in agreement.

As you know we have little to no infrastructure in my neck of the woods. We pay high taxes and get little in return.

Our counsellor is useless, so we don't even bother anymore.

We have countless problems with noise violations i.e. rampant gunfire at all hours, which has yet to be addressed. We have major issues with speeding cars, and stop sign runners.

If we had 2% of the attention that goes to downtown Hamilton, we would be elated.

Thanks for your call.

Sincerely, Ed Rose

**Robbins, Kayly**

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**From:** Peter Maxymuik  
**Sent:** April-11-17 10:21 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Mr. Mayor

Thank you for calling. I do not use the bus service but my son does daily.

It takes one hour to get to the Mohawk Quad arena and 9 mins to drive.

It takes one hour and a half to get to chedoke arena and 15 minutes to drive. the LRT will not help him or anyone else travelling on the Hamilton mountain.

I do not think we need to spend all of this money on LRT. I think we need to improve bus service across the hamilton mountain and perhaps more people would use it.

Thank you for asking. This is a first for me and I am impressed.

(Doug - please note my new email address)

Peter

**Robbins, Kayly**

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**From:** Richard Howard  
**Sent:** April-11-17 9:28 PM  
**To:** Office of the Mayor  
**Subject:** lrt

I personally never use public transit.

I think it is a lot of money and from what I understand it is going to put a lot of small business in the downtown area out of business.

I'm also sure it will end up by putting our property taxes up.

We are taxed to death in the country already.

With those thoughts I am not in favour of it.

But I also understand that the city has already spent millions on it.

Thank you Richard Howard

## Robbins, Kayly

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**From:** Tom &Melissa  
**Sent:** April-02-17 11:12 AM  
**To:** Andrew Dreschel; letters@thespec.com; Partridge, Judi  
**Cc:** mayor@hamilton.ca terry.whitehead@hamilton.ca donna.skelly@hamilton.ca  
chad.collins@hamilton.ca doug.conley@hamilton.ca maria.pearson@hamilton.ca  
sam.merulla@hamilton.ca aiden.johnson@hamilton.ca jason.farr@hamilton.ca  
matthew.green@hamilton.ca tom.jackson@hamilton.ca brenda.johnson@hamilton.ca  
lloyd.ferguson@hamilton.ca arlene.vanderbeek@hamilton.ca robert.pasuta@hamilton.ca  
**Subject:** LRT

My wife and I want to thank you for your excellent report in the Spectator re the status of LRT planning. All my friends, neighbours and relatives feel the same way.

There should be no question in any taxpayer's mind the only reason the Liberal government is giving 1 Billion dollars is to be re-elected. The Liberal's past track record is absolutely deplorable. Council struggles now and every year to keep the tax levy down and without knowing the operating costs and voting for LRT without that knowledge is totally fiscally and politically irresponsible.

Tom Palmer

Sent from my iPad

## Robbins, Kayly

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**From:** Wally Boonstra  
**Sent:** April-03-17 9:03 AM  
**To:** Partridge, Judi  
**Cc:** Office of the Mayor; Ferguson, Lloyd; Skelly, Donna; Pasuta, Robert; Pearson, Maria; Johnson, Brenda; Jackson, Tom; tmcmeekin.mpp.co@liberal.org; 'Gary Aikema'; 'A Stremier'; 'Hank Gelderman'; 'Ian Bristol'; jamie.launders@peelsb.com; djssawyer@hotmail.com; howardvandermeer@gmail.com  
**Subject:** LRT

Councilor Partridge: Upon reading your op ed piece in Saturday's Hamilton Spectator I want to thank you for your logical and principled stand opposing the LRT coming to Hamilton. This has been the subject of much discussion in the Greater City of Hamilton. Proponents of this project have been anything but honest and open. We do not know full costs; nor do we know the extent of the years of disruption for construction nor the long term operation costs.

A friend of mine has been to Bogota, Columbia- there is an example of Bus Rapid transit- no need for years of construction disruption and busses can move to other streets- much more malleable and efficient.

It is a shame that the Province of Ontario will only give monies for one type of project- very narrow minded. We need no reminder that the Province has no money. The government of this province just downloaded serious debt to our children, grandchildren and generations yet unborn – a shameful act indeed.

Thanks again Ms. Partridge for not being part of this irresponsible act.

Respectfully

Wally Boonstra

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## Robbins, Kayly

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**From:** JANOSIK GLODZIAK  
**Sent:** April-14-17 7:50 AM  
**To:** Office of the Mayor  
**Subject:** LRT

To Your Worship:

I have lived off and on in this city of Hamilton since 1945 and have been for the most very pleased with our Transit service.

I am a member of a service organization dealing with Veterans & Seniors and honestly we do not need an L R T in this city.

I don't know where you or your committee are getting a positive feedback from the residents of Hamilton.

It is not going to help seniors in this city, it will not change the service,

If you took a ride by car up the Mountain towards the outskirts like Rymal and the Red Hill, Binbrook, Glanbrook and see the amount of housing that is being built I would wonder why you don't see that you have to get those people off the Mountain and down to the Go Train.

Cars jamming our highways is not the answer. Look at Toronto's problem.

You have not told the residents the whole truth of the problems of construction with the LRT.

Tunnel under Main Street East at Gage Park for the CPR tracks and what are you going to do with the outcome of all the business that will have to close during construction. Lets get our heads out of the sand.

The #10 bus is doing the same job as a LRT will be doing .

I know its hard to pass up a Billion Dollars from the Province but by the time you settle this there will be a new Government at Queens Park.

Hope you get to read this.

John Glodziak

## Robbins, Kayly

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**From:** Mary Harris  
**Sent:** April-15-17 9:59 AM  
**To:** Office of the Mayor  
**Subject:** LRT

I received a telephone call from you regarding the LRT. I personally am not in Favour of spending that amount of money on this system. Having been a resident of Hamilton for over 30 years, I am a rural resident where we have no public transportation At all, maybe we should look into buses in the Binbrook and surrounding rural area. I would not like to see the taxes go up again, in our area, we have no city water, no Sewer system, no sidewalks and no street lights, our taxes continue to rise and we have no services except for garbage and snow removal. Maybe our funds should be better utilized in keeping taxes down, we pay more than Burlington. It appears that the rural Residents don't have much of a say in the City of Hamilton, they continue to look after The main core areas.

Mary Harris

Sent from my iPad

**Robbins, Kayly**

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**From:** Maureen Bellavia  
**Sent:** April-13-17 9:50 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello Mayor Fred, I hope this finds you well.

I am against the LRT in Hamilton as I believe it will cost a great deal of money which could be better utilized to help those in need, and I believe it will be a hardship for those businesses that will be affected by its construction. I think the bus system is adequate.

Cheers, Maureen Bellavia,

**Robbins, Kayly**

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**From:**  
**Sent:** April-12-17 10:10 AM  
**To:** ILloyd.Ferguson@hamilton.ca; Office of the Mayor  
**Subject:** LRT

We are totally against the LRT proposal.

It only benefits lower city interests that the taxpayers of Ancaster will have to pay for. It's fiscally insane to go ahead with a project worth a billion dollars with no idea on the final operating costs.

Transit ridership is declining. Look at all the empty busses going through Ancaster. De-amalgamation from Hamilton should be looked at again !!!

Also the e mail/social media campaign by biased Mac students shouldn't be allowed to influence the debate.

G & A Alden

## Robbins, Kayly

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**From:** troy.smillie  
**Sent:** April-04-17 10:35 AM  
**To:** Office of the Mayor  
**Cc:** Johnson, Brenda  
**Subject:** LRT not needed or wanted

Mr. Mayor,

Hamilton's pursuit of an LRT is as ill conceived as the stadium boondoggle. You and other LRT supporters are only chasing the provincial money but remain blind to reality.

You are aware of the facts:

- the existing system is very effective, any time improvement would be marginal.
- the impact of building an LRT system will be disastrous to downtown commerce and businesses, regardless of promises stating otherwise.
- there is no economic benefit nor long term advantage to an LRT

Spending hundreds of millions to turn Hamilton's stadium 90 degrees rather than moving it to the lake where there was plenty of parking and easy access was a colossal missed opportunity, so to is investing in an LRT.

**The future of transportation is autonomous electric buses or trams, the technology will be available and in use before the tracks for an LRT can be completed. Investing in self driving buses would leapfrog the city over the already outdated rail technology. There would be no need to change the existing infrastructure and the cost of retrofitting would be less and replacing buses could be spread over many years, taking advantage of driver attrition, fleet retirement and constantly improving technology.**

Chase the money and listen to lobbyists at your own peril, but the inevitable cost and schedule overruns, as well as lost businesses will be your legacy.

**Troy Smillie**

## Robbins, Kayly

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**From:** Werstuck, Geoff  
**Sent:** April-12-17 5:18 PM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd  
**Subject:** LRT phone call

Hi Mr Eisenberger,  
Thank you for the phone call asking my opinion on the LRT.  
Normally, I would likely not reply to such an inquiry – but I do feel strongly about this issue.

I am very much against the LRT in Hamilton.  
I believe that it will be very disruptive (both during and after construction) and it will ultimately service the few at the cost of the many.  
Furthermore, I am not convinced that the cost to maintain such a system has been adequately accounted for.  
I absolutely believe that there are many ways that 1 billion dollars could be spent that would be much more effective at connecting and revitalizing the city.  
For example – a bus-based (BRT) would be much more flexible, much less disruptive, and much more useful to Hamiltonians outside of the core.  
A BRT could truly interconnect this city.

As a resident of Ancaster, I am confident that I will never use the LRT as it doesn't go where I need to go.  
But I assure you, I do dread the thought of having to drive around it every day.

Thank you again – I do appreciate you asking for my opinion.

Geoff Werstuck

**Robbins, Kayly**

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**From:** tapajna tapajna \  
**Sent:** April-11-17 8:50 PM  
**To:** Office of the Mayor  
**Subject:** LRT project

Hello Mr. Eisenburger,

Thank you for your message this evening.

I have one large concern about the proposed LRT project. The Eastern end of the line does not go far enough.

When first proposed Eastgate Square was stated as the terminus. That proposal received general consensus among Hamilton citizens. I have not read or heard of one citizen approving of the Strathearne terminus.

The plan voted on three years ago is NOT the plan of 2017.

I realize the extra expense - perhaps there is hope that in 10 years additional funds will extend the line to Eastgate.

I hope this reply will be tallied.

Dorothy Tapajna

**Robbins, Kayly**

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**From:** arnie223 arnie223  
**Sent:** April-11-17 8:26 PM  
**To:** Office of the Mayor  
**Subject:** LRT questionnaire

Good evening Mayor Fred

This evening, I received a robo call regarding my/our feelings and opinions about LRT.

First of all, we live in Dundas, and won't live long enough to ever benefit from the proposed LRT. Fix our bus service first!

Secondly. I grew up in Hamilton in the 1940's and 1950's, when we already had and utilized extensive streetcar routes. Other than design and comfort, what would be new about LRT?

Thirdly, my husband, Arnold Rose, has mentioned in many conversations, that LRT is already old technology and will be redundant by the time the proposed basic route is built .. if not already, as is happening already in other parts of the world ..

Thank you for reading our letter and considering our opinions.

Gloria Mostyn and Arnold Rose

## Robbins, Kayly

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**From:** Grace B [  
**Sent:** March-30-17 4:05 AM  
**To:** Merulla, Sam  
**Cc:** Collins, Chad; Office of the Mayor  
**Subject:** LRT Referendum

Dear Mr. Merulla,

While I realize you are not pro referendum on the LRT issue, many people in this city are. Referenda are not like polls, as all eligible residents in the city would assumedly have the right to vote, not just a select few as in a typical poll. It is precisely because LRT is a big project, that each and every citizen should have a voice in the matter. To leave such an important issue to city hall alone just isn't right.

Referenda questions should not be oversimplified and reduced to yes/no responses and a referendum should also be (preferably) administered at the same time as municipal voting. Even if we do have to spend another \$1 million dollars for a stand alone referendum, it would be far cheaper than making a much larger mistake that once built, can't be reversed.

The anticipated disruptions caused by years of construction and markedly changed traffic patterns should require more consideration. Business owners in Hamilton are naturally worried about barely hanging on or even going bankrupt during the extended period that the LRT will take to get up and running. Congestion and increased traffic on residential streets is a major issue. We have to ask ourselves if the ridership is there and that's questionable. Let's do the right thing and let the people have their say.

Ms. G. Bellefeuille

Ward 4 resident

**Robbins, Kayly**

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**From:** c&r [i]  
**Sent:** April-11-17 8:50 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Hello Mayor

We received a telephone call requesting my thoughts on LRT.

Just having arrived home from Toronto witnessing electrified trollies, basically the same as LRT, just reaffirms our reasons for not supporting LRT.

LRT is just another name for railed electrified trollies, good for Toronto bad for Hamilton.

Come election time, we will only support those who are against LRT.

We know an awful lot of people in this city, honestly haven't heard anyone in support of this project.

Sorry if you do not like what you have just read, but you asked and this is our response (NO to LRT)!

Cal Neil

## Robbins, Kayly

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**From:** Marion Shynal  
**Sent:** April-12-17 5:23 PM  
**To:** Office of the Mayor  
**Subject:** My Comments

Hi Mayor Fred

Thanks for reaching out for my comments with your phone call last evening.

I am a resident of Stoney Creek who has moved back after 14 years working in Ottawa. I am lucky to get to compare what is going on there with here, as I frequently return to my condo there. Mayor Jim Watson strikes me as being the same caring and involved Mayor as you are!

My comment on the LRT is that we are just too small a city for such an ambitious venture. Our population is less than half that of Ottawa, and for this reason alone, I think we should get out of it. The load on the taxpayers would be heavy, and I just do not see it as something Hamilton needs at this time. Many other admittedly less glamorous things need attention ( existing infrastructure that badly needs updating for example). Maybe in 20 years they can restart talking about the LRT but now, I would say it is /was the wrong idea for a city our size.

The city is starting to grow, yes, but it needs to show sustained growth in its downtown area and have a greater attraction for the outlying areas to want to come down there. I believe things like the Jackson Square Market should be better marketed, as it is awesome and has a great history behind it. I think people would come from Burlington and other areas in the region, to go to it on a regular basis. But it seems little is heard about it except for a small ad I see in the Spec once in awhile. It needs to be promoted much better than it is. Same thing with the new Waterfront Development..Pier 4 Park is gaining, but could also be promoted more.

My great wish is for the city to protect the Greenbelt land in the Niagara Fruitbelt before it disappears under developers' shovels.

This area is one of just three fruit growing regions in Canada, (the others being the Okanagan Valley in B.C. and the Annapolis Valley in N.S.) and yet it is not being celebrated or appreciated. Rather it seems to be on a track to being carved up by developers. We need to assist the small farmers with incentives here to stay and continue to farm these unique lands where the climate/soils are so well suited for suited for this enterprise.

Another wish is for the City to give some kind of funding the Seniors Residences and Long term Care Facilities for those extras like Recreational Activities to enhance the quality of life for those living there. There are so many of these Residences and I feel they need more money to enhance their recreational programmes.

Perhaps one last thing, would be to put up more No Littering signage in Confederation Park, with a hefty FINE for those breaking this law. I often walk there with the dog and find myself picking up litter and even cigarette butts that not only give off toxins, but will remain on the ground for at least 15 years before they decay. That amounts to a lot of accumulated cigarette butts over the years. It may sound minor, but natural areas like this need to be protected from this kind of degradation. It is not only unsightly, but affects the habitat of many other living species as well. Maybe Hamilton should have a NO Littering campaign for a week around Earth Day, to remind residents. I think it is needed.

Thanks for your help!  
Marion Shynal

## Robbins, Kayly

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**From:** Margarita De Antunano |  
**Sent:** April-14-17 4:39 PM  
**To:** Office of the Mayor  
**Subject:** No LRT in Hamilton

Hello, you asked for citizen's input about the LRT. My opinion is a huge NO LRT for Hamilton. Our current bus system in the city works just fine. Instead, add GO services to TO particularly in the West of the city Ancaster. We all have to go downtown to catch the GO to TO. More frequent and more stops for the GO will help with Hamilton TO traffic congestion and will help the economy boom of our city. Torontonians have discovered our city already, hence the real estate boom. Improve transpiration in and out of the city and things will only improve.

Margarita De Antunano  
Ancaster

Sent from my iPhone

## Robbins, Kayly

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**From:** Renwick, William [  
**Sent:** March-30-17 9:47 PM  
**To:** Green, Matthew; sam.merula@hamilton.ca; Collins, Chad; Jackson, Tom; donna.skelley@hamilton.ca; Whitehead, Terry  
**Cc:** Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Office of the Mayor  
**Subject:** RE: LRT: I'm against it.

Dear sirs/madams:

Thank you to Judi Partridge for pointing up the elephant in the room-- the unknown operating costs--in fact the whole operating and maintaining budget scenario. I don't think we should commit our children to paying for upkeep and operation of the LRT.

I hope that wiser heads will prevail, and realize that there is no point in going ahead with a project that is so unclear, so politically muddled, without clear benefits and with unknown costs.

Of course this is just on top of the obvious issues that have not been satisfactorily addressed, of the permanent disruption of vehicular traffic, etc. etc.

I am in favour a a flexible bus system that does not use dedicated lanes.

thanks for your attention!

William Renwick  
Professor of Music  
School of the Arts, McMaster University

905-546-4200  
@FredEisenberger

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**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

## Robbins, Kayly

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**From:** Anne May  
**Sent:** April-14-17 1:41 PM  
**To:** Office of the Mayor  
**Subject:** Robo Call

Dear Mayor Eidenberger

I response to your call. I didn't go to your town hall meeting because I feel that my voice is not being heard, but since you called I will tell you what I think. I will not or would not be in favour of LRT. I work in Stoney Creek, Hamilton City Centre and live on the central mountain. I don't hear people say that they are so looking forward to getting around our city on a rapid transit line. Personally it does not benefit me in any way. I can't even take Go to Toronto to work because it doesn't go to where I need to work and I have to shlep too much stuff with me. This very inconvenient.

Also the way the city has narrowed down streets, Bike lanes, crazy parking lanes, I feel very nervous driving downtown. I am looking for ways to limit my going downtown. What used to take 15 mins now takes 25 to 30 min. I'm all in favour of bringing back one way streets.

If you will remember that when Ms Wynn promised the 1 Billion dollars there was one little word that seems everyone has forgotten, is the word " IF " in the sentence that said "if we are re elected, I am hoping that will not happen. So Please think carefully before you spend my hard earned cash, because I am sure this is going to cost me and future generations something in the long run.

You may be looking at this with rose coloured glasses on.

Before you delete or throw my opinion in the garbage Thank you for asking.

Anne May

Ward 7 and Tax payer to this fine city.

## Robbins, Kayly

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**From:** Noreen Bristow [i]  
**Sent:** April-14-17 12:57 PM  
**To:** Office of the Mayor  
**Subject:** Telephone message response re: LRT

Thank you for the recent telephone message left regarding the LRT, my response is as follow:

I am not in favour of the proposed LRT project. From the onset, there have been more questions than concrete answers. No one has been able to speak accurately of the costs relating to such items as future maintenance, electricity, loss of business, etc. Vague, unsubstantiated, quasi “believe me” answers do not give me any confidence to proceed with this project. Where is the increased ridership coming from when current HSR ridership is down?

I personally find it difficult to believe this project, or any Provincially backed project, can or will come in on time let alone on budget. Who will be responsible for the overruns and extra to contract costs once to Provincial funds have been depleted? To date, the only changes that seem acceptable to Metrolinx are those Metrolinx themselves have proffered. Innumerable examples of Provincial ineptitude can be given; you need look no further than Tim Horton Field.

Unfortunately, the majority of Council saw only dollar signs and the not so free, strings attached money from the Province. When you are given an offer that allows only one concept with no alternative, I personally would immediately start asking questions.

As yet, we have idea as to the tax burden to be placed on the residential property owners. As we are aware, the tax base has shifted dramatically to residential property owners with only approximately ten percent of tax revenue from commercial, industrial and non- institutional properties not used for teaching purposes. How much more are residential property owners expected to support?

Please understand, I completely believe in and embrace change, but this project has not been thoroughly thought out. I have always acknowledged that our elected representatives have had to make hard decisions to determine the best use of our tax revenue to expand, upgrade and maintain all aspects of the infrastructure, police and social etc. With the proposed LRT there are far too many grey areas and innumerable questions not as yet addressed.

My own preference is the purchase and/or retrofit to ecologically friendly buses that would service the entire city/region and extend service in the under served areas. This option would include new as well as upgraded maintenance facilities and bus barns.

This response addresses only my main concerns and has not touched upon all areas concern.

Thank you for the opportunity to respond directly.

**Robbins, Kayly**

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**From:** Doug & Bev Neale  
**Sent:** April-11-17 8:48 PM  
**To:** Office of the Mayor  
**Subject:** Town Hall Meeting on LRT

Dear Mayor Fred,

I just listened to my first town hall meeting on the LRT.

I found it very interesting and I would listen/participate in any future ones--on any subject.

What a good idea!

FYI - Currently I am not a supporter of LRT but I am eager to learn more about this.

Bev Neale

Sent from my iPod

**Robbins, Kayly**

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**From:** Sarah Warry-Poljanski  
**Sent:** April-09-17 2:38 PM  
**To:** Office of the Mayor; Skelly, Donna  
**Attachments:** IMG\_6405.png

As per this poster, I am emailing to let you know I do not support this project.

Thank you,  
Sarah Warry-Poljanski

## 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 \$3700. Instead, we're paying \$1, our share of Ontario's taxes.

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



We do. Or at least your Councilor does. Council has already voted for LRT \$2 times since 2002. But, we don't get to decide what we spend it on. MPP Ted McLeod has 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 \$500s of millions to replace aging infrastructure along and under the King St. route (pipes, sewers, 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 2500 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 = 1300 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

## 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.

# Things Hamiltonians Need to Know

# About LRT

# See More the next

Call the Mayor's Office and let Fred Eisenberger know you support LRT. Write a letter to Councillor Ted McLeod, ask you support LRT. Tell your friends, your neighbours and the business community about this

## Robbins, Kayly

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**From:** John & Deb Nelson  
**Sent:** April-04-17 10:51 AM  
**To:** Office of the Mayor  
**Cc:** Johnson, Brenda; Whitehead, Terry; sam.oosterhoff@kwyne.mpp.co  
**Subject:** We Are Opposed to the LRT

Dear Mayor Eisenberger,

We want to let you know that we are not in favour of constructing a Light Rail Transit line running east and west across the lower city. Hamilton is planning for and experiencing tremendous growth on the south mountain. The cornerstone of the city's development strategy is the Aerotropolis south of Twenty Road.

Funding a multi-billion dollar LRT line from lower Stoney Creek to Westdale across well-established and stable neighbourhoods leaves the high-growth areas robbed of the opportunity to build a robust transit system where it is really needed.

We've just received a few tens of millions for traditional transit improvements, but this pales in comparison to the thousand million being mooted for the unnecessary LRT.

We invite and encourage you to carefully reflect on the question "what is the problem we need to solve" before committing the city to spending billions of our provincial and municipal tax dollars on solutions. We believe that it would be reasonable to conclude that transit dollars should follow the growth, both planned and actual growth.

Thanks for taking the time to read our input.

Sincerely yours,

John and Deborah Nelson

Sent from our iPad

Hamilton, ON

## Robbins, Kayly

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**From:** Ed Zaltz [mailto:ed.zaltz@cityofhamilton.ca]  
**Sent:** April-12-17 4:42 PM  
**To:** Office of the Mayor  
**Subject:** LRT

Dear Mayor,

Thank you for reaching out to seek my input on the LRT.

I have been following the City's plans to build the LRT but have opposed the its concept from the beginning.

The problems with the plan of taking away existing lanes of traffic to create a mass transport system are as follows:

1. Major restrictions to vehicular traffic that will only grow over time;
2. Major disruptions for commuters and commerce during the course of the LRT's construction;
3. A limited effectiveness due to existing traffic lights, vehicular traffic and pedestrians to navigate;
4. Relatively low usage – unless the LRT delivers an easy and quick way to go shopping in favorite shopping areas of Ancaster Shopping Plaza, Limeridge Mall, Lake Shore etc.
5. Requirement to have LRT operators;
6. Questionable economics as the current plan reduces the throughput capacity while creating a marginal improvement with a single lane efficiency.

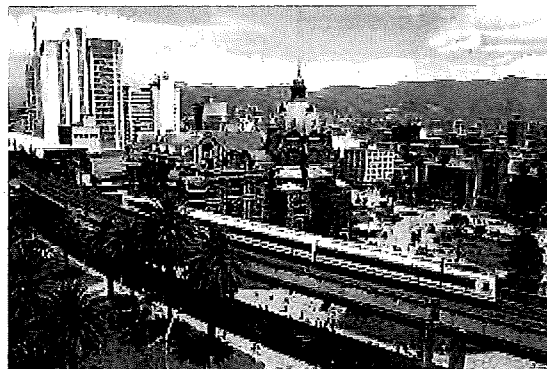
A much better alternative that is both economical and practical is available from Medellin, Colombia where I had an opportunity to visit two years ago.

Medellin has a landscape somewhat similar to that of Hamilton. It has an above ground system that is supported by support pillars approximately 100-150 meters apart. The trains have no obstructions from the vehicular traffic, are truly rapid and are operated without any human involvement. Even more remarkable, the areas surrounding the access points have become a buzzing centers of commerce, arts and entertainment with various vendors taking advantage of the human traffic. Many people use the area as a favorite pastime.

A system such as that would add tremendously to the flow of human mobility as you would be creating additional flow through capacity and movement ability. Additionally, such as system would be easier to implement due to localized support pillars construction of which could be staged and implemented with the view of minimizing the traffic and commerce disruption.

Finally, the proposed system would be a major enhancement to already beautiful Hamilton landscape and likely cost the same or less that the currently proposed ground system.

I have attached a couple of images for your reference.



[https://www.google.ca/search?q=medellin+rapid+transit&rlz=1C2EJFA\\_enCA684CA684&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKUewjy2lCO0J TAHwQx4MKHZ76CHoQ7AkIVw&biw=1280&bih=894&dpr=1](https://www.google.ca/search?q=medellin+rapid+transit&rlz=1C2EJFA_enCA684CA684&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKUewjy2lCO0J TAHwQx4MKHZ76CHoQ7AkIVw&biw=1280&bih=894&dpr=1)

Sincerely,

Ed Zaltz,

Dundas.

## Robbins, Kayly

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**From:** susie pacheco [,  
**Sent:** April-11-17 9:05 PM  
**To:** Office of the Mayor  
**Subject:** LRT questions

I use to think the LRT was a good idea but when I went to the meetings the more unanswered questions there were the more it seemed something was sketchy. I went to one meeting where someone stated that the mayor was on the board of some utility company that the LRT was supposed to be using. Not sure if this is true or not but I would sure like to know his involvement he has with other companies that involve the LRT ? It seems like there would be a conflict of interest if he was on some board that benefits him or the company involving the LRT . But I have not heard from him and his involvement . I also would like to know what traffic studies that has been done for this because when I go to the meetings , I have only heard that we will figure it out as we go. That would be very concerning. I do not take the bus and I do drive ,there is a reason why I don't live in Toronto and it's because I don't want to deal with the traffic that Toronto has. Taking away King st. when 20 to 30 thousand cars drive down every day is a big mistake. I don't know how and where traffic is being diverted to . I have heard that the city wants people to go down to Burlington St. or Barton St. .That would be totally out of the way. As well I use King St. every day and see police parked on it all the time . I don't know what is going to happen when they are responding to a stabbing a shooting or a domestic dispute ,are they going to shut the road down because there is only one lane. Another problem that I have is what is the cost to the tax payers after the LRT goes in . It never seems that no one wants to answer these questions. I was also curious how Hamilton is going to retrieve the revenue that is being lost from the bus route ? I heard that the King St. bus route was one of the most for revenue but would be giving that up to metrolynx . I was watching Kitchener news and on that broad cast someone stated that if the businesses sue because lost of revenue the money will not come from metrolynx it well come from the tax payers , is that true ? And would that be the same for Hamilton ? Everything has changed from it going to centre mall to no LRT on James ST. to a bus lane on Upper James . I talked to a guy represented by metrolynx that the mayor and Jason Farr said how they did such a wonderful job, in going down King St. and explaining things about the LRT ( he had a pony tail not sure what his name is ) . However during the conversation he stated that the bus lane that went down King St. was a failure . I am not sure how a dedicated bus lane on Upper James would work ? The traffic there at certain hours are not good. How would something that did not work at King St. would work on Upper James ? As well there are councilors that complain about Terry and Donna trying to get answer and slow the project down . If they didn't want the project slowed down , why wouldn't they help find out the answers to the questions. With a project this big , I don't know why some councilors are not asking more questions and just want to figure things out afterwards. I think it would be a big mistake to continue this project the way it is going. More questions have to be answered and when Metrolynx doesn't want to answer them it makes them look sketchy . Maybe if all the councilors would have came together from the beginning and get all the concerns answered in the first place , we wouldn't be in this place now. Instead some councilors just wanted the money without knowing any answers or concerns. Just because your given a BILLION DOLLARS , doesn't mean things can't go wrong.

- What is the mayors role with Electra or whatever company he is on the board with and how is this not a conflict of interest ?
- What traffic studies have been done ,and how do they think that the other streets are going to handle the over flow ?
- What will it cost the tax payers ?
- King St. bus lane was a failure , why would it work on Upper James ?

-If business sue , who pays for it Metrolynx or the tax payers ?

## Robbins, Kayly

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**From:** Chris Mann [  
**Sent:** April-11-17 9:20 PM  
**To:** Office of the Mayor; Partridge, Judi  
**Subject:** LRT Town Hall - Question I did not get to ask

I would like to thank you for hosting the Town Hall conference call this evening. I was in the queue to ask a question but apparently time ran out.

I am a resident of Waterdown, and have been for ~13 years. In that time, taxes have more than doubled in this area. They have consistently gone up at rates far above the average increase for the rest of Hamilton. City council has shown trends of robbing the rich (Ancaster/Dundas/Flamborough) to pay for the poor. Things such as breaking the amalgamation agreement and taking the Flamborough Slots revenue out of Flamborough (causing a 10% property tax increase in

Waterdown that year) have angered this community. There is little/no transit, no bylaw enforcement, no policing (1 officer on duty for Dundas/Flamborough at a time, with more help having to come from the West Mountain - I have 2 friends who police this area and have verified this for me).

I currently pay close to \$6700 in taxes, and my house is under assessed based on its current values. If I were to be paying taxes based on its true market value, it would be over \$10,000/year, and 3 bedroom semi-detacheds in Waterdown would pay over \$7000. According to a recent article in the Flamborough Review, the "average" tax bill in Hamilton is just over \$3000, and I suspect that the east end/downtown is well under that. The burbs are paying for them.

You have a lot of angry taxpayers in the suburbs, who are overtaxed and underserved.

Now we are looking at the LRT, and you have to forgive us if we don't support it. There are a few major reasons why:

1. No one believes that it won't cost us more in taxes. If the current funding model holds, at 52% of transit paid for by city taxes, then it's going to cost ~\$1.50 to the taxpayers every time someone steps on the LRT. Your call claimed that not only would the increased economic development offset this, but it would actually LOWER taxes in the suburbs.

2. Virtually no one from Waterdown/Flamborough goes to downtown Hamilton, unless it's to a concert at Copps/Hamilton Place (yes, we still call them that) or to renew our passport. We're not going to flock there because there's a LRT. We're not going to drive part way, park, and get on the LRT. Those that do work/travel there aren't going to stop driving there. So, basically, the LRT will not be used by us. Keep in mind we can't get to the LRT by public transit, so we would have to drive there or use GO (HST to Aldershot, GO to downtown, HSR to LRT).

My questions to you are this:

1. What is the expected ridership (# of trips/year) expected on the LRT? Multiply that by \$1.50/trip cost to the taxpayers, and prove that there will be that much (or more, as claimed!) increased tax revenue.

2. What % of Hamiltonians will actually ride the LRT? Has a survey been done? Can you justify this project, the expenses, etc, for something that will be used by a small minority? It's not like the area that will be served by the LRT are not currently served by transit.

Saving 5 minutes on a trip isn't going to persuade people to get out of a car, and isn't enough to justify replacing buses.

I would like this from you: Sell this idea to me, as someone who will never use it and doesn't want to be stuck paying for it, because I and my fellow suburbanites are sick of paying for the rest of the city and only seeing about 25 cents of every tax dollar we pay come back to our community.

Sincerely,

Chris Mann  
Waterdown Resident

**Robbins, Kayly**

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**From:** John Ticki ]  
**Sent:** April-13-17 1:26 PM  
**To:** Office of the Mayor; Skelly, Donna  
**Subject:** LTR Issue

**Importance:** High

Good afternoon Mayor Eisenberger:

Sorry I missed your call on Tuesday April 11, 2017.

Per your voice message asking for my opinion with regards to the LTR issue in Hamilton I would like to inform you that I am **AGAINST** the LRT for Hamilton. Like many of my neighbors residing on the mountain we feel the \$1 billion could be better spent on improving the public transit system that has been ignored for years, e.g. mountain. For years City Hall has spent money improving lower city transit system at the expense of the transit system on the mountain. City Councilors have confirm that there is a King Street bus every 8 minutes plus an express bus to accommodate commuters on the King Street line meanwhile commuters on the mountain must wait between 15 to 30 minutes for their buses. How is this situation not considered to be discriminatory against mountain commuters? Myself I commute to work every day taking the HSR, GO Transit, and the TTC so that I can go to work. Yes I commute five (5) hours a day so I consider myself a commuter.

I recently read that the City of Mississauga is dealing with the same questions regarding their Hurontario LRT line and the lack of answers from Metrolinx. The difference between them and us is that they want answers and not **BLIND FAITH** in Metrolinx like some of Hamilton's City Councilors and Mayor. In fact Brampton has rejected their leg of the Hurontario LRT. Which raises the questions as to why Hamilton so eager to accept the proposal with so many **outstanding unanswered questions**? So far the proposal is in constant flux, e.g. HSR will run the line, no Metrolinx will run the line, and the latest whoever wins the contract will run the line. Another example is the notion that you can off load the King Street traffic onto Cannon, Barton, and Aberdeen. Apparently, the genius who came up with that idea has not travelled on those streets.

As a senior analyst with an industrial management background and system analysis I think I know what I am talking about.

So there you have my opinion.

Have a great day.

*John Ticki*

John Ticki

*Better data. Better decisions. Healthier Canadians.*

## Robbins, Kayly

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**From:** Timothy Biggs  
**Sent:** April-11-17 5:35 PM  
**To:** Office of the Mayor  
**Subject:** NO LRT in Hamilton

Good afternoon Mayor Eisenberger,

My name is Tim Biggs and I am a proud Hamiltonian for 46 years. Currently my wife and I live in Ward 4 and we have proudly voted for you for Mayor during your original tenure and your current tenure as well.

I have been watching your body language and listening to your position on the LRT and I can honestly say that we will not be voting for you in June 2018 if you continue to support the LRT Project which in our humble opinion will go down as one of the biggest "White Elephant" Mega Projects in Hamilton/Ontario history.

I am a Engineer who studied and proudly graduated from McMaster University back in 1994 and my Engineering and Project Management experience tells me that the most important element of planning any Mega Project is to be based on a Core Ideology which is made up of both the Core Purpose and Core Values which are clearly defined and driven by the Strategic Principles of the Project. When it comes to the Hamilton LRT Project, I can honestly say the Core Purpose and Core Values of this Mega Project have not been well defined or articulated to the Citizens of Hamilton.

Originally, I thought the goal of this project was to connect Hamiltonians and Citizens of the GHA to the West Harbour GO Station to facilitate the quick movement of people to destinations from Aldershot to Burlington thru to Union Station or from Hamilton to stops along the Metrolinx GO Line ending in Niagara Falls. However, this no longer seems to be the case for this project as the Hamilton LRT does not connect to the West Harbour or Hunter Street GO Stations.

As you are well aware, the last large project in Hamilton suffered from very very poor performance by Infrastructure Ontario, and the Construction Consortium who managed, designed, procured, and constructed Tim Horton's Field. This project is significantly smaller than the \$1B Hamilton LRT Project that is on the table.

Currently, not enough planning/engineering has been completed for this LRT. Based on the details provided to date on the website and during public consultation sessions it seems very clear this project is going to drive taxes in Hamilton thru the roof as the taxpayers of Hamilton are going to have to foot the bill for the maintenance and electricity to run the LRT amongst many other unknown project and maintenance costs. Personally, I know based on my large project management experience there are many costs that have not been identified and /or allotted for this project during the preliminary engineering phase and I am very concerned about the costs that have not been estimated and will end up being jammed down taxpayers throats to pick up the tab in the future.

Furthermore, the LRT Project should be cancelled due to the reasons above and the following facts:

- Accessibility is much less than the current B-Line Bus operated by the HSR
- No Destination for the LRT. The original plan was to be able to move people from McMaster University and Eastgate Mall to the GO Stations so they could easily get to their final

destinations and prevent additional gas vehicles from driving on our congested road and highways

- Route along King St. is NOT Optimal as the LRT will cause extreme traffic congestion in the Hamilton Core, bicycle lanes are proposed to be removed which is a major step backwards. Keep in mind the major traffic congestion which arose from the dedicated HSR bus lane trial project several years ago on King Street that was ultimately removed
- Major Missed Opportunity Connecting residents on the Mountain/Escarpment and Local Communities to the Hamilton GO Stations
- No Plans or Goals to attract new riders to the LRT
- Property Expropriation over 200 properties, many of which are family businesses will disappear along the proposed LRT route

My expectation is that you as the Mayor for The City of Hamilton will stand up and say no to this LRT Project as it is a massive waste of \$1B CAD for Ontarians and Hamiltonians.

If the goal of the project is to connect people to the GO line operated by Metrolinx then you have missed the mark.

If the goal of the project is to remove diesel and gas operated HSR buses off the roads then you have missed the mark.

If the goal of the project is to move people much quicker for Queenston Traffic Circle to McMaster University then you have missed the mark as the LRT will shave off a couple of minutes in travel time compare to the current HSR B-Line Bus.

Personally, it makes more sense to focus on procuring Electric Buses for the HSR fleet and build a new Charging, Maintenance and Operations (CM&O) Facility that can be used to sustainably connect residents to multiple key destinations within Hamilton and the GHA. Keep in mind if the HSR has 250 buses these could be replaced by Electric Buses for approximately \$1M per bus for a total of \$250M. The CO&M Facility would cost approximately \$250M and for \$500M the City of Hamilton could make our city a more sustainable, carbon friendly place that allows people to get to their destinations quickly and there will not be additional costs incurred by building an operating the LRT which will raise taxes in this City very quickly. Most importantly the cost is 50% lower than the current LRT Project.

Please do the right thing here Mayor Eisenberger and stand up and represent the people of Hamilton and say NO LRT.

Regards,  
Tim Biggs, P.Eng., C.I.M.

Sent from my iPhone

## Robbins, Kayly

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**From:** David Patrick O'Connor  
**Sent:** March-29-17 5:06 PM  
**To:** Office of the Mayor  
**Subject:** Re: A 21st Century Alternative to Hamilton's LRT

Mr. Mayor, Confused and misinformed, I am not. I possess a Master of Arts in Political Science, a fluent speaker of four languages, a former head of service on Agatha Christie's Venice Simplon-Orient-Express, and an educator of thirty years and counting with the Hamilton-Wentworth District School Board. My seven years in France and another three in Switzerland served me well. Hamilton's LRT is a Liberal boondoggle which you and your allies on the Spectator Editorial Board can dress up any way you like.

David Patrick O'Connor

On Wed, Mar 29, 2017 at 3:41 PM Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

Hi David,

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

@FredEisenberger

**From:** David Patrick O'Connor

**Sent:** Tuesday, January 17, 2017 1:40 PM

**To:** DL - Council Only

**Subject:** A 21st Century Alternative to Hamilton's LRT

Mr. Berton, A dear friend just arrived home from a curling vacation in Las Vegas, Nevada of all places. With it's myriad attractions, the city's new self driving buses caught his attention. The builder is French and the technology years ahead of it's time. Their city buses are autonomous and flexible, the NAVYA ARMA does not require any driver or 'specific infrastructure'.

Intelligent and reliable, it can adapt to any situation by avoiding the static and dynamic obstacles.

Environmentally friendly as it uses electrical energy, its batteries can be recharged by induction and can last from 5 to 13 hours according to the configuration and the traffic conditions.

This would appear to be quite a promising alternative to Hamilton's proposed 50 year old LRT technology. Then again, close friends of Ontario Liberals would stand to lose that billion dollar bonanza in building contracts. Now that would be a shame!

<http://fortune.com/2017/01/14/vegas-self-driving-bus/>

Your's truly,

David Patrick O'Connor

Robbins, Kayly

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From: Paul Morris !  
Sent: April-10-17 5:51 PM  
To: Office of the Mayor  
Subject: Re: Keep Supporting LRT! Rally April 15th!

Fred,

thank you for the reply. Sorry for the delay but I drove long hours these last few days in the taxi, and didn't really have time to reply.

I would have no way of verifying any figures. I'd have to take someone's word for it.

My main points are:

LRT is going to be an expensive boondoggle, (Buffalo is much bigger than our city, and it's a white elephant there).

no matter what costs are "projected" before work begins it always ends up much more in the end.

Businesses from Wellington to Queen on King, are going to be significantly negatively impacted.

It's going to be a huge hindrance to my profession at present, the taxis. Of course the taxi industry is viewed by the city as just a cow to milk for as much as they can, whereas Uber has no regulation to speak of, the drivers aren't licensed by Hamilton like taxis, limousines, etc, they don't have the significant overhead costs in the taxi industry.

It's also being rumoured the city plans to issue more plates this year. ARE THEY OUT OF THEIR MINDS? It's hard enough for any driver to make money

these days and they spend too much time sitting waiting for business, for which they make no money.

No matter how much \$\$ the various levels of "government" (ie no matter which corporation, The Crown Corporation of the Province of Ontario, or the Corporation for the Municipality of the City of Hamilton), are chipping in, in the end it all comes from the taxpayers' pockets. There are people on social assistance who make more than a number of cabbies. I guess making yourselves look "big" with all these big projects comes before considering the true impact on the taxpayers. On the subject of the Lincoln Alexander or Red Hill, there are times each day, when they're basically a parking lot. They're totally inadequate for the volume of traffic.

bye for now,

Paul

On Fri, Apr 7, 2017 at 1:36 PM, Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

Hi Paul – sorry for the email blast – someone emailed us from your account previously indicating support for the LRT Project. Thank you for engaging on this important issue and sharing your opinion with me. Our Rapid Transit project is being implemented along with improving our local transit service. In fact, the Federal Government gave Hamilton \$36.2 million last Friday for local transit improvement projects.

Another major project the city has completed with city and provincial funding is the expressway. It too has an operating expenses as well as offsetting revenue. The city lead on that project was Chris Murray, who is now our city manager. If you want I can provide you with the annual operating expenses for the expressway and the additional tax revenue it generates annually as a result of its construction. Of note with the LRT project is the estimated \$800M in infrastructure costs – costs the City will otherwise have to pay.

I accept you may still not appreciate the benefits to LRT, but at least you will base that opinion on accurate information and on not someone else's distorting "alternative facts".

We all work hard to make our city better today and for our children in the future.

I trust the information you will receive will be helpful and feel free to call me at any time should you wish to discuss this with me directly.

Cheers,

Fred

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

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**From:** Farr, Laura  
**Sent:** Friday, April 07, 2017 1:17 PM  
**To:** Office of the Mayor  
**Subject:** FW: Keep Supporting LRT! Rally April 15th!

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger

City of Hamilton | Hamilton City Hall

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

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

**From:** Paul Morris [  
**Sent:** Friday, April 07, 2017 1:15 PM  
**To:** Farr, Laura  
**Subject:** Re: Keep Supporting LRT! Rally April 15th!

It seems to be too much for our mayor and councillors to comprehend: put taxpayers burdens first! LRT is a grandiose wasteful scheme, that will destroy King ST biz from Wellington St westwards, add HUGE costs for taxpayers, and mess up our downtown even more (which did seem hard to believe after all the stupid changes like parking in the middle of Charlton, Herkimer, making Bold, Duke 2 way, all the useless bike lanes, (how much do bikes pay for the maintenance of roads? automobiles pay per litre of gas!). They should be looking at improving HSR if any \$ to be spent as it would be far less. I realise our city has some unique geographical constraints ie water on north side & escarpment on south side. It seems to take drastic events to get them to react - like the Claremont problem - the first incident was 8 yr ago, nothing was done except to close a lane, the second happened last fall and for a while 2 lanes affected.

As a professional driver who has to travel the city streets a lot, it boggles my mind how messed up they've made our grid. Also, here's an idea: for road work know before tender contracts how long and how much (ballpark), then whoever gets contract will be one who gives closest cost and least time. Going over either should be penalised at say \$10 000 / day.

On Fri, Apr 7, 2017 at 11:58 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="#">@aidan_johnson</a>
2 Jason Farr	(905) 546-2711	<a href="#">@JasonFarrHamOnt</a>
3 Matthew Green	(905) 546-2702	<a href="#">@MGreenWard3</a>

- 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

## Robbins, Kayly

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**From:** Renate Manthei [mailto:Renate.Manthei@hamilton.ca]  
**Sent:** April-12-17 10:27 AM  
**To:** Farr, Laura; Office of the Mayor; Johnson, Aidan; LRT Office  
**Subject:** Re: Keep Supporting LRT! Rally April 15th!

Hello

I am not a supporter of LRT. The project is too disruptive, too expensive for the potential 'economic' gains that may be made. I have not heard of any specifics regarding economic benefits to be made, but I presume the assumption is that high-priced condos will be built with medical clinics, dental offices, spas, and more restaurants as the businesses on the street level....not likely the kind of successful economic development that is going to aid our city in a major way, or even provide reasonable employment.

I'm not sure what the answer is, but I can make several suggestions:

- 1) public transit would make much more sense on the mountain, including the West mountain to the 403 hill towards Aberdeen. Now there's a traffic crunch. Has anyone ever considered public transit links from there to help folks get to McMaster or Toronto or other areas without cars?
- 2) In terms of buses, I am an occasional bus rider and I find nothing wrong with the buses except the prejudice of non-users about buses being "lower class" and LRT being so much more upper class.
- 3) Frankly, to get better bus service, implement more frequent smaller buses in between rush hour...I'm assuming that will provide better service with less wait time--(although it likely won't save on man-power bills in the short run). However, we know there are already places in the world where buses drive themselves--let's face it, technology is heading in that direction, not in LRT direction. LRT has been useful for some cities, but a King Street LRT is not going to be the savior to uplift downtown.

Renate Manthei

Hamilton

Sent from my iPad

On Apr 11, 2017, at 11:39 AM, Farr, Laura <[Laura.Farr@hamilton.ca](mailto:Laura.Farr@hamilton.ca)> wrote:

Hi Renate,

The study done back in 2009 and voted on by Council explored the King vs Main question, and the case for maximum economic uplift was found to be on King. Council voted then for the alignment on King Street. It will eventually be on the mountain, once the whole BLAST network is built. This is just phase one. I've attached the map for you. It will also link with Go Transit. The issue with using different size buses is maintaining that large a fleet. The 1-King, 5-Delaware and 51-University will continue to run parallel to the B-LRT line.

The project will also replace all the infrastructure on the corridor – sewers, utilities, sidewalks, roads – to the tune of about \$800M. That is money that the City would otherwise have to pay for out of the Municipal base in about 5-10 years to reconstruct those roads. This project is the only one in Ontario that is 100% Provincially funded.

Please let us know if we can speak to any more of your concerns,

Laura

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger  
City of Hamilton | Hamilton City Hall  
71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5  
Phone: 905-546-4064 | Fax: 905-546-2340

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**From:** Renate Manthei [  
**Sent:** Saturday, April 08, 2017 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:

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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="#">@aidan_johnson</a>
2	Jason Farr	(905) 546-2711	<a href="#">@JasonFarrHamOnt</a>
3	Matthew Green	(905) 546-2702	<a href="#">@MGreenWard3</a>
4	Sam Merulla	(905) 546-4512	<a href="#">@Sam_Merulla</a>
5	Chad Collins	(905) 546-2716	<a href="#">@Chad_Collins5</a>
6	Tom Jackson	(905) 546-2707	
7	Donna Skelly	(905) 546-2706	<a href="#">@SkellyHamilton</a>
8	Terry Whitehead	(905) 546-2712	<a href="#">@terrywhitehead</a>
9	Doug Conley	(905) 546-2703	
10	Maria Pearson	(905) 546-2701	
11	Brenda Johnson	(905) 546-4513	<a href="#">@CouncillorB</a>
12	Lloyd Ferguson	(905) 546-2704	<a href="#">@clrferguson</a>
13	Arlene VanderBeek	(905) 546-2714	<a href="#">@arlenevandrbek</a>
14	Robert Pasuta	(905) 546-2705	
15	Judi Partridge	(905) 546-2713	<a href="#">@judipartridge</a>

<map\_blast\_rapid\_transit\_network.png>

## Robbins, Kayly

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**From:** Milan  
**Sent:** April-09-17 12:54 PM  
**To:** Office of the Mayor  
**Cc:** Partridge, Judi  
**Subject:** RE: Keep Supporting LRT! Rally April 15th!

Dear Mr. Mayor – I was both honoured and disappointed to receive your message. Honoured that you would write to me individually, but disappointed to learn that your message contains the same two elements that all of your messages on this subject contain: **first you demonize (or at least belittle) the opponent, and then add some vague mention of the benefit of LRT without presenting specific facts.** You imply that my position is not based on fact, and that I am parroting someone else's "alternative facts", but provide no specific "actual facts" of your own. You do mention the expressway, which is entirely unrelated to LRT. The facts on which I base my opposition:

- Steel wheels and rails are an 18<sup>th</sup> century invention, and have not changed materially for 250 years. They were indispensable at a time when reliable roads did not exist, and became the principal mode of transport, both inter-city and intra-city for 150 years.
- When pneumatic tires were invented and paved roads became widely available, steel wheel trams were replaced almost entirely by pneumatic tire buses for municipal transit (including Hamilton). Steel wheels and tracks continue to have their place, but not for municipal transit. **Some subway systems, like Montreal and Paris, use pneumatic tires!**
- The proposed LRT tracks, and overhead wires, will impede North-South traffic and ghettoize the core of the city (which part will become, "the wrong side of the tracks"?).
- LRT would introduce a second transit technology in the city requiring separate maintenance barns and personnel able to maintain two disparate technologies.
- Expanding LRT to the entire city is essentially impossible, and prohibitively costly.
- There is no municipal transit problem in Hamilton today, not even in the foreseeable future. Since the need is 30 years down the road, we should be exploring technologies that better fit the future.
- If we must have dedicated lanes for municipal transit, then "HOV lanes for busses", in place of steel tracks, achieve the same transit goals, are expandable to the whole city, and, in addition, allow use by emergency vehicles **(no tracks, no overhead wires).**
- "Connectivity" at the time of Canadian Confederation meant steel tracks from one coast to the other; today it means fiber optics. Likewise, vehicle "guidance" in the 21<sup>st</sup> century will rely on GPS, not dirty noisy tracks that go from nowhere to nowhere.

If you address the Rally, Mr. Mayor, I hope you will focus on "actual facts" (as you see them) and leave out denigration of opponents. We are all your good constituents regardless of our position on LRT.

Best regards,  
Milan Gacesa.

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**From:** Office of the Mayor [mailto:mayor@hamilton.ca]  
**Sent:** April 7, 2017 1:13 PM  
**To:**  
**Cc:** Partridge, Judi  
**Subject:** RE: Keep Supporting LRT! Rally April 15th!

Hi Milan – sorry for the email blast – someone emailed us from your account previously indicating support. Thank you for engaging on this important issue and sharing your opinion with me. LRT systems are very different from old technology.

Another major project the city has completed with city and provincial funding is the expressway. It too has an operating expenses as well as offsetting revenue. The city lead on that project was Chris Murray, who is now our city manager. If you want I can provide you with the annual operating expenses for the expressway and the additional tax revenue it generates annually as a result of its construction. Of note with the LRT project is the estimated \$800M in infrastructure costs – costs the City will otherwise have to pay.

I accept you may still not appreciate the benefits to LRT, but at least you will base that opinion on accurate information and on not someone else's distorting "alternative facts".

We all work hard to make our city better today and for our children in the future.

I trust the information you will receive will be helpful and feel free to call me at any time should you wish to discuss this with me directly.

Cheers,  
Fred

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

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**From:** Farr, Laura  
**Sent:** Friday, April 07, 2017 1:10 PM  
**To:** Office of the Mayor  
**Subject:** FW: Keep Supporting LRT! Rally April 15th!

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger  
City of Hamilton | Hamilton City Hall  
71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5  
Phone: 905-546-4064 | Fax: 905-546-2340

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**From:** Milan  
**Sent:** Friday, April 07, 2017 12:26 PM  
**To:** Farr, Laura  
**Cc:** Partridge, Judi  
**Subject:** RE: Keep Supporting LRT! Rally April 15th!

Thanks for the update. It is truly sad and unfortunate that Hamilton is reverting to 18<sup>th</sup> century technology, **steel rails "guidance system"**, at a time when the rest of the world is embarking on implementation of 21<sup>st</sup> century technology – **guidance systems based on GPS**. LRT is nothing more or less than buses on steel tracks (we used to have them – called dirty noisy trams). If this really goes ahead it will be a huge retrograde step for Hamilton.

Have fun at the rally.

Milan Gacesa

Dundas, ON

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**From:** Farr, Laura [mailto:Laura.Farr@hamilton.ca]

**Sent:** April 7, 2017 11:57 AM

**To:**

**Subject:** Keep Supporting LRT! Rally April 15th!

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="#">@aidan_johnson</a>
2 Jason Farr	(905) 546-2711	<a href="#">@JasonFarrHamOnt</a>
3 Matthew Green	(905) 546-2702	<a href="#">@MGreenWard3</a>
4 Sam Merulla	(905) 546-4512	<a href="#">@Sam_Merulla</a>
5 Chad Collins	(905) 546-2716	<a href="#">@Chad_Collins5</a>
6 Tom Jackson	(905) 546-2707	
7 Donna Skelly	(905) 546-2706	<a href="#">@SkellyHamilton</a>
8 Terry Whitehead	(905) 546-2712	<a href="#">@terrywhitehead</a>
9 Doug Conley	(905) 546-2703	
10 Maria Pearson	(905) 546-2701	

## Robbins, Kayly

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**From:** Dennis Martin  
**Sent:** March-30-17 10:14 PM  
**To:** Merulla, Sam  
**Cc:** letters@thespec.com; Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** Re: LRT vote delay makes sense ....won't derail history

Thank you for your quick reply.

I find it astounding that "Public transit has never been the main purpose of the project"! The first report I could find on the LRT that had anything of consequence was the staff report to council of April 1 2008 Rapid Transit Feasibility Study (PW 08043) which regurgitated the 2007 Transit Master Plan objectives. Reduce single occupancy vehicle use, increase transit use, and a catalyst to economic development and growth. I could not find one reference to infrastructure in the 22-page report.

How about the mission statement from January 2009 "Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, environmentally sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton."

Later in this same report there was mention of the draft criteria, nothing was mentioned about what you now say was the main focus.

Having gone through the history of LRT Timeline and Documents on the city website, I could find no waving of a flag that indicated the main reason for the LRT is infrastructure below the route. A very well kept secret.

Why has this not been front and centre all these years?

With all this secrecy, can we believe the costs are true? And this still doesn't answer any of the questions about ridership and ongoing operating losses that will inevitably happen. Council fought to keep tax increases for this year below 2%, but what can we look forward to with this white elephant? I am old enough that I probably won't be around to see the answer to this question, but I worry about what my children and grandchildren have to face.

Dennis

Sent from my iPad

On Mar 30, 2017, at 2:47 PM, Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)> wrote:

Thanks Dennis , but my support is about what we need; new sewers, waterlines, Hydro, cable, roads, sidewalks, bridges gas lines and assessment growth. Also, 1000 great paying Jobs for 5 years.

Public transit has never been the main purpose of the project.

It would be a betrayal to you and all Hamiltonians to not support the renewal this project brings at the expense of the province Ontario.

Thank you,

Sam

Councillor Sam Merulla,  
Ward 4, East Hamilton,  
71 Main St., W., 2nd., Floor,  
Hamilton, ON., Canada,  
Twitter; @Sam\_Merulla,  
[facebook.com/sam.merulla](https://www.facebook.com/sam.merulla),  
24-7 Pager; [905.777.7491](tel:905.777.7491)  
City Hall; [905.546.4512](tel:905.546.4512)

----- Original message -----

From: Dennis Martin <[dennis.martin@hamilton.ca](mailto:dennis.martin@hamilton.ca)>

Date: 2017-03-30 2:08 PM (GMT-05:00)

To: [letters@thespec.com](mailto:letters@thespec.com)

Cc: Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>, "Johnson, Aidan"

<[Aidan.Johnson@hamilton.ca](mailto:Aidan.Johnson@hamilton.ca)>, "Farr, Jason" <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>, "Green, Matthew"

<[Matthew.Green@hamilton.ca](mailto:Matthew.Green@hamilton.ca)>, "Merulla, Sam" <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>, "Collins, Chad"

<[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>, "Jackson, Tom" <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>, "Skelly, Donna"

<[Donna.Skelly@hamilton.ca](mailto:Donna.Skelly@hamilton.ca)>, "Whitehead, Terry" <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>, "Conley,

Doug" <[Doug.Conley@hamilton.ca](mailto:Doug.Conley@hamilton.ca)>, "Pearson, Maria" <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>,

"Johnson, Brenda" <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>, "Ferguson, Lloyd"

<[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>, "VanderBeek, Arlene" <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>,

"Pasuta, Robert" <[robert.pasuta@hamilton.ca](mailto:robert.pasuta@hamilton.ca)>, "Partridge, Judi" <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

Subject: LRT vote delay makes sense ....won't derail history

Once again it is very clear that city council is in the dark on this billion dollar boondoggle! They are blind-sided at findings in the 5,183-page EA report about traffic diversion, and increased expropriation costs, never mind questions about who owns the system, who pays for maintenance, who will be responsible for the huge losses this white elephant will have etc.

The original proposal was based on a ridership study done in 2007. I have not been able to find any updates to this, so presume that the pie-in-the-sky growth rates still form the reasoning behind the revenue analysis that council is looking at. Meanwhile, council has cut the HSR budget increases, cut fares, and hopes that its changes don't impact negatively on ridership. Oh, and ridership declined last year by over 435,000! This after all that was done last year to increase service, more buses, more hours of service better maintenance etc.

Some members of this council want to go down in history as being the ones who pushed for this project. They won't be around to take the blame for the substantial increases in taxes that will result!

Dennis Martin  
Binbrook

Sent from my iPad

## Robbins, Kayly

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**From:** Rowen Baker  
**Sent:** April-02-17 5:01 PM  
**To:** Office of the Mayor  
**Subject:** Re: LRT

Fred,

Thanks for your reply.

Think will just have to agree to disagree. However, there is no reason why it will not just go down the same track to become another billion dollar + boondoggle as is symptomatic of the current Provincial Government. I am also concerned about the downstream operating costs. What are they forecast to be and who will pay them?  
Rowen

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**From:** Office of the Mayor <mayor@hamilton.ca>  
**Sent:** March 30, 2017 3:18:09 PM  
**To:** 'Rowen Baker'  
**Subject:** RE: LRT

Hi Rowen, regardless of the LRT project or not, those roads are nearing the end of their life cycle. Either way there will be construction. With LRT, the costs for upgrading and reconstruction are part of the project. Without, it comes from the Municipal levy or we have to ask a higher level of government for the money.

My Council colleagues and I consider the last three municipal elections to have spoken for what the people want. In every election, a proLRT Mayoral candidate has won the seat. A referendum would cost millions (in a year that we are in one of the worst budget crunches), and would not be legally binding, lest Council have a 2/3rds majority to reopen every vote on LRT – 53 to date. If the project were to be cancelled, we would also be on the hook for the monies already spent back to the Province. As of December, that was around \$70-80 million.

Given all of that, it would not be a prudent use of taxpayer money to hold a referendum.

Fred

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

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**From:** Rowen Baker  
**Sent:** Wednesday, March 29, 2017 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 loser 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

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**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

**Robbins, Kayly**

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**From:** Brian Perro l  
**Sent:** March-30-17 1:57 AM  
**To:** Office of the Mayor  
**Cc:** Skelly, Donna  
**Subject:** Re: Please - No LRT in Hamilton

Dear Mayor Eisenburger;

I am extremely disappointed in this decision. Metrolinx is a disaster, the LRT is just an old trolley that is totally unnecessary in our city, and of course there is "confusion" since nobody including the Provincial Liberals or Metrolinx knows what they are doing. This will not be an improvement to Hamilton, it will be a horrific disaster.

Thank you though for your response.

Sincerely yours;

Brian Perro

Hamilton Ontario

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**From:** Office of the Mayor <mayor@hamilton.ca>  
**Sent:** March 29, 2017 3:45 PM  
**To:** 'Brian Perro'  
**Subject:** RE: Please - No LRT in Hamilton

Hi Brian,

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  
@FredEisenberger

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**From:** Brian Perro  
**Sent:** Saturday, January 21, 2017 4:10 PM  
**To:** Office of the Mayor  
**Subject:** Please - No LRT in Hamilton

Dear Mayor Eisenberger;

This is my first time sending an email to a Mayor.

Please do what you can to stop the construction of the LRT in Hamilton. We can not afford this and we can not afford the chaos, gridlock and maintenance expense that it will create for years to come. As a car driver that has to get from the mountain to downtown, or across the city, or out of the city, it has become increasingly more congested and tedious each year with no-turn intersections, silly 40 k/hr speed-limits, four-way stop signs on every corner, bicycle lanes that are barely used, etc. There is absolutely no reason to build this LRT in the first place, and our taxes are already too high.

Sincerely;

Brian Perro

Hamilton On

Sent from Mail for Windows 10

## Robbins, Kayly

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**From:** Richard Ronchka  
**Sent:** April-13-17 12:17 PM  
**To:** Office of the Mayor  
**Cc:** Judi Partridge; Sue Ronchka  
**Subject:** Your Voice Mail Inviting Comment

Dear Mr. Mayor:

I am writing you on behalf of myself and my wife, in response to your recent voice mail inviting comment. We are both of the same opinion about the concerns outlined below of which there are two that are, in fact, inter-linked:

1. The proposed LRT
2. City Management

The proposed LRT is simply a nightmare waiting to unfold. Think Mirabel. Think Darlington NGS when political interference resulted in a \$7 billion project becoming a \$14 billion project. Think Ontario's current disastrous electricity system where political incompetence has turned one of the best managed electricity systems on the continent, to one of the worst. For example, in comparison to our outrageous electricity generation prices, the market based Alberta electricity market averaged around 2 cents/kwh last year. Think the nightmare that the Waterloo LRT has become, where it is hard to find any citizen who supports it.

We are residents of Flamborough. That said, even if we lived downtown, our view about this white elephant would be the same.

There have been many articles in the local paper pointing out that technology advances in the transportation sector on the immediate horizon will make the LRT obsolete before it is operational. As is pointed out, why invest in a 1930's technology when 2020 to 2030 technologies will surpass it with respect to efficiency and effectiveness. It appears that the possibility of 'free money' from the province is subsuming common sense. (As we all know, there is no such thing as free money.)

### Management at the City

Having served on a number of Boards, private, public and not for profit, and continuing to do so, I believe I am in a position to comment on what is reported by the Spectator as major problems in the administration of the city. If only half of what is reported in the paper is true with respect to lack of management oversight in the areas of overtime and consulting expenses, the city has a major problem. These are 'canary in the coal mine' or 'tip of the iceberg' issues suggesting that there are deeper systemic problems with which current city management does not seem to be able to remedy.

The reason I noted above that I believe the two issues are linked is that given issue two, how could the city possibly embark on issue one?

We are well aware that Hamilton is one of the, if not the, highest taxed major city in the province. The LRT will only exacerbate our tax problems. As the de facto 'chairman of the board' of the city, it behooves you to lead and represent the best interests of we residents and tax payers. I recognize that you have a difficult challenge that will not be solved over night. However, issue two is solvable with effort and a willingness to stay the course. And issue one should be a non-starter.

I would be pleased to meet with you to share specific thoughts, at your convenience.

Sincerely,

Richard Ronchka