

APPENDIX D: CONSULTATION REPORT

APPENDIX D-1: HAMILTON LRT PIC #1 CONSULTATION APPENDIX

PART 1/4



## APPENDIX D: CONSULTATION REPORT

### 1. Hamilton LRT PIC #1 Consultation Appendix

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## D. APPENDIX: CONSULTATION Report

### D-1. HAMILTON LRT PIC #1 CONSULTATION APPENDIX

#### D-1.1. Introduction

Two series of Public Information Centres (PICs) were held as part of the Environmental Project Report (EPR) Addendum for the Hamilton LRT Project. Seven meetings were held as part of PIC #1 between the period of September 12 to September 22, 2016, and three meetings were held as part of PIC #2 between the period of January 16 and January 18, 2017.

This document represents the Record of Consultation for the first Public Information Centre (PIC #1).

The objective of this consultation, held during the TPAP Addendum, was to consult on the proposed changes to the project from the Hamilton LRT 2011 EPR, and to identify any new potential environmental effects and corresponding mitigation measures.

The LRT Addendum study scope during this consultation was comprised of three main components:

- Address design modifications to the Hamilton LRT 2011 EPR (the B-Line) alignment;
- Complete the assessment of a spur line (the A-Line) along James Street North, connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
- Complete the assessment of an Operations, Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.

These three components were progressed as part of an integrated study, with the public consultation proceeding concurrently and linked to the other components.

The City of Hamilton and Metrolinx, with the assistance of the consultant Team, embarked on an extensive public consultation program to obtain the public's input into the study. The approach taken reflected the City and Metrolinx's desire for consultation to be a two-way, open and proactive process for providing information to stakeholders. The objectives of consultation were to:

- Communicate effectively and proactively to all stakeholders and the public about the EA process, rapid transit benefits and associated impacts/costs;
- Reinforce the value of public consultation throughout the process;
- Demonstrate the City and Metrolinx's leadership and commitment to a sustainable future;
- Provide information that is easy for the general public to digest and understand, clearly explaining technical concepts and processes; and
- Evoke a strong sense of pride and enthusiasm about rapid transit plans for Hamilton, and associated benefits.

#### D-1.2. Overview of the Consultation Approach

Consultation activities were both active and passive, comprising:

- Project websites that provided the opportunity for any interested individuals or organizations to provide comments, as well as to have their contacts added to the mailing list:
  - [Hamilton.ca/LRT](http://Hamilton.ca/LRT)
  - [Metrolinx.com/HamiltonLRT](http://Metrolinx.com/HamiltonLRT)
  - [MetrolinxEngage.com](http://MetrolinxEngage.com)
- A mailing list that was developed at the start of the current Addendum process, after requesting permission to include those who had previously signed up in 2011, as per the *2014 Canadian Anti-spam Legislation*;

- Stakeholder meetings since May 2016 held with more than 75 stakeholder and community groups including Chambers of Commerce, Business Improvement Areas (BIAs), Ward meetings, neighbourhood associations, school boards, advisory groups and other major organizations. The LRT Team has also participated in several community events including Supercrawl, Concession Street Fest 2016, Gore Park Summer Promenade, and hosted lunch and learn sessions;
- Meetings that were held specifically related to the High-Order Pedestrian Connection;
- Two series of Public Information Centres (PICs) that were held in September 2016 (seven meetings) and January 2017 (three meetings). The January meetings were supplemented by three Community Update presentations in communities outside of the LRT corridor; and
- The Community Connector program, which is a new outreach strategy that ensures the nearly 1,300 residences and businesses that are situated directly on the LRT corridor to be engaged and informed.

The public, regulatory agencies, aboriginal communities, and other interested parties were able to choose their level of involvement through the following means including, but not exclusive to, public open houses, online sources, face-to-face meetings, presentations to stakeholder groups (i.e. senior groups, neighborhood groups, Conservation Authorities, Aboriginal communities and First Nations representatives, and Property owners).

The objective of the consultation during the Hamilton LRT 2017 EPR Addendum was to consult on the proposed project developments and the potential impacts and corresponding mitigation measures.

##### D-1.2.1. LRT Project Team

During this study, technical working teams comprising of specialists from within various departments at the City of Hamilton, and representatives from Metrolinx, the Regional Transportation Agency in the Greater Toronto and Hamilton Area (GTHA), has met frequently and shaped development of the project. These service representatives have reviewed and commented on the project and helped to shape its development. Numerous staff and information reports have gone before City Council.

##### D-1.2.2. Stakeholder Contacts

A mailing list was created at the beginning of the Hamilton LRT EPR project to identify directly affected property owners, government agencies, interest groups, other key stakeholders, and residents who were interested in receiving project information. The list of stakeholders consulted is dynamic and has been expanded to incorporate new stakeholders during the course of the Hamilton LRT 2017 EPR Addendum. A registered letter was sent to some property owners notifying them that Metrolinx will likely need to purchase their property for the Hamilton LRT project.

##### D-1.2.3. Community Connector Program

The Community Connector program is a new outreach strategy, to ensure the nearly 1,300 residences and businesses that are situated directly on the LRT corridor are engaged and informed. In teams of two, they provide project information, and record questions and feedback related to Hamilton LRT, allowing project staff to respond accordingly. This work on the corridor has allowed the Hamilton Team to establish and strengthen valuable relationships with those most impacted by this project. By seeking feedback twice a year for the duration of the project, the local community has the opportunity to engage in meaningful dialogue that helps to inform construction mitigation, business support and future communications planning. Nearly 1200 completed surveys were generated through two rounds of canvassing in 2016, and all visits promoted additional engagement opportunities at the September and January public meetings.

Registered mail notices were also sent out to all property owners along the corridor, to ensure they were aware of the public meetings.

### D-1.3. Consultation Activities

This section describes the public consultation activities undertaken through the first Public Information Centre (PIC #1), which hosted seven meetings.

#### D-1.3.1. PIC #1

The City of Hamilton and Metrolinx invited stakeholders to attend Public Information Centre #1, to learn about a number of new developments and improvements to the Hamilton LRT Project as part of the Hamilton LRT 2017 EPR Addendum, and to provide their input into the preliminary plans. An email address was also provided for stakeholders that had project-related questions, or would like to be added to the project mailing list, at [LRT@hamilton.ca](mailto:LRT@hamilton.ca). The information panels are contained in Appendix D-1.F. All materials were also available in French version upon request.

#### D-1.3.2. Attendance

The events were attended by approximately 860 stakeholders. The information panels displayed at the PIC #1 event are contained in Appendix D-1.F, and the input received of interactive station maps is located in Appendix D-1.D. The comments received during PIC #1 (comment sheet layout included at Appendix D-1.C), have been used to refine the Hamilton LRT 2017 EPR Addendum. The panels were also posted onto the Light Rail Transit website ([www.hamilton.ca/lrt](http://www.hamilton.ca/lrt)), and have been available online since the event itself.

#### D-1.3.3. Notification

The Notice of Public Information Centre #1 (PIC #1) commenced in August and September 2016. This notice was extended to affected property owners, agencies, and Aboriginal Communities, as well as the general public in August and September 2016 (see Appendix D-1B and D-1C). Full-page newspaper advertisements were circulated in both official languages, English and French. Registered letters were sent to all property owners along the corridor to ensure they were aware of the meetings.

The City of Hamilton advertised during the weeks of August 29 and September 5, 2016, in the following newspapers: The Hamilton Spectator, Hamilton Community News (6 Community Papers), and L'Express.

#### D-1.3.4. Social Media

Notice of PIC #1 was circulated on Twitter, between August 22 to September 29, 2016 (see Figure D-1.1).

Tweets were either promotional or informing users of the event. There are 23 tweets, resulting in 113,706 impressions, 198 retweets, 124 likes and 212 clicks to links.

#### D-1.3.5. Venues

PIC #1 meetings were held on the following dates, times and locations:

- Monday, September 12, 2016, from 5:00pm to 8:00pm, at McMaster Innovation Park, Atrium, 175 Longwood Road South;
- Tuesday, September 13, 2016, from 3:00pm to 5:00pm, and 6:00pm to 8:00pm, at Hamilton City Hall, Council Chambers and Lobby, 71 Main Street West;
- Wednesday, September 14, 2016, from 5:00pm to 8:00pm, at LIUNA Station, Continental Room, 360 James Street North;
- Thursday, September 15, 2016, from 5:00pm to 8:00pm, at Dr. John Perkins Centre, Atrium, 1429 Main Street East;
- Tuesday, September 20, 2016, from 5:00pm to 8:00pm, at Battlefield House Museum, Jackson House Cellar, 77 King Street West, Stoney Creek;
- Wednesday, September 21, 2016, from 5:00pm to 8:00pm, at Sackville Hill Seniors Recreation Centre, Fireside Lounge, 780 Upper Wentworth Street; and
- Thursday, September 22, 2016, from 5:00pm to 8:00pm, at Dundas Town Hall, Second Floor Auditorium, 60 Main Street Dundas.

Figure D-1.1: Social media - Tweets



#### D-1.3.6. Event Format

The public were invited to:

- Review changes to the design from the Hamilton LRT 2011 EPR, as well as design for the A-Line and the OMSF;
- Discuss potential land use planning, and rapid transit opportunities and issues along the Hamilton corridor;
- Participate in an interactive station to identify preferences for LRT stops (see Figure D-1.3);
- Learn about the next steps; and
- Add their voice.

Figure D-1.2: Event Photos - Room layout at venue



Figure D-1.4: Event Photo - Members of the public speaking with the study team



Figure D-1.3: Event Photo - Interactive station



Information panels, contained in Appendix D-1.F, were on display; and members of the City's Light Rail Transit Team; the Planning, Traffic, and Transit department; Metrolinx; and the consultant teams were on hand to answer questions from attendees. Comment sheets, included at Appendix D-1.A, were available for completion by attendees in both paper and online format.

Interactive stations were provided, with attendees invited to provide their input and thoughts via sticky notes, which could be pasted onto proposed locations for LRT stops and pedestrian crossings. To aid understanding, feedback and glean input on each of the panels was manned and facilitated by either a member of the City and Metrolinx staff or one of the consultant team. Other members of staff/the consultant team were also on hand to answer any questions that attendees had.

#### D-1.4. Aboriginal Communities Consultation

Aboriginal Communities identified within the project mailing list were phoned and or emailed between July 29 and August 02, 2016. This contact was to advise of the Hamilton LRT 2017 EPR Addendum, and request up to date mailing information for the PIC #1 to be held in September, 2016.

The following Aboriginal Communities were identified and contacted:

- Aboriginal Affairs and Northern Development Canada
- Assembly of First Nations
- Association of Iroquois and Allied Indians
- Hamilton Executive Directors' Aboriginal Coalition
- Hamilton Regional Indian Centre
- Haudenosaunee Confederacy Chiefs Council

- Haudenosaunee Resource Centre
- Huron Wendat First Nation
- Kawartha Nishnawabe First Nation
- Metis Women's Circle
- Ministry of Indigenous Relations and Reconciliation
- Mississaugas of the New Credit First Nation
- Nipissing First Nation
- Ontario Federation of Indian Friendship
- Patent & Trademark Agents
- Six Nations of the Grand River Territory
- The Metis Nation of Ontario

All notices for public consultation events were circulated to Aboriginal Communities through technical agencies mail outs (see Appendix D-1.B). No comments were received from First Nations Communities during PIC #1.

Aboriginal stakeholders were contacted again between October 13 and 14, 2016. This contact was made subsequent to PIC #1, in order to discuss any questions regarding the project and its corresponding timeline, including providing advanced notice that PIC #2 would be held in January, 2017. The Kawartha Nishnawbe First Nation requested removal from the project list, as the study boundaries are outside their treaty territory.

In an e-mail received from Indigenous and Northern Affairs Canada (INAC), on October 13, 2016 (see Appendix D-3):

- Mr. Paul General was identified as the appropriate contact within Six Nations. Mr. General advised that Six Nations met with Metrolinx and requested referral to correspondence exchanged between Six Nations and Metrolinx. This correspondence, dated May 4, 2016, included letters exchanged between Six Nations and Metrolinx, pertained to the Metrolinx System Wide Electrification Transit Project Assessment Process; and
- INAC identified a website and document that outlines the Mississaugas of the New Credit's Department of Consultation and Accommodation (<http://www.newcreditfirstnation.com/consultation-and-accommodation.html>) and the Six Nations Approach to Consultation and Accommodation Policy, effective September 24, 2013.

#### D-1.5. Technical Agencies Consultation

The following Technical Agency stakeholders were identified and issued a copy of the PIC #1 notice:

- Air Liquide Canada
- AT & T (Allstream)
- Atria Networks LP
- Bay Area Restoration Council
- Bell Canada
- Brant County
- Canada Post Commercial Service Centre
- Canada Post Corporation
- Canadian Center for Inland Waters
- Canadian Environmental Assessment Agency
- Canadian Pacific Railway

- Canadian Transportation Agency
- Citizens for Citizens Ward Three Neighbourhoods
- City of Burlington
- City of Hamilton
- CN Rail
- COGECO Cable
- Community Action Program for Children
- Dept. of Fisheries & Oceans
- Enbridge Pipelines Inc.
- Environment Canada
- Environment Hamilton
- Environmental Assessment & Approvals Branch
- French Catholic School Board
- French Public School Board
- Hamilton Central Ambulance Communication Centre
- Hamilton Community Energy
- Hamilton Community Foundation
- Hamilton Conservation Authority
- Hamilton- Wentworth Catholic District School Board
- Hamilton Health Sciences
- Hamilton Port Authority
- Hamilton Waterfront Trust
- Hamilton-Wentworth District School Board
- Hamilton-Wentworth Concil of Home and School Associations
- Health Canada
- Horizon Utilities Corporation
- Human Resources Development Canada
- Hydro One Networks Inc.
- Imperial Oil Products & Chemical Division
- Indigenous Affairs and Northern Development
- Industry Canada
- John C. Munro Hamilton International Airport
- McMaster University
- McMaster University Medical Centre
- McMaster University Security and Parking Services

- Ministry of Aboriginal Affairs
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Community and Social Services
- Ministry of Community Safety and Correctional Services
- Ministry of Economic Development, Employment and Infrastructure
- Ministry of Energy
- Ministry of Health and Long-Term Care
- Ministry of Indigenous Affairs and Reconciliation
- Ministry of Infrastructure
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Environment and Climate Change
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Mohawk College
- Municipal Property Assessment Corp.
- Niagara Escarpment Commission
- Niagara Regional Police Service
- Ontario Provincial Police, Burlington Detachment
- Ontario Power Generation
- Ontario Realty Corporation
- Rogers Communications Inc.
- Royal Botanical Gardens
- Shaw Cablesystems
- Source Cable Limited
- Southern Ontario Railway
- St. Josephs Healthcare & Hamilton Health Sciences
- Sun Canadian Pipeline Company
- Telus Communication
- Trans Northern Pipeline
- TransCanada Pipelines Ltd.
- Transport Canada
- Union Gas Ltd.
- Weaver Community Hub

D-1.6. Consultation Summary

D-1.6.1. Background

This summary is based on the written comments received from the Public Information Centre #1 (PIC #1), held during the week of September 12 and September 19, 2016, and received by September 29, 2016. It also includes the online responses received up to November 1, 2016.

D-1.6.2. Responses

Approximately 350 completed PIC # 1 comment sheets have been received to date (November 2016). Of these, about 200 were from written comment forms submitted through the Public Information Centres (PICs), and about 150 were received through the online forms.

A small number of additional written forms were also submitted by similar individuals; in some cases, the comments and response are duplicated, while in others, the responses are additional comments. Similarly, some individuals responded to both the written and online forms. The overall number of these potential duplications is small, and have been resolved for this report. The breakdown of forms received from each PIC venue is are included in Table D-1.1

Table D-1.1: Breakdown of PIC #1 Comments Received

PIC # 1 Venue / Location	PIC Date	Attendance	Comments Received
West: McMaster Innovation Park	September 12	140	41
Downtown: City Hall	September 13	172	44
North: LIUNA Station	September 14	116	22
East: Dr. John Perkins Centre	September 15	83	10
Stoney Creek: Battlefield House Museum	September 20	94	7
Mountain: Sackville Hill Seniors Recreation Centre	September 21	115	27
Dundas: Dundas Town Hall	September 22	141	26
Returned by mail			19
	Total	861	196
Online		153	153
	Total	1014	349

Note: Since there was no random selection among participants or online respondents, no response values can be considered statistically representative of the community.

D-1.6.3. Response Summaries

Question 1 – Add a Stop

Respondents were asked where they would like to add one stop to the proposed network. Approximately, three-quarters of respondents answered this question.

Of those that responded, about one-third selected locations to serve Gage Park (Delta, Gage Avenue, Gage Park), and these responses represent about one-quarter of all forms input received.

Other popular stop locations included Bay Street (15 responses), and Locke Street (10 responses). Implied extensions to the LRT, noted by requests to University Plaza or Eastgate Square, were reflected in 12 responses. An additional stop between

McMaster and Longwood was also requested by about 12 respondents.

Principal reasons given for added stops include:

- Gage Park/Delta area – activities at the park;
- Bay Street – local access to residences and businesses;
- Locke Street – local access to residences and businesses; and
- McMaster to Longwood: wide stop spacing.

Additional A-Line stations were requested at Hamilton GO Centre, and further into the Waterfront development areas.

An interactive board was also available on this topic. Participants were asked to place a green dot at locations they would like to see a stop added, and a red dot at locations where they would remove a stop (or relocate it to another location). The results from the interactive board were very similar to the written and online responses. About 200 dots were placed at new stop locations new stop locations were requested, with about a third of these (69 green dots) at the Delta location. Other requests with significant multiple requests included stops at Locke (18 green dots), Eastgate (18 green dots), Bay (13 green dots), and an additional stop between McMaster and Longwood (13 green dots).

#### Question 2 – Move a Stop

Respondents were asked where they would like to move a stop from one location to another. Approximately, one-third of respondents answered this question.

Generally, many respondents used this question to re-iterate their desire for an additional stop location. The Gage Park/Delta area and Eastgate were popular responses. Many respondents suggesting a relocation of a stop to Gage Park area proposed moving the Scott Park stop further east, as well as minor changes to station locations (Scott Park to Gage).

On the A-line, there were few responses, but those were consistent and evenly divided between moving the Ferrie stop to West Harbour GO Station (a station is proposed at WHGO) and moving the Waterfront Station from north of Guise further into the development area.

At the interactive board, only 11 responses indicated a desire to move a stop, and about one-half of these were from Scott Park (primarily to Gage Park / Delta).

#### Question 3 – Add a Pedestrian Crossing

Respondents were asked where they would like to add pedestrian crossings. Approximately one-third of respondents answered this question.

A large percentage indicated locations that are now or are proposed at signalized intersections, and some at locations proposed as pedestrian crossing signals. It is apparent that many of these responses were completed separate from a view of the technical information, and therefore represent where a pedestrian crossing is desired, whether new or not. The number of responses that referred to currently proposed crossings represented about one-half of the requests for pedestrian crossings.

Approximately 30 respondents requested additional pedestrian crossings at new locations. Most popular among these were Pearl (7) and Bowman (3). Also, a number of responses suggested general locations including “wherever seniors live” and simply “more”.

The most popular reasons given for any location were: related to the location of important facilities – schools, seniors centres, shopping and such – as well as concern for pedestrian crossing spacing in some cases. Note that pedestrian crossings at signalized intersections have an average spacing of about 380 metres, and this is reduced to about 260 metres when the proposed pedestrian crossing signals are considered.

An interactive board was also available on this topic. Participants were asked to place a green dot at locations where they would like to see a pedestrian crossing added. Similar to the written and online comments, a large percentage (almost half) of the approximately 145 responses indicated locations at existing (or proposed) signalized intersections and pedestrian crosswalks. This includes the Delta (30 dots) and a variety of major signalized intersections. Approximately 70 respondents

requested additional pedestrian crossings at new locations. Most popular among these were Pearl (10) and Bowman (9), similar to the written responses.

#### Question 4 – McMaster Terminus Options

Respondents were presented with two options for the McMaster terminus: one option was locating it in the centre of Main Street West, and the other option was to move it to the north side of the street integrated into the McMaster property. More than three-quarters of respondents addressed this question.

Of those responding, almost half preferred the north side option, while about 40 percent preferred the centre-line alignment. About 12 percent stated no preference

For those preferring the side option, the primary reasons given were rider convenience and perceived safety improvements. For those preferring the centre-line option, the primary reason was that it would be simpler and less complicated at the Emerson intersection.

#### Question 5 – Main Street West Bike Lanes

Respondents were asked if they favour the inclusion of bike lanes on Main Street West, as noted in the design. More than 80 percent of respondents answered this question (highest response of any question).

Of those responding, more than two-thirds indicated their support for bike lanes, while about 20 percent were opposed. The principal reason given for both opposition and support was safety. Those opposed felt that bikes on Main West are a safety issue regardless of the facility, while those supporting feel that the lanes are required to ensure safety.

Several respondents accompanied this response with the note that the City needs more bike lanes everywhere.

#### Question 6 – Paradise/Longwood Configuration Option

Respondents were presented with two options for the Paradise Road/Longwood area: one option was maintaining the left turn to Main Street eastbound at Paradise (with an additional LRT crossing), and the other option was including a U-turn at Longwood. More than three-quarters of respondents addressed this question.

Of those responding, more than half preferred the left-turn at Paradise, while about one-quarter preferred the Longwood U-turn. Reasons given for preferring the left-turn included more direct travel and concern over the safety of the U-turn. Among those preferring the U-turn, most cited the need to minimize LRT delay.

#### Question 7 – Paradise/Longwood Configuration Option

This question asked respondents to rate the importance of several aspects of the streetscaping elements. At least, three-quarters of respondents answered some portion of this question. Streetscape elements included:

- Pedestrian furnishings;
- The use of plantings and street trees;
- Pedestrian scale lighting;
- Signage and Wayfinding;
- Prioritizing wider sidewalks at LRT stops;
- SoBI bike stations;
- Enhanced sidewalk and crosswalk materials; and
- Urban braille.

Respondents were scored on a 5-point scale from “not at all important” to “very important”. The results are shown in Table D-1.2.

Respondents were also asked to list the three most important elements out of the eight factors. “The use of plantings and street trees” and “Pedestrian furnishings” elements were selected as a top-2 priority by almost half the respondents. Followed

by “SoBI bike station” and “Signage and Wayfinding” by about 30 percent of respondents. “Enhanced sidewalk and crosswalk materials” and “Urban braille” were prioritized by about 15 percent of respondents or less.

Respondents were also asked to list key geographic areas to focus streetscape improvements. About half of the people rating the factors answered this question. Most popular answers included:

- Core, or downtown;
- Stops, major intersections;
- All areas;
- Areas east of downtown to the Delta; and
- In addition, numerous single locations were also noted.

Table D-1.2: Street factor score

Streetscape Factor	Average Score (neutral = 3.0)	Top 3 priority (%)
Pedestrian furnishings	3.8	49
The use of plantings and street trees	3.7	46
Pedestrian scale lighting	3.6	27
Signage and Wayfinding	3.6	29
Prioritizing wider sidewalks at LRT stops	3.6	27
SoBI bike stations	3.4	30
Enhanced sidewalk and crosswalk materials	3.3	15
Urban braille	3.1	11

#### Question 8 –Other Comments, Questions, Concerns

Respondents were also given the opportunity for open-ended responses (including opposition to the project). Each comment was reviewed to assess the general nature of the comment, to identify specific questions and concerns, and to formulate a response. These responses were used to inform the refinement of the project prior to PIC #2 in January 2017, and are included in Appendix D-1.E.

### **D-1.7. Additional Consultation Re: High-Order Pedestrian Connection**

In addition to information presented at the Public Information Centers, separate sessions were held with stakeholders to specifically address input for the GO High Order Pedestrian Connections as well as the broader considerations for streetscaping in the corridor.

#### **D-1.7.1. Overview of the Consultation Process**

Below are the dates for the meetings that were conducted on streetscaping. The GO Pedestrian Connection was not included within these meetings; however, it was discussed during the Downtown BIA meeting, and was also included in the report to Council in August and at the September PIC #1:

#### International Village Meetings

- Met with the Chair of the Downtown BIA on Thursday, July 14, 2016, at 12:00pm, at 12 Ferguson Ave, BIA Board Room; and
- Met with the Board on Wednesday, August 10, 2016, at 9:15am, at 12 Ferguson Ave, BIA Board Room.

#### Kirkendall Neighbourhood Association

- Met on Tuesday, July 26, 2016, at 7:00pm, at Aberdeen Tavern.

#### **D-1.7.2. Summary of Comments Received**

The following are themes and directions that emerged during the stakeholder workshop sessions held on June 27, 2016. These themes have been synthesized and presented here as opportunities. Although they have been numbered for reference, this is not meant to suggest a hierarchy or priority.

#### **CORRIDOR-WIDE**

#### Create a Compelling, Consistent and Coherent Design Language

A well designed streetscape positively contributes to more vibrant public realm, by accommodating a diversity of amenities in support of a comfortable and enjoyable experience for a range of users. Attendees supported the typological approach to the design of the streetscape (i.e. typical urban, enhanced urban, typical greenscape, enhanced greenscape).

We heard support for designing the corridor to include a consistent and compelling palette of materials and forms that work together to create a desirable character for the streetscape. Enhanced materials such as paving, seating and plant material should be considered at pedestrian priority zones and other key destinations. For instance, specific feedback included, but was not limited to:

- Specify high-quality streetscape materials that are durable and long lasting;
- Identify opportunities for both permanent and temporary public art installations in the vicinity of pedestrian priority areas (i.e. islands between traffic lanes connected to the platforms that are not suitable for planting);
- Use surface materials and concrete finishes that are safe, durable and are not known to heave;
- Consider the use of other high-quality site furnishings in areas where spatial restrictions do not allow for tree planting such as bollards or smaller plant material (i.e. shrubs, grasses and forbes);
- Consolidate on-street poles such as Overhead Contact System (OCS) and hydro, to reduce clutter and minimize visual obstructions;
- Trash receptacles should be placed sparingly to declutter the streetscape, while bike parking should be abundant at station stops and intersections to support multi-modal travel; and
- Consider the opportunity to target some enhanced treatments to showcase the character of specific stop areas.

#### Support a Generous Tree Canopy & Planting Zones

We heard support for the Streetscape strategy to provide canopy trees where ever possible, and with greater priority in the vicinity of LRT stops. Both internal and external stakeholders expressed support for lining the street with “as many trees as possible,” in a considered orientation that responds to spatial constraints and the need for watering and maintenance. For instance, specific feedback included, but was not limited to:

- Provide a variety of tree species to create multi-seasonal interest and avoid long stretches of monocultures that are susceptible to disease;
- Support a continuous green corridor where spatial constraints on tree planting are mitigated by design strategies that specify low-maintenance shrubs and grasses in plant beds;
- Place trees to avoid blocking sightlines to retail signage and minimize conflicts with overhead and subsurface utilities; and
- Design streetscape infrastructure to support adequate soil volumes, drainage and other objectives related to the health and vitality of plant material (including provisions for watering and maintenance.).

#### Strengthening Connections between Public Spaces and LRT Transit Facilities

Creating a network of public open spaces and streetscapes that connect Hamilton communities and major destinations with B Line transit facilities can support increased transit use while improving the experience and convenience for transit users. Many

attendees expressed an opportunity to strengthen connections between existing open spaces and LRT stops along the corridor, and where possible, exploring opportunities to enhance and improve the quality and utility of such spaces. The work may inform interim or permanent place-making initiatives to create quality spaces that connect to enhanced greenscape and urban areas. For instance, specific feedback included, but was not limited to:

- Where land is to be acquired and existing buildings are to be demolished, consider how best to support interim conditions grounded in place-making, rather than surface parking;
- Provide opportunities for seating and gathering in greenscape areas where few restrictions to space or planting exist;
- Portions of the street that front onto greenspaces should gesture to existing trails and walkways either through wayfinding or physical connection;
- LRT stops that front onto schools or other busy pedestrian oriented destinations should respond by providing gathering spaces and seating that accommodate spill-out of LRT-riders who choose to wait on the street; and
- Find opportunities for Publically Accessible, Privately Owned Open Spaces.

#### HIGH-ORDER PEDESTRIAN CONNECTION

##### Support a Safe, Comfortable, and Convenient Experience through Place-making and Design

In comparison to other alignments, stakeholders supported the pedestrian connection alignment along Hughson Street. Attendees responded well to the opportunities to shape a positive pedestrian experience and suggestions were generally focused on how best to select a range of appropriate amenities, plantings, and hardscape material palette to achieve this objective.

For instance, specific feedback included, but was not limited to:

- Specify design materials that are simple and clean but in keeping with the design language of the LRT corridor and Gore Park;
- Develop the alignment as “one civic space” with reduced curb profiles and a woonerf-like character;
- Create a series of enhanced places along the alignment that create visual interest and respond to existing assets such as Prince’s Square and Gore Park;
- Support and highlight a visual terminus looking North at the end of Hughson in the same way the Go Station acts as a visual terminus looking South;
- Support intuitive wayfinding to and from the Go Station and LRT platforms;
- Keep the selection of lighting and site furniture to simple forms and at a pedestrian scale to reduce clutter and maintain sightlines to the Go-Station;
- Weather protection was generally not regarded to benefit the pedestrian experience, however the introduction of canopy trees as an unstructured method of weather protection was desired; and
- Specify high-quality streetscape materials that are not known to age poorly over time.

##### Prioritize Pedestrians

Pedestrian oriented streets provide a range of amenities, such as: trees to add shade and contribute to an attractive environment; furnishings such as benches, waste and recycling receptacles, and vending; as well as lighting to support safety and comfort. In addition to these components, attendees also supported the approach to prioritizing pedestrian comfort and safety by reducing vehicular traffic along Hughson Street. Most attendees agreed that reducing cars in this area would be beneficial to the pedestrian experience. There was, however, a general desire to maintain vehicular access to the courthouse. For instance, specific feedback included, but was not limited to:

- Introduce raised intersections as both a place-making and traffic calming initiative;
- Limit vehicles on Hughson to local access only;

- Consider the reduction of lane widths for the full length of street;
- Implement one-way traffic at southern portion of the street, maintain two-way traffic for courthouse block; and
- Create dedicated cycling lanes for the full length of the street.

##### Understanding Pedestrian Movement on Parallel Streets

Some stakeholders expressed the desire to plan for future design improvements to parallel pedestrian corridors that connect these transit facilities. The rationale is that streetscape improvements on James or other streets, and whether delivered through this or other initiatives, will improve the experience and choice of routes for more pedestrians while contributing a range of benefits to the downtown. For instance, specific feedback included, but was not limited to:

- Improve the quality of space at the underpass stairway connection on James;
- Find opportunities for streetscaping improvements along James; and
- Street to the King Platform.


#### D-1.8. Future Consultation

In progressing development of the Hamilton LRT 2017 EPR Addendum, the City of Hamilton and Metrolinx are committed to continuing to take a proactive and measured approach to consultation, taking into account the current views and wishes of Council.

Accordingly, the following activities will be undertaken as part of the Hamilton LRT 2017 EPR Addendum process, and should be embodied in an ongoing communication strategy:

- Continuation of a strong and inclusive approach across the Council. In particular, this should include welcoming Council to attend public meetings and meet the study team, as well as encourage riding participation;
- Continuation of the project website, which should be kept up to date;
- Maintenance of a stakeholder and interested parties/persons mailing list, to ensure those interested are kept up to date on project developments;
- An open offer, and inclusive approach, to engage with businesses, stakeholders and interested parties as development work on the project progresses. This could include attendance at stakeholder meetings, and participation in forums and events; and
- Continuation of outreach to understand Aboriginal Communities’ interests, and receive their feedback.


Appendix D-1.A: Newspaper Advertisement




# JOIN US FOR A LIGHT RAIL TRANSIT PROJECT OPEN HOUSE



**LEARN MORE.**  
Have a look at the proposed route and preliminary plans.



**START A CONVERSATION.**  
Ask questions. We'll have experts on hand with answers.



**SHARE YOUR THOUGHTS.**  
Fill out the LRT Comment Cards. Tell us what you think and why.

The City of Hamilton and Metrolinx are hosting seven open houses to inform the public about the latest plans for Hamilton's Light Rail Transit (LRT) project. Join us as we share the proposed LRT alignment, streetscape design objectives, the proposed route for the pedestrian connection from the James Street stop to the Hunter Street GO Station, initial traffic study results, HSR transit plans to integrate with the LRT route, concepts for the end-of-line transit terminals and lots more. Here's your chance to speak to an expert and ask questions.

Date	Time	Facility	Location
Monday, September 12, 2016	5:00 – 8:00 pm	McMaster Innovation Park, Atrium	175 Longwood Road South
Tuesday, September 13, 2016	3:00 – 5:00 pm & 6:00 – 8:00 pm	Hamilton City Hall, Council Chambers & Lobby	71 Main Street West
Wednesday, September 14, 2016	5:00 – 8:00 pm	LIUNA Station, Continental Room	360 James Street North
Thursday, September 15, 2016	5:00 – 8:00 pm	Dr. John Perkins Centre, Atrium	1429 Main Street East
Tuesday, September 20, 2016	5:00 – 8:00 pm	Battlefield House Museum, Jackson House Cellar	77 King Street West, Stoney Creek
Wednesday, September 21, 2016	5:00 – 8:00 pm	Sackville Hill Seniors' Recreation Centre, Fireside Lounge	780 Upper Wentworth Street
Thursday, September 22, 2016	5:00 – 8:00 pm	Dundas Town Hall, 2nd Floor Auditorium	60 Main Street, Dundas

**CAN'T MAKE THE MEETING?**  
We'd still like to hear from you. Fill out a comment card online from September 12 – October 6  
[www.hamilton.ca/LRT](http://www.hamilton.ca/LRT)



**FOR MORE INFORMATION**  
E-mail us at [LRT@hamilton.ca](mailto:LRT@hamilton.ca)  
[www.hamilton.ca/LRT](http://www.hamilton.ca/LRT)  
[www.metrolinx.com/HamiltonLRT](http://www.metrolinx.com/HamiltonLRT)

Appendix D-1.B: PIC #1 Official Notices

English example



**NOTICE OF PUBLIC INFORMATION CENTRE #1  
HAMILTON LIGHT RAIL TRANSIT PROJECT UPDATE**

The City of Hamilton and Metrolinx are preparing an Addendum to the Environmental Project Report (EPR) for the Hamilton Light Rail Transit (LRT) Project (B- Line) completed in 2011.

The approved 2011 EPR identified the B-Line LRT route alignment to run from McMaster University to Eastgate Square, passing through the City of Hamilton's downtown.

Metrolinx and the City of Hamilton have identified the need to revise the project to:

- Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
- Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
- Complete the assessment of an Operations Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.


The Addendum to the EPR is being implemented in accordance with Section 15 of Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

The City of Hamilton and Metrolinx invite you to attend Public Information Centres (PICs) to learn about a number of new developments and improvements to the project and to provide your input on the preliminary plans.




This map identifies the study boundary of the project.

French example



www.metrolinx.com/HamiltonLRT

**AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 1**  
NOUVELLES DU PROJET DE TRANSPORT LÉGER SUR RAIL DE HAMILTON



www.hamilton.ca/LRT

La Ville de Hamilton et Metrolinx préparent un addenda pour le rapport environnemental sur le projet (REP) relatif au projet de transport léger sur rail (TLR) de Hamilton (ligne B) achevé en 2011.

Le REP 2011 approuvé définissait le tracé de la ligne B du TLR reliant l'Université McMaster à Eastgate Square et traversant le centre-ville de Hamilton.

Metrolinx et la Ville de Hamilton ont déterminé qu'il fallait réviser le projet pour:

- Considérer les modifications mineures à la conception du tracé du TLR du REP 2011 (la ligne B);
- Achever l'évaluation d'un embranchement (la ligne A) le long de James Street North reliant la nouvelle gare GO de West Harbour et possiblement la zone riveraine en réaménagement de la ville;
- Terminer l'évaluation d'une installation d'exploitation, de maintenance et de remisage pour les véhicules légers sur rail.

L'addenda au REP est mis en œuvre conformément à l'article 15 du Règlement de l'Ontario 231/08, Transit Projects and Metrolinx Undertakings.

La Ville de Hamilton et Metrolinx vous invitent à participer aux séances d'information publique pour en savoir davantage sur plusieurs nouveautés et améliorations entourant le projet et donner votre opinion sur les plans préliminaires.

<b>Les dates prévues pour les séances d'information publique sont les suivantes:</b>
<b>Lundi 12 septembre 2016</b> de 17 h à 20 h McMaster Innovation Park, Atrium, 175 Longwood Road South
<b>Mardi 13 septembre 2016</b> de 15 h à 17 h et de 18 h à 20 h Hôtel de ville de Hamilton, salles du conseil et hall, 75 Main Street West
<b>Mercredi 14 septembre 2016</b> de 17 h à 20 h LIUNA Station, salle Continental, 360 James Street North
<b>Jeudi 15 septembre 2016</b> de 17 h à 20 h Dr. John Perkins Centre, Atrium, 1429 Main Street East
<b>Mardi 20 septembre 2016</b> de 17 h à 20 h Musée Battlefield House, Jackson House Cellar, 77 King Street West, Stoney Creek
<b>Mercredi 21 septembre 2016</b> de 17 h à 20 h Centre récréatif Sackville Hill Seniors, salon Fireside, 780 Upper Wentworth Street
<b>Jeudi 22 septembre 2016</b> de 17 h à 20 h Hôtel de ville de Dundas, auditorium du 2e étage, 60 Main Street, Dundas

**Coordonnées**  
Si vous avez des questions concernant le projet ou souhaitez faire partie de notre liste de distribution pour recevoir les courriels sur le projet, veuillez communiquer avec nous à [LRT@hamilton.ca](mailto:LRT@hamilton.ca).

**Andrew Hope** - Directeur, TLR de Hamilton, Metrolinx  
36 Hunter Street East, Hamilton, ON  
(905) 546-2424, ext. 6385  
[LRT@hamilton.ca](mailto:LRT@hamilton.ca)

**Paul Johnson** - Directeur, Coordination du TLR, Ville de Hamilton  
36 Hunter Street East, Hamilton, ON  
(905) 546-2424, ext. 6385  
[LRT@hamilton.ca](mailto:LRT@hamilton.ca)

**Accessibilité et traduction en français**  
Les personnes ayant des exigences d'accessibilité ou ayant besoin de traduction vers le français peuvent nous écrire à [LRT@hamilton.ca](mailto:LRT@hamilton.ca) ou nous appeler à 905 546-2424, poste 6385 au plus tard le 8 septembre 2016. Il est fortement recommandé de présenter les demandes en avance afin de nous permettre de répondre à vos besoins.

**Services d'ATS ou de téléimprimeur**  
Le service de relais de Bell Canada est offert pour aider les personnes utilisant un ATS/téléimprimeur à passer un appel. Pour l'ATS, faites le 711 pour la téléphoniste et composez le 1 800 855-0511. La téléphoniste vous aidera également à passer des appels PSI (Parler Sans Intervention) et ESI (Entendre Sans Intervention). Il n'y a aucuns frais pour les appels locaux.

**Matériel relatif à la séance d'information publique**  
À compter du 12 septembre 2016, des exemplaires papier de tout le matériel relatif à la séance d'information publique seront offerts à des fins d'examen à l'Hôtel de ville de Hamilton (71 Main Street West) au comptoir d'information du rez-de-chaussée de 8 h 30 à 16 h 30 du lundi au vendredi.

Tous les renseignements fournis relativement à ce projet sont accessibles à [Hamilton.ca/LRT](http://Hamilton.ca/LRT) et à [Metrolinx.com/TLRHamilton](http://Metrolinx.com/TLRHamilton).

Aux termes de la Loi sur l'accès à l'information et la protection de la vie privée et de la Loi sur les évaluations environnementales, sauf indication contraire dans la présentation, tous les renseignements personnels tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété qui sont inclus dans la présentation feront partie des dossiers publics relatifs à cette question et peuvent être communiqués à quiconque sur demande.



Cette carte définit les limites de la zone d'étude du projet.

Appendix D-1.C: PIC #1 Comment Form

1. If you could add one stop to the Hamilton LRT system, where would you want it to be?

I would add a stop at: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you add a stop at this location?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2. If you could relocate one LRT stop, which stop would you relocate and where would you relocate the stop to?

I would relocate the stop currently located at: (Circle one)

- McMaster
- Longwood
- Dundurn
- Queen
- James (B-Line)
- James (A-line)
- Mary
- Wellington
- Wentworth
- Sherman
- Scott Park
- Ottawa
- Kenilworth
- Queenston
- Cannon
- West Harbour
- Ferrie
- Waterfront

I would relocate this stop to: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you relocate the stop to this location?

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3. If you could add one pedestrian crossing along the LRT corridor, where would you want it to be?

I would add a pedestrian crossing at: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you add a pedestrian crossing at this location?

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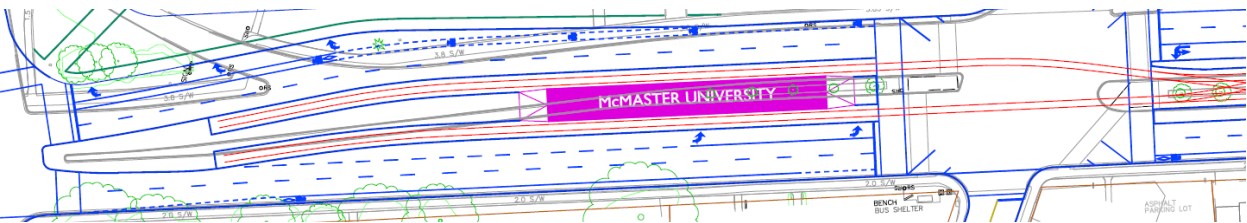
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4. There are two options for the design of the McMaster LRT stop. Option 1 locates the stop in the centre of the road. Option 2 locates the stop on the north side of the road. Which design for the McMaster LRT stop do you prefer?

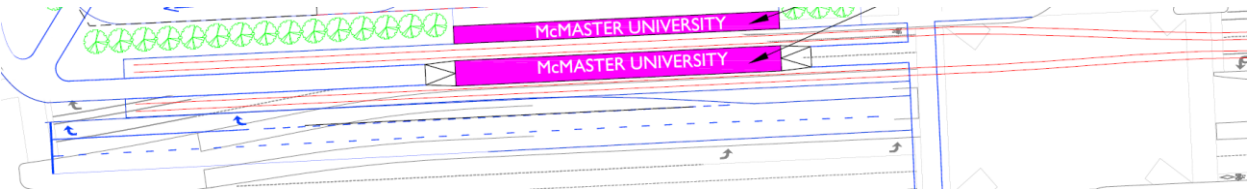
I would prefer the stop to be located in the centre of the road (Option 1): ☐

I would prefer the stop to be located on the north side of the road (Option 2) ☐

Option 1: Centre Platform



Option 2: North Side Platform



Option 2 provides direct pedestrian access to the McMaster campus without having to cross the road or tracks but provides a longer crossing distance to the neighbourhood to the south. With the tracks switching from the centre of the road to the north side of the road an additional LRT only signal phase will need to be added at the McMaster entrance intersection.

I would prefer the stop to be located in the center of the road – Option 1 \_

I would prefer the stop to be located on the north side of the road – Option 2 \_

I have no preference

Why did you select your preferred option?

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5. Are you supportive of bike lanes in the section of McMaster to Hwy 403?

Yes, I support bike lanes between McMaster and Hwy 403 ☐

No, I do not support bike lanes between McMaster and Hwy 403 ☐

I have no preference ☐

Do you have an comments regarding bile lanes in this area

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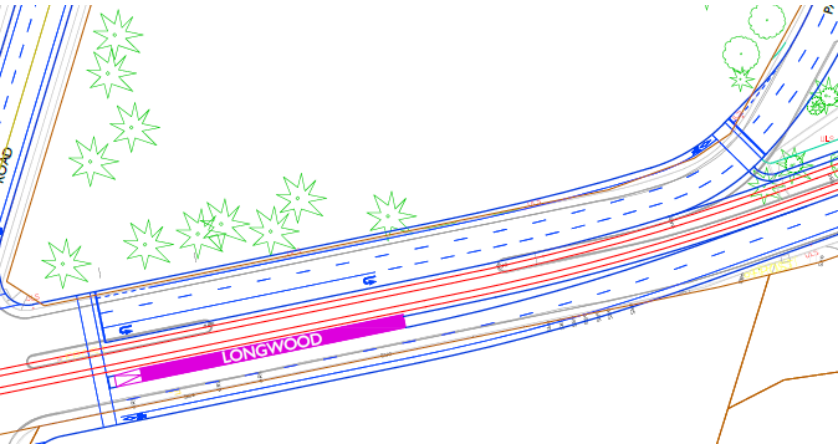
Option 1 provides an equal pedestrian crossing distance to both the McMaster Campus and the neighbourhood to the south. With traffic lanes remaining on both sides of the tracks this option reduces conflicts between LRT and cars for better operations.

6. There are two design options for vehicles travelling south on Paradise road who want to travel east on Main Street. Option 1 is to provide a U-turn and left-turn lane from westbound Main Street West to southbound Longwood Road. Option 2 is to provide a left-turn lane from Paradise Road to Main Street West. Which design would you prefer?

I would prefer a U-turn and left-turn lane at Longwood Road (Option 1): ☐

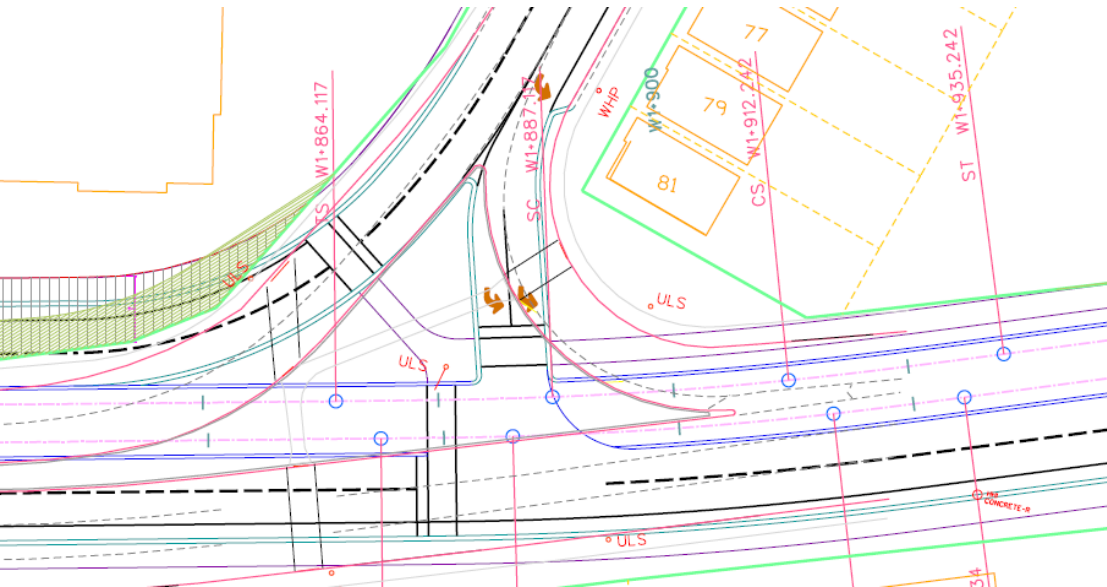
I would prefer a left-turn lane from Paradise Road to Main Street West (Option 2) ☐

Option 1: U-turn and Left-Turn Lane at Longwood Road



Option 1 eliminates an additional crossing of the LRT tracks which improves the speed of the system. It also introduces a new left-turn lane from Main Street to Longwood Avenue which does not exist today.

Option 2: Left-Turn Lane from Paradise Road to Main Street West



Option 2 provides a more direct movement for vehicles travelling on Paradise Road who want to go east on Main Street. An additional crossing of the tracks would be added which would potentially reduce the speed of the LRT system. A left-turn lane from Main Street to Longwood Avenue would not be introduced.

Why did you select your preferred option?

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7. Through the implementation of LRT there will be an opportunity to design and enhance the streetscape along the corridor. Please rank the following streetscape design elements based on your opinion of importance.

Design Element	Rank				
	Very Unimportant	Unimportant	Neutral	Important	Very Important
	1	2	3	4	5
Vegetation (plantings, street trees)					
Seating/Benches					
Bike Racks					
SoBi Bike Hub					
Garbage Receptacles					
Urban Braille					
Raised Crosswalks and/or Intersections					
Pedestrian Scale Lighting					
Wayfinding/Signage					
Enhanced Sidewalk and/or Crosswalk Materials					
Enhanced Design at LRT Stop Locations					

Please tell us what you believe is the most important element of the streetscape design, and why:

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Do you believe there is a specific location(s) along the LRT corridor where investment in the streetscape should be prioritized?

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8. Do you have any other comments, questions, concerns or suggestions?

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Appendix D-1.D: Input Received of Interactive Station Maps during PIC #1

Add Stops	Total			West			Downtown			North			East			Stoney Creek			Mountain			Dundas		
Location	Add	Move	Remove	Add2	Move3	Remove4	Add5	Move6	Remove7	Add8	Move9	Remove10	Add11	Move12	Remove13	Add14	Move15	Remove16	Add17	Move18	Remove19	Add20	Move21	Remove22
In McMaster	2	0	0				2																	
Emerson (McMaster)	1	1	1				1	1	1															
Dalewood	5	0	0	4			1																	
Haddon	8	0	0							1												7		
Cline	13	0	0	4			6			1			1						1					
Newton	7	0	0	3			4																	
Longwood	1	0	0				1																	
Paradise	5	0	0																			5		
Macklin	2	0	0	1			1																	
Dundurn	1	0	0				1																	
Margaret	1	0	0				1																	
Locke	18	0	0	4			2			2			1			1						8		
Pearl	2	0	0				2																	
Caroline	1	0	0				1																	
Bay	13	1	0	4			2	1		2						2			3					
MacNab	2	0	0	2																				
James	0	0	1															1						
Mary	0	0	2									1			1									
Walnut	1	0	0	1																				
Ferguson	2	2	0				1				2											1		
Wellington	0	1	1					1				1												
Tisdale	3	0	0	1						1									1					
Holton	1	0	0	1																				
Sherman	3	0	1				3					1												
Spadina	1	0	0	1																				
Scott Park	4	5	3	1	1		1	3	2				2					1		1				
Gage Avenue	5	0	0	1			2									1			1					

Add Stops	Total			West			Downtown			North			East			Stoney Creek			Mountain			Dundas		
Location	Add	Move	Remove	Add2	Move3	Remove4	Add5	Move6	Remove7	Add8	Move9	Remove10	Add11	Move12	Remove13	Add14	Move15	Remove16	Add17	Move18	Remove19	Add20	Move21	Remove22
Delta	69	0	3	13			12		2	6			16			6			6			10		1
Ottawa	2	1	0													2				1				
Park	1	0	0				1																	
Graham	5	0	0										5											
Houghton	1	0	0	1																				
Wexford	1	0	0				1																	
Barons	1	0	0	1																				
Fairfield	1	0	0										1											
Eastgate	18	0	0				11						2			4			1					
Robert	2	0	0				1			1														
Macaulay	1	0	0				1																	
Burlington (Waterfront)	1	0	0				1																	
Discovery Drive	1	0	0				1																	
B-Line Requests	201	11	12																					
A-line Requests	5	0	0																					
Total	206	11	12																					

Appendix D-1.E: Summary of Questions and Comments Received – with Responses

Questions

Question	Response
10-15 min... Fast/freq enough?	B-Line LRVs will operate every 6 minute in peak periods
Frid extension	Frid Street will be completed as part of this project
McMaster stop -- N or C? Pros and cons?	Preferred McMaster stop location has been See EPR Ch 3, Ch 4
Hughson btw main and Hunter pedestrianized?	Hunter St. is the preferred route for the pedestrian connection
Will Burlington St be resurfaced before LRT construction?	Unknown at this time
Where will the transport trucks go? All on Cannon?	No changes are anticipated to the truck routes
How will commuters who live south of King from Gage West get out of their neighbourhoods to get to the 403 or W Hamilton?	See Ch. 3 and Ch 4 - EPR
Many accidents on the 403 at Aberdeen. How will traffic from West Hamilton get out of that area if there is an emergency?	Similar traffic patterns as today
Why is phase 1 not going to Eastgate?	In the provincial announcement of May 2015, funding was committed for the B-line to Queenstown Traffic Circle, along with the A-line to West Harbour GO Station
Will trains be able to see small children crossing road -- or will they be too high up to see road?	Yes - LRV design includes good visibility in all directions
Will strollers, wheel chairs etc get stuck on track?	Crossing will be limited to designated areas and tracks will be level with the road surface at these locations
How much light will be in train corridor -- will it be a nuisance to local homes?	lighting will be similar to current street lighting
How noisy are the trains?	LRVs are quite quiet - a noise and vibration study will be part of the final EPR
Will vibrations be a problem for scientific equipment or McMaster Reactor?	This is being considered and will be fully investigated at the detailed-design stage
How will snow removal on tracks impede traffic?	Snow removal will be the responsibility of the operator
Design of trains - will strollers, wheelchairs, and bikes be accommodated?	All LRVs will be fully accessible, with level boarding from the platform, with much more accessible space than on current buses.

Question	Response
Can driver decide they [strollers, wheelchairs, bikes] are allowed on car -- presently a problem -- sometimes HSR drivers deny strollers onto buses -- will they be level with sidewalk?	All LRVs will be fully accessible, with level boarding from the platform, with much more accessible space than on current buses.
Have recent demographic studies been done in Westdale, Ainsley Wood are recently -- what proportion of elderly etc? Where do they shop and how do they get there?	No specific studies were completed for the EA Addendum
Express buses -- union or non-union?	Drivers will be employees of the private operator - it is not known if they will be union or not, but many similar operations employ union drivers
Will it interfere with the local bus service?	No - details are provided in Ch 2 and 3 of the EPR
Will they be identified as a Metrolinx bus?	Specific LRV branding is still to be determined
Location of bus garage, storage, street maintenance, snow removal, clean up etc?	OMSF details are provided in the EPR
How many will be hired?	Drivers will be hired by the private operator
Cost of fares on LRT?	Objective is to integrate fares with HSR fares
Will fares go up every time hydro goes up?	Objective is to integrate fares with HSR fares
Response team, fire, police, breakdown who will respond and who will pay?	The private operator will be responsible for Train related breakdowns
During construction will fire trucks be able to get to hydrants?	Yes
Is there room for hook and ladder fire trucks at the entrance to the core at downtown sign is narrow.	Yes
From point A to B and you take an Express connector to LRT will that increase ridership cost?	Objective is to integrate fares with HSR fares
Need to know more how bus lines connect to the LRT	This is detailed in Ch 3 and Ch 4 of the EPR
How will the truck deliveries that happen on Main work?	A detailed loading plan, specifying off-street and nearby loading facilities will be developed
Will Metrolinx be training new drivers for the Hamilton system or bringing them from other locations? Will Metrolinx be working with HSR in the future to enhance services?	Drivers will be hired by the private operator

Question	Response
Pedestrian crossing -- limited to designated areas or can pedestrians cross freely?	Specific crossings will be designated, but those without mobility aids or other devices will not be physically restricted from crossing
My property at 2 Gary Ave is 2 feet away from Main St sidewalk. I am concerned that LRT construction and ongoing vibrations from LRT vehicles will affect the foundation of the property. I would like to request specific entry in the environmental documents to ensure a full vibration study is done for my property. I would also like to request vibration monitoring of my property to ensure ongoing safety.	A noise and vibration study is being conducted for this EPR addendum - further noise and vibration work will be on-going during the design and construction process
Will citizens over age 80 be able to use their 'free' current bus pass?	Objective is to integrate fares with HSR fares
I do not understand why traffic on King will become two way. If you have room for two lanes of traffic aren't both needed for west bound cars?	This is addressed in Ch 3 and Ch 4 of the EPR
LRT often thought of as 'speed' but in Hamilton - eco dev and str life and ped est / neighbourhood friendly seems main emphasis = tension with speed. Which is it? Be frank.	Both are important elements
Are HSR bus passes / student passes going to work for LRT?	Objective is to integrate fares with HSR fares
In the Mac options, where would parking be for cars?	No specific park-n-ride facilities are being planned
Would this be included in a student's tuition (LRT pass)?	Objective is to integrate fares with HSR fares
Are we prepared to shut down A-line for James Street festivals?	Possibly – these decisions would be made on a case-by-case basis
How will snow and sleet affect the LRT service?	Snow removal will be the responsibility of the operator
I don't understand the purpose in preventing traffic from crossing the tracks to continue straight or turn.	Limited crossings help ensure faster, more reliable service for the LRT
What happens after every April when the Mac undergrad students have left?	Sufficient ridership is not solely dependent on McMaster undergraduate ridership
What happens to the bike lanes at 403? How do you access bike lanes eastbound?	No change to bike lanes at Hwy 403
How will pedestrians / cyclists be kept off the LRT / 403 bridge?	Pedestrians will be prohibited by law
Where would cars park at the terminals? Similar to GO trains? What about compensation for all the stores that will go bankrupt due to construction?	No Park-n-ride facilities are planned at this time  There are no current plans for compensation

Question	Response
Will this do what Metrolinx say?? How will it benefit residents of Ancaster or Dundas with no parking facilities at McMaster station>	Addressed in EPR
When was this a done deal?	Process has been underway since 2008
How are you going to put bike lanes through the international village?	Bike lanes will not be available on King St in the International Village
Design of LRT at King and Dundurn -- how will you handle all the traffic in and out of the Plaza, especially the delivery trucks at the rear loading docks?	Fortinos loading solutions will be addressed in detailed-design phases Plaza entrance configurations are being revised
Where are the connector facilities at either end of the LRT like dedicated parking lots or shuttle buses for outlying areas?	Addressed in EPR.
What kind of bus service will we still have along king St in between the long distances between LRT stops?.	No park-n-ride facilities are currently planned, but bus services will be revised to feed LRT terminals Local bus service will be retained on Main Street West.
What impact will a long construction have on our desire to order from / shop at businesses in the corridor?	Detailed construction management plan will be developed to minimize construction impacts
With all this expenditure, why can't you add more frequent stops? We are implementing traffic calming and slower speed limits, so why the emphasis on cutting off a few minutes travel time across the city?	Stops are placed to optimize ridership / access and speed / reliability
When is the proposed start date for construction?	Major construction beginning in 2019
Will left turns from signalized side streets be eliminated? i.e. Newton or Paisley? Will business access be restricted to right-in right-out?	Newton - yes; Paisley – no  Yes
How can we prepare citizens and present home owners and businesses ways to be helped if they are inconvenienced due to construction.	Detailed traffic management plan to be developed by private builders
how will the HSR replace the money lost on its only profitable route that is being replaced and Metrolinx taking the money???	Financial agreements will be negotiated as part of the next phase, prior to construction

Comments

Comment	Response
I think it's great. I'm happy to see Hamilton is growing	Noted
LRT is a total waste of money that should be used to improve the city streets. Dedicated Bus Lanes are far more efficient.	Noted
Fewer stops than bus	Noted
More stops	Noted
Don't build LRT -- Use money to improve bus service and GO Transit to Toronto and Niagara	Noted
I tried to envision gaining an understanding of all this information if I had literacy concerns ie English my 2nd language, auditory learner, interactive learner. Could there be an animated video that could be shown for people who need information presented in this manner to enable them to fully benefit from info sessions. Also would give a 'big picture' view to learners who need this before drilling down to board by board -- where were the educators when presentations format designed? There could be tables where one could go and view this when needed.	Noted – comments have been passed tom communications team
Solar power panels incorporated where possible as shade and with architectural impact	Noted for streetscape elements
I think A-Line should extend to Waterfront as part of Phase 1. Also to Eastgate. Seems half-assed start stopping it at Queenston. Living in Ancaster, it's useless stopping at Mac. Extend to university Plaza or Hydro Fields on Main St W so there's parking.	Noted
Burlington improvements BEFORE construction; truck routes; RIRO concerns; access concerns	Noted
Let's do this!!!	Noted
Should be on Cannon	Noted
Your questionnaire is designed to signal that respondents are basically in favour of your plan. You only need to tweak it. Not so! The concept is wrong and no amount of tweaking can fix a mode that takes its piece of the road and ignores the rest! Like bikes, cars, delivery trucks, buses etc.	Noted
Alternative elevated system – see comment detail regarding alternative system proposal in Appendix D-5	Noted
Generally speaking, I do not support the LRT project. I believe the existing bus service is adequate. The taxpayer's money could be put to better use improving existing services.	Noted
I'm concerned about the U-turn proposals. I don't think any should form part of the final plan	Noted, and passed to design team
LRT is being built for future generations regarding the movement of people in Hamilton. It is only a beginning and I wish I would still be around to see the completion of the entire future network. Please do not be swayed by all the negative comments expressed by those who 'just don't get it.' Thank you.	Noted
Don't give up: a lot of drivers are self-preserving and resist any change to routine	Noted
Have everyone from Metrolinx and city council ride the B-Line Express as I do. Those two groups will wonder why spend a billion dollars when we have a great system now.	Noted
I think this is a mistake. It may be proactive for our future but the bus system (east-west-east) works. Try it.	Noted
Comments regarding value of project – see comment detail in Appendix D-5	Noted
Concerned about council actually being able to approve this and get it built. The city's track record with transit projects with funding is not great.	Noted

Comment	Response
Came to this open house thinking it was to give input whether LRT or no. In fact meeting convinced me LRT is going to happen. It's up to all of us to make it good.	Noted
The plan for LRT MUST include improvement in HSR especially on the mountain and Stoney Creek + Dundas Ancaster	Noted
Majority of Westdale drivers going to 87 turn onto Main St at Dalewood, Newton. Now only at Cline - small street - not wide enough.	Noted - plan updated in revised design
I am concerned about the elimination of southbound traffic on Dalewood not being able to make a left hand turn at Main. Currently, this is a major way that Westdale traffic can go east. Volume is very significant during the morning rush. Cline will be a poor alternative after LRT.	Noted - plan updated in revised design
Use those of us from the original committee Ancaster - Waterdown and S.E. Were present and in favour of LRT "quotes"	Noted
Have another PIC when design is finalized for dealing with westbound traffic coming off of Barton.	Dealt with at January PIC
Keep up the good work! Looking forward to LRT.	Noted
Impossible set up 40+ boards. No presentation.	Noted
Comment re value of project, with questions about CP underpass and traffic— see comment detail in Appendix D-5	CP detail and traffic issues addressed in EPR, other comments noted
This is a big and expensive venture that will break the bank. He City does not take care of the roads now; who is going to pay for the cost of continuous upkeep - from frost and thaw bucking the roadway now -- drive down any street now by bus and let your body feel the constant jarring from the bad roads	Noted
HSR has operated municipal transit in Hamilton since the 1800s This proposal undermines the transit and benefits we have established in Hamilton	Noted
GET LRT off Main or King - service the parts of Hamilton that are expanding and will bring transportation along 20 Road	Noted
Just do it. The naysayers will come around some day. If we wobble on this the problems will multiply and the likelihood of a practical relatively affordable solution will get further out of reach	Noted
The LRT is a foolish project. It will hinder the growth in this City. No LRT!	Noted
LRT should extend to Eastgate, which is an already established destination and terminal for Stoney Creek bus routes.	Noted
Both Metrolinx and Infrastructure Ontario have credibility issues. Till investigations are over with results we should not move forward.	Noted
Satisfied with plan	Noted
Please use sharper (lower speed) turn radius at Proctor Boulevard. We DO NOT want cars turning onto Proctor Blvd at high speeds.	Noted, and passed to design team
Listen to citizens, less to consultants	Noted
Concerned about Wellington stop design. Consumes too much of Wellington Park. EMS is often called to 350 King East. Would like to suggest there is a better opportunity with the stop made on West side of Wellington. Though may require more property acquisitions.	Noted, and passed to design team
I love LRT! Can't wait for it! Great job!	Noted
Replace all B-Line stops with current 1A stops. This would eliminate 1, 1A 5A, 52, 51 busses west of downtown and leave the current #10 which could have the intersection lights control installed.	Noted

Comment	Response
No LRT	Noted
No LRT	Noted
Concern -- rail line crossing in east end and cost to tunnel under. This line is so infrequently used -- surely there are alternative ways to get rail cars to downtown core	Noted, and passed to design team
Please persevere through the criticism and ignorance. LRT represents a game changing turning point for all of Hamilton. Yes, the construction phase will suck, but it'll all be worth it in the end!	Noted
More public education and outreach is needed city wide to help residents understand the necessity and benefits of LRT even if you don't live along the current route and /or think you won't use it. Hamilton needs less debate around LRT and more enthusiasm to participate in planning so that it is done well.	Noted
This is a poor plan in an area suitable for streetcars not LRT's -- no it won't be faster. Why spend a billion dollars on a system that still requires duplicate buses and will bring auto and truck traffic to a grinding halt -- world-class stupidity	Noted
Want more information on the plans for MacNab	More detailed information will be available in the EPR
How can we prepare citizens and present home owners and businesses ways to be helped if they are inconvenienced due to construction.	Detailed traffic management plan to be developed by private builders
No lrt	Noted
It's a long walk at McMaster from the Mac LRT stop to the Sports Centre where many seniors participate in exercise guidance for the aged and partially disabled	Noted - local Westdale service to remain
I am a strong supporter of the LRT!!	Noted
I am strongly in favour of the LRT. Enhances desirability of living in and visiting Hamilton	Noted
Concern of no U-turn at the east end hub station. The existing Queenston traffic circle bus stop not being moved for easier connection to further going east bound.	Noted, and passed to design team
Must have U-turn at end of line (traffic circle or after hub station)	Noted, and passed to design team
Some accommodation is needed for bikes. Currently, bikes can be taken along with the riders on bike racks on the front of buses and it would be important to maintain accommodation for bikes so that riders can use multiple means to get to point A to B	All LRVs are accessible to bikes and mobility aids
I would like to see a bike rack or some element of design that allows passenger to bring their bikes aboard just like the current HSR design.	All LRVs are accessible to bikes and mobility aids
BLAST network must be extended to Dundas!!!	Noted
Students will be dropped off at the hospital not the university	Noted
I believe the LRT should not be implemented. There is no justification from a ridership perspective. The existing HSR service is faster, cheaper and provides an uninterrupted ride. LRT will severely damage traffic flow. We will spend money we can't afford for inferior service.	Noted
Early planning should be done to reconfigure HSR lines / enhance service. Some users are concerned about loss of more frequent bus stops. Reconfiguring lines to take advantage of LRT could help.	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
Love it!! Almost too good to be true.	Noted

Comment	Response
Los Angeles, the 'Versailles' of car culture, has 150 miles of light rail lines as of 2014. What's stopping Hamilton?	Noted
Great designs! I am so excited to see the future city of Hamilton with LRT!	Noted
Keep up the great work! More and more frequent communication is better. Speak up against the anti-LRT lies and misinformation	Noted
Why is there a high-speed turning radius at Proctor Blvd? It's a residential Blvd. Not an artery. Please go there. People play street hockey there!!! It should not be faster than today for cars. Please keep turning radius sharp as it is today. Paul Johnson explained this is for garbage trucks. Remove 20-30 feet of median instead of using a fast curve. Cars will take advantage. A small bit of median removal is the lesser evil.	Noted, and passed to design team
Comment re value of project, with questions about CP underpass and traffic– see comment detail in Appendix D-5	CP detail and traffic issues addressed in EPR, other comments noted
Crosswalk @ King and Caroline	Noted, and passed to design team
I would like to see the LRT on Main Street from McMaster University to Fiesta Mall not on King Street and no buses on King Street because you don't need them!	Noted
With all this expenditure, why can't you add more frequent stops. We are implementing traffic calming and slower speed limits, so why the emphasis on cutting off a few minutes travel time across the city?	Stops are placed to optimize ridership / access and speed / reliability
Eliminate Wellington	Noted, and passed to design team
Excellent display and info. I am an enthusiastic supporter of lrt. It's a great project, the [?] Option to enhance hamilton's future. Very friendly and knowledgeable staff!	Noted
Please bring the LRT to Hamilton because we messed up the stadium and we should not mess this up	Noted
Please reject LRT. Pedestrian crossing no further than 4 blocks. Dunsmure is a major bike route cut off by tunnel with no way to cross or go to next crossing	Noted
Build the LRT out to Eastgate Square at once as originally promised. It has far more ridership potential than James Street Spur , is how territory could be more economically served by express buses. [?] At West Hamilton GO station is minimal.	Noted
I feel it is important to use as up to date technology as possible so the LRV's are not obsolete before they ever start or within years	Noted
A very worthwhile development for Hamilton	Noted
You need to start showing the overhead wires and big poles hat will be in the sidewalks to support them. It is misleading to omit them.	Noted - included at PIC #2
Submission regarding value of project with questions about traffic – see comment detail in Appendix D-5	Traffic details addressed in EPR and appendices, other comments noted
The higher order corridor connecting to GO station is not covered for rain / snow. This will make for an uncomfortable transition from LRT to Hamilton GO station	Noted, and passed to design team
This is Great!	Noted
If there was one other thing the city should push for is the extension of the A-Line in both directions. Possible A Stop on the Mountain. Fennel and Upper James perhaps.	Noted
Very supportive of the LRT project as a whole and very supportive of the Kenilworth stop in particular	Noted
Very much support fare integration with HSR fares system esp monthly passes for regular riders and student at Mohawk/McMaster etc	Objective is to integrate fares with HSR fares

Comment	Response
I am in favour - here's hoping that this project proceeds	Noted
More vehicle crossings required e.g. Holton	Noted
More ped crossings especially with existing / future schools and parks and business corridors in mind.	Noted - pedestrian crossings added in revised design
Provisions for bike racks and wheelchairs	Noted
LRT is technology from the early 1900's	Noted
Everyone at the meet was lovely and informative.	Noted
I have a house at Cochrane Rd and Queenston and I am concerned about increased traffic on Cochrane Rd due to drivers avoiding the LRT or people being dropped off or people parking on side streets to use the LRT	See EPR CH. 3 and Ch. 4
YES extend route to Eastgate to line up with crosstown bus on Centennial or GO station on Centennial	Noted
I really would like the LRT to go to Eastgate. Eliminate James Link and run GO buses from West Harbour GO station to James and King. Run GO buses from Centennial Go Station to Eastgate.	Noted
I don't want the LRT. It is a waste of our money.	Noted
No LRT	Noted
This is a joke. Why aren't we having a proper meeting.	Noted
We do not need the LRT	Noted
Money could be better spent on more pressing problems low income housing, roads, infrastructure. There is nothing but problems in Kitchener with LRT. 'Do your homework.'	Noted
Put more buses on this if needed. This is far too much money. They say it will cost so much but then it will cost more. They say it will be done at a certain time and it will take longer. It's going to put the stores there out of business.	Noted
I believe in LRT. I also believe that City Councillors should read the City Of Hamilton's Vision and provide the leadership to make the right decision and vote yes so Hamilton continues [?] Do prosper. Change must happen, it is painful sometimes but we need to change and move forward.	Noted
Comment regarding general opposition to the project	Noted
Let's just get on with it!	Noted
Concerned about the impact on businesses downtown and on James St North as anyone with an option to drive will not come. As example will be that we often (live in Ancaster) order a pizza from Capri Pizza (John St). What impact will a long construction have on our desire to order from this company?	Noted Detailed construction management plan will be developed to minimize construction impacts
I am still not convinced -- no head [?] Numbers given to show 'costs'. Melrose? To ridership required to maintain service. LOTS of 'glitz' -- unfortunately will create barriers for too many people. MTO/Metrolinx acting as a 'done deal.'	Noted
This project is very important. Hamilton and other cities in Canada we need to be very aware of the importance of transit as a whole.	Noted
I have tons of doubt that the budget will be met	Noted

Comment	Response
Even though (1) I live on the mountain (2) drive a car (3) rarely use public transit... I believe LRT will improve the city of Hamilton. (I do not agree with Skelly + Whitehead.) They do not represent my interests	Noted
I quite like the design as it stands, aside from the few issues i've raised earlier in this submission. I think LRT would be great for Hamilton and I truly hope to see this project built to completion.	Noted
Wrong questions. LRT is not for Hamilton, not feasible. Where is there a form for those opposed.	Noted
Hire / bring on board professionals who had direct experience in the TTC St. Clair construction. As there are strong parallels between that roadway (St Clair) and our Main / King LRT corridors.	Noted
The LRT should go overhead as we were offered many years ago	Noted
I think it's great. Great presentation, and this city needs something exciting to happen and look forward to.	Noted
I feel, and have stated many times before, as much of the system in the GTHA whether rapid or [?] Transit, should be electrified and be [?] In the best [?] And emerging technologies ie [?] Electric buses [?] 100% and [difficult to read...] Bring back trolley in there perfectly implement ... In Toronto.. Keep the Scarborough RT ... And extend it and ... In the new vehicles. Try new forms of transit, ie monorail, if possible. Integrate transit well and get citizens out of their cars. Europe had the right idea for [?] Now. Besides it could no doubt increase revitalization.	Noted
A tale full of sound and fury twisted by knaves to make a trap for fools. - Shakespeare. Fix the system -- it ain't broke. Don't do me any favours; it always costs me money.	Noted
This whole exercise is 1-sided. This is a bad plan for Hamilton.	Noted
My biggest concern is No cars past Wellington. We have done everything to slow traffic. Now we can't get there.	Noted
Please add stop at Bay St for workers and shoppers and First Ontario Centre	Referred to Design team
It was difficult to comment on most of the questions since I believe King St is not the best LRT route for Hamilton. Too many obstacles to overcome. This is old, 40 year old, technology which will need replacement in 30 years. Do I wish to burden the next generation with so much debt for an empty train going nowhere? No thank you	Noted
My preference would be to extend the LRT to Eastgate.	Noted
Hamilton and S Ont are desperate for proper transportation / connection. Project S/B increased and fast-tracked	Noted
Remove over emphasis on 1-way streets that privilege the automobile and encourage speeding -- we need a more people friendly landscape	Noted
I live [on] Paradise Road South. There is a driveway to my house. Option 1 would cause inconvenience to get to my house. Furthermore, the Longwood intersection has been very busy without U-turn. By adding U-turn, there could create more confusion; consequently, more accidents	No U-turn option recommended. Access to Paradise properties to be provided
As a senior living in Dundas, I currently use the GO system for travel to Toronto (express bus to/from Union, Hunter St) or Longwood. I currently usually drive or get dropped off or picked up. If there was an LRT stop in Dundas, I would use it to go to the GO station and to meetings on Dundurn (church) and on Locke St shopping.	Noted
Do not think the LRT should go to the waterfront -- a double decker type bus should make this short run, same for Dundas route of double decker bus run from King St W to Cootes Dr linking at Mac.	Noted
Look at the Calgary model and learn from it. I just moved back from living in Calgary for 33 years so I know the LRT issues.	Noted
I do not consider sobi bike hub a streetscape element - it is part of infrastructure	Noted
Sobi bike hubs are not streetscape. All stops should have them.	Noted
This has to go ahead for the future of this community	Noted

Comment	Response
I don't like the ideas of losing all the lanes for cars	Noted
B-line at 11000 meters and 13 stops. This 850 metres approx between stops. This is not passenger pickup persuasion! Or friendly. A-line 2000m 5 stops 400 interval.	Stop added at Gage Park; bus service to remain on Main Street West
Keep up the good work! Looking forward to seeing the implementation.	Noted
Yes - use Main Street throughout! Cost savings on bridge would extend line to U Plaza. Short pedestrian walks to King -- supports core while reducing 'choke' -- consider King St Bay to Victoria as pedestrian mall!!	Noted
Drivers need to have clear street signs. I think there will be issues adjusting to no turning on to street that we have previously turned on. I think thusly, the flow of traffic from side streets will be frustrated. Let's be real. There will still be a large volume of vehicular traffic and truck traffic because Ancaster and Dundas has no bus system and folks thusly drive into Hamilton from these areas.	Noted, and passed to design team
Very good plans. I am very much looking forward to rapid transit that I would consider using. Clean, airy, treed, fast -- Good for the walking and cycling citizens	Noted
Keep cost low if pos	Noted
LRT Least Rational Transportation. Those that do no learn from history are bound to repeat it (meaning mistakes). This project will create the biggest grid lock nightmare the area has ever seen and will possibly near bankrupt the city -- leave it alone -- go -- enhanced bus service	Noted
LRT is not really going to benefit people in the suburbs, and there is going to be a lot of extra cost involved and who is going to get got paying for it.	Noted
Priority should be a densification of the city. If lrt will accomplish this in the longer term, it is the best option. If you build it, they will come.	Noted
Yes yes LRT Yes for LRT - for the environment -- for the future - for the time -- Get our head out of the sand and look forward -- if you build it they will come!!	Noted
The main hospital - Centennial/ Barton is poorly served and with an older population should have a high priority for HSR. HSR should start buying buses that look somewhat like the LRT vehicles and retire the articulated buses with advertising on the windows	Noted
The presentations were not geared to people with special needs.	Noted
Comments re Eastgate extension, parking and A-line-- see comment detail in Appendix D-5	Eastgate extension may be considered in future, A-line subsequently removed from project, no plans for commuter parking at this time
You are making a big mistake. The route should be all the way along Main St. King St is a big mistake	Noted
There are far too few stops, requiring the elderly, disabled and others great inconvenience and discomfort. .	Stop added at Gage Park; bus service to remain on Main Street West
Please perform more outreach to suburban and rural Hamilton communities. A lot of misinformation about LRT is being spread.	Noted
Track should be one metre -- not railroad size. I enclose photo and have distributed to Paul and three others	Noted
My number one concern is that traffic on Main St needs to be addressed as part of LRT. It needs to be made a 2-way road. Regardless of the pairing of roads the traffic dept anyone who lives here can tell you Main and King are the two that people associate with each other . One for east, one for west.	Addressed in traffic report / PIC #2
I would not have any stops and NO LRT. We could have B lines of extended buses that would serve more area of HRM much sooner and save millions of dollars. No LRT. Hamilton taxes are the highest in Ontario and will get much worse if the LRT is built. A referendum will show the low support for an LRT.	Noted

Comment	Response
We will still need bus service into Westdale. Too many seniors and young families will not be able to walk from Longwood into Westdale Village	Westdale service will remain
Stop the whole project. I believe the City would be better off cancelling this ridiculous proposal that is going to affect many generations to follow with a terrible debt of upkeep. How many influential persons are receiving kick-back monies if this LRT goes through? Have a referendum and see how many ordinary tax payers agree? Spend more on a perfect bus system for a lot less money.	Noted
Please make Queen St 2 ways between King and Main so that residents between Locke and Queen have better options for going west on King. St George can not handle all the internal traffic that will have to funnel west to Locke in your present plan.	Under consideration by City of Hamilton
Chamber of Commerce letter regarding additional Bay St stop – see comment detail in Appendix D-5	Bay Street stop to be considered by Council
I would prefer the LRT not proceed for various reasons. There should be room on the information sheet to object to the project.	Noted
Opposed to project due to impact on local business and traffic impacts	Noted
People walking and bike lanes on top of LRT because to keep the streets beautiful -- not to have thousands wires on the streets. It is beautiful to see when sunset with tall building. Better than Toronto street with thousands wires. Another reason is people and bicycles are lighter than cars and LRT. Pillars or poles to hold above LRT. Do not forget light weight emergency vehicles to run above LRT. Also that emergency vehicles must run on thick snow.	Noted
Comment re value of underground or commuter rail alternatives – see comment detail in Appendix D-5	Noted
1) See my note about the pedestrian crossing at the CP rail underpass. It's a no-brainer	Under consideration in detailed design
2) Please spend a *little* money to make the new 403 crossing attractive. I signature architectural piece would be wonderful, but i'll settle for cool LED lighting.	Noted
3) When designing the Frid St maintenance yard, please consider preparing additional property for mixed use development. It's not every day you get to build a new street in an urban environment. Make sure it isn't all used for an industrial facility, even if you have to purchase additional unused property. Apply some forward thinking!	Noted
4) Consider another connection route into the Frid St yard, even as a backup. Could put a small junction at Cathedral Park down into rail line behind Fortinos.	Noted
Overall, I'm a big supporter of LRT and its potential. For it to be truly successful the City must speed up progressive planning and rezoning to capitalize on the development opportunities and they should start lobbying now for phase 2 to get LRT up the mountain and over to Mohawk and Limeridge. This will truly start to integrate the city and have a bigger benefit of getting people around the city.	Noted
As a side note, the newly planned maintenance facility in MIP is a great idea but I wonder if there is opportunity to create a MIP stop somehow to support investment in that area?	Planned stop at Longwood
Concerned over the one traffic lane on King around Queen/ Caroline area. We were promised only lane restrictions would be in International Village (Mary to Wellington). Please fix this as continuously cutting King St up along the entire route would be confusing for drivers (both residents and visitors), as well as cyclists. Also, Main Street must must must be converted to proper two-way traffic flow!!!	Noted - addressed in traffic report / PIC #2
The LRT is a waste of tax payer dollars and not needed. Hamilton also cannot afford to operate it, and as a tax payer I know we pay some of the highest municipal taxes in the province. Are we now going to increase taxes? LRT will kill our downtown businesses who have struggled for years from the legacy of bad city planning (one way streets, the green wave, allowing absentee landowners to keep their buildings while not paying taxes, etc.). City Hall says the province is paying for it...it is our tax dollars that will pay for it now and for years to come. . Knock, knock - is anyone listening at City Hall? FYI - I have lived abroad for many years and have not seen the so called benefits of LRT. Thank you	Noted

Comment	Response
I fully support the LRT! We once had rail and the city threw it all away without thinking of the future. Now, the province is giving us \$1B for infrastructure enhancement. There will never be another offer in the next few decades if we turn this down. Also, construction of anything will never get cheaper. We need this for the next generation. They deserve Hamilton to be a better place to work, live and play without more car traffic. The time is NOW!	Noted
Awesome, awesome project. Stay the course and don't give in to the naysayers! Thank you for all of your hard work and dedication to making Hamilton the city it deserves to be.	Noted
<p>I was very disappointed not to see the results of the traffic studies presented in any detail at the open house. I am very concerned about traffic impacts at the Dundurn-King intersection, during the evening rush hour (no trouble in the morning). I travel this intersection daily during the evening rush hour. This intersection receives traffic along: King from downtown (about 45%); from the north along Dundurn from the 403, but also downtown (about 30%); and from the south along Dundurn, mostly from the 403 (about 15%). Given the large amount of traffic originating from the 403 at rush hour to this intersection, the project team should consider modifying the Main Street 403 off ramp from Toronto, to have an exit from the west bound highway to King Street West. This would then limit congestion at the intersection to mostly cars originating downtown.</p> <p>In the east end, I regularly drive all the main routes from downtown to the east during the morning rush hour and see the traffic going towards downtown in the opposite direction. With the loss of King Street to LRT, Cannon/Britannia becomes the next most direct route to downtown. Upgrades to Britannia and Cannon, including more westbound lanes and adding lights at the Britannia-Parkdale intersection would help take this traffic overflow.</p> <p>Finally, on a more positive note, I liked the proposed train barn location.</p>	To be addressed in revised draft and PIC #2
Why does this form not give the option to say if I or other citizens are NOT supportive?????? Survey is Very, very, very one-sided and self-serving to not have open debate.	Noted
<p>If the LRT is significantly faster than a bus it must make fewer stops, which is inconvenient for those who wish to be delivered close to their destinations. Only those who are making the trip from one end of town to the other will benefit.</p> <p>Likewise, it will block the traffic flow (vehicles and pedestrians) as it crosses various intersections,.</p> <p>If the LRT is intended to go at the same rate as a bus, then there is no advantage; indeed the fewer stops make it a disadvantage.</p> <p>Beyond these basics:</p> <p>The cost does not warrant the project.</p> <p>The disruption to bus and car traffic in the short and long term will negatively affect prosperity of the downtown.</p> <p>I would suggest that city council consider moving instead to electrically powered busses, which are cheaper, more efficient and more flexible to the changing needs of the city.</p>	Noted
<p>While I do appreciate the thought and effort into converting Hughson into a pedestrian friendly experience, with protections against the elements and visual aesthetics, I would like to see it closed to all vehicular traffic and the A-Line extended down Hughson to connect opposite Hamilton GO station. (If A-Line trains are diverted before reaching James St., such as down either Rebecca or King William Streets before reaching King, the stations for the A-Line could be placed inside Gore Park, as part of the pedestrian walkway.)</p> <p>This has the advantage of providing a service for those with mobility issues that might not be able to walk up the slight hill from the Hamilton GO station in order to connect with the LRT network and bus terminals. (There are currently no stops nearby Gore Park for those switching from vehicles/trains servicing Hamilton GO station to the proposed B-Line, directly, with the exception of the stop on James St. Outside the CIBC building.)</p>	Noted, and passed to design team
I am disappointed that there are only questions about what the street car system will look like and not if it is something we all want. I, for one, am totally against the whole idea. What a waste of money, time, and a long disruption for the core of the city. We got rid of street cars on rails in this city long, long ago and have no need to go backwards. There are so many other things that need repaired and replaced in Hamilton, long before we grab onto the Provincial carrot being dangled in front of us to build the LRT. Go with an elevated system like in Vancouver,. It is not affected by weather, traffic, or emergencies on the roads. Your rail program will be de-railed at the first major accident at an intersection, a major fire, or other emergency that it cannot just drive around like a bus can. Put the money into expanding the HSR bus system and other infrastructure needs. Stop giving in to the few, who will affect so many.	Noted
I don't know if I'm fully sold on the LRT. To me, it doesn't seem like anything new - we already have bus routes that travel along this corridor. I think I would be more excited if there were more offshoots, especially going up the mountain. That's where I come from now, travelling to the West End, and it's simply easier to drive rather than take 2 buses. Until public transit becomes more convenient, it just isn't very tempting to use.	Noted
I have never seen anything so bold attempted in Hamilton. Take all measures necessary to prioritize the speed and level of service of the Lrt above general traffic movement in the corridor. We have lots of corridors effectively dedicated to general traffic. A dedicated transit corridor is long due. Lrt is necessary to meet current and future land use density levels and to continue urban development. Let's do this!	Noted

Comment	Response
Thanks for all the hard work - don't worry about all the negativity. We'll get there!	Noted
It would be nice to eventually have digital signs saying when the next LRT is coming, or better yet when the next bus is coming as well. For LRT shelters, it is nice to have a sheltered portion, as if it's going to be like in Toronto, it can get very cold and windy waiting for the vehicle in the winter. A sheltered portion helps to at the very least keep the worst of the wind off. Free wifi at LRT stops would be appreciated.	Stop design includes these features
When is the proposed start date for construction?	Major construction beginning in 2019
Bus service is best for frequent downtown stops. An express LRT is needed to link commuters from West Hamilton/Ancaster/Dundas to Aldershot GO and by pass downtown Hamilton station. Build a LRT station at 403/Main St West overpass to feed directly to Aldershot GO. Build LRT in east Hamilton along QEW/Skyway to feed into Burlington/Main Go station. Building LRT through downtown Hamilton will do nothing but transport students from downtown to mcmaster...a very expensive transportation system which services a relatively small transient population. Why not build LRT across the Link corridor ? More useful to more city residents...	Noted
It is unfortunate the Eastgate stop could not be accommodated in Phase 1. This is a more logical end point / destination than Queenston,	Noted
A waste of time and money as the LRT will have to be subsidized.	Noted
Love what I see.	Noted
If you are doing this to attract people to Hamilton and to live in the downtown core and go somewhere to work using the LRT , then the only place of work this is designed for is , mcmaster University and going to Toronto to ride a slow GO train that goes from the James St station. They want high speed trains to Toronto. , Areas like Mohawk & hospitals, major employees are not on the LRT line. Neither is nay of the industrial areas or major shopping malls that employ lower paid workers who cannot afford cars and are dependent on a bus system that does not meet their needs. Come up with innovative ways to make a bus system work in the day and age that would benefit far more people than a system that is stuck on tracks and when it breaks down there is no road space left for extra buses on roads that will be congested with cars that cannot get from A to B if reduce the numbers of car lines that you are proposing. Nobody will go downtown in a car , the Linc which is already at capacity will be in gridlock most mornings and afternoons. So GOOD LUCK LRT planners	Noted
Temporary Park 'N' Ride Facilities. Should be created before/as construction begins. These facilities can used as a way to help reduce traffic during construction by getting drivers out of their cars. After construction these routes can be evaluated and used by the HSR to provide connections for the LRT. For Example: If a Park 'N' Ride was created at Middletown/Hwy #8 using the church parking lot (during weekdays only) commuters from West Flamborough/Cambridge could park and go direct to Downtown on an HSR shuttle. Similar ideas could be used in Ancaster (Brantford), Carlisle/Waterdown, Binbrook and Winona.	Noted, and passed to design team
I'm really excited for this rapid transit project. I think we need to spend some money on improving transit in Hamilton. I'm looking forward to implementing the whole BLAST plan in time.	Noted
As mentioned in one of my responses above, the current McMaster entrance on Main Street is dangerous, particularly to pedestrians and cyclists. It will become even more hazardous with masses of students and employees arriving at once if the platform is in the middle. I speak as a driver, cyclist and pedestrian user of this intersection. I actually avoid using it entirely at 5 pm when I am driving and heading West, it's so bad. If I am heading that way I exit the hospital parking onto King St and take Dalewood to Main and then head West. As a cyclist crossing through the intersection to head down to the rail trail, I like many other cyclists will cross with pedestrians. As a pedestrian I am always looking over my shoulder when walking South because I know the pedestrian crossing is not very obvious to drivers waiting to turn right onto Main. It's a mess.	Noted
I have concerns with the design at the QTC. I will send them under separate cover to Paul Johnson as there isn't enough room here. To begin with though, slide 16 cuts off the design at Rosewood which doesn't really make it very transparent what the full design is right now. The slide should have included the intersection at Queenston and Rosewood. In addition, blocking traffic from turning left from Bell Ave, Cochrane and likely Rosewood appears unnecessary when the route is not along that section and also appears unfair in what appears to be the addition of adding the ability of left hand turning for Tim Horton's patrons (a private business). Human behaviour is such that residents will likely change their pattern and come down Cochrane and use Tim Horton's lot as a cut through to turn left onto Queenston - an outcome that I think would be undesirable. Not sure also why we're providing a private business (Tim Horton's) with their own turning lane directly into their lot from the east	Noted, and passed to design team
Will left turns from signalized side streets be eliminated? I.e. Newton or Paisley? Will business access be restricted to right-in right-out?	Newton - yes; Paisley - no Yes

Comment	Response
I am not sure when or if the left wing council that we have in Hamilton currently will listen to the majority of the population on any matter much less this one we have far more pressing needs than lrt or some of the other hairbrain ideas they come up with i know we cant use the Metrolinx money for infrastructure but we could apply to use it for upgraded bus service which would follow with the blast plan that every keeps saying that supports lrt. Yes it does in sequence with other things how will the HSR replace the money lost on its only profitable route that is being replaced and Metrolinx taking the money??? Council needs to get its priorities in order before we chase the pie in the sky utopia that they seem to so desperately want	Noted
Feel very strongly about converting the one way portion of Main street to two way across it's entire length for 2 reasons  1) Helps with westbound vehicle traffic while utilizing excess lanes on Main 2) Clams Main street, making it more people friendly and eliminate the damaging expressway affect with one way timed lights.  I am a retired, ward 5 resident that drives everywhere. I fully understand LRT's transformative benefits when coupled with proper land use planning. I'm ok with a slower drive along he lower city to make our city so much better.	Noted
Would have liked to see the Social bikes identified as an option on the information board that mentioned bikes being allowed on LRT (part of the time). We need to promote using Social bikes during peak hours connected with the LRT;	Noted
I fully support the LRT project. As a resident of the South-East end of the Strathcona neighbourhood, I have one concern with the maps - it looks like there are no plans to convert Queen Street to two ways. Currently, to combat this when coming from Durand/Kirkendall or down the Beckett Drive hill, I cut over to Hess, then back West along King or Market St. In the new map, traffic will only be permitted to turn right from Hess to King. This will mean that I will either need to go several blocks further out of my way to either Locke St, or Bay. Please consider converting Queen St. To two ways along the entire street to facilitate traffic flow from the Queen St. Hill to Strathcona/the North End.	Noted
Stop this insanity the billion dollars is not real it's debt to us all stop this liberal madness. 100's of businesses will close 100's of full and part time jobs will be lost. The ridership is minimal on the HSR now. The proposed route travels the same as the existing bus route. Are you people nuts???? The city has done nothing to promote growth along king st. The tax structure in Hamilton is the highest in the province. This is cleansing in the true meaning of the word. What city hall is trying to do is illegal. By paying city employees to say things that they don't believe is not right. I say no Hamilton LRT	Noted
The idea of going north to the harbour only makes sense to connect to GO trains. Economically it would be better to go down Ottawa to The Centre and have a GO train stop at this location.  The line should go to Eastgate from the start...not an afterthought	Noted
Please just build it. . I am concerned that our politicians are trying to hold on to the city of the past. We need to make it easier to move around our city without using a car. We need more pedestrian only streets and more places for young and old to congregate.	Noted
I am personally opposed to the LRT. Hamilton is a unique bi-level city and cannot be compared to one level cities that have the LRT. I also do not feel it is a wise investment at this time. 1 million dollars/kl for 7-8 stops and I know there will be cost over runs. Also, I was told that the city HOPES the LRT will increase ridership but 2-3%. That is no a good return on investment! It also does nothing for the suburbs yet we all pay our fair share of taxes.	Noted
Keep up the good work, let's make this happen!	Noted
Nothing at this time.	
Parking needed at both ends of the line. East end in particular. If you have parking at Queenston people from the mountain could drive down, park and take the LRT downtown to attend events at First Ontario Centre, Art Crawl, Waterfront activities such as fireworks, etc. Perhaps parking could be considered for the west end as well. Without parking difficult for people from the mountain to use the LRT. This would help to ease congestion in the downtown core especially during special events.	No commuter parking facilities are currently planned

Comment	Response
I think it's important to allow commercial activities along the pedestrian-oriented corridor. Please don't make it only beautiful, but empty. A feeling of safety as a pedestrian comes when there are people on the street. We need that corridor to have cafes, restaurants, small retail shops, a flower stand, fruits and vegetables, etc. Theoretically the people most using the corridor will be workers going from one destination to another -- the workers will have needs. This could also be a vibrant destination point for tourists and residents. Please don't make it dull.	Noted
I think the LRT will be instrumental in drawing investment and people to develop the core to build condo units and shopping including work environments. If the stops service the core correctly it will be easy to travel in and out of downtown.	Noted
LRT is terrible. It take up street space. Rips up streets for vehicles for a long period of time, is still subjected to stopping for red lights and traffic accidents and is useless unless you live right on the line. We should have HOV lanes at rush hour for busses, Multi passenger vehicles and Motorcycles. The Busses should have a device that allows the lights to change so that they do not have to stop for traffic lights during rush hours. The technology now exists for such a system much better then a useless LRT.	Noted
<p>Please make sure you consider sobi in your design. It is an integral part of the transit network in this city.</p> <p>Prioritize economic development. Even above speed we desperately need to make this a tool which drives investment in our city.</p> <p>Re-align the bus network accordingly, ideally in a way that allows mountain residents to access the LRT. Their political support is essential.</p>	Noted
The proposed level crossing between the CPR and LRT at King and Gage area. I don't see the need for grade separation here. The CPR rolling stock volumes through this intersection, I feel, would not impact the LRT operations at peak times. Use the money to extend LRT corridor east to Queenston traffic circle.	Noted
I hope the city looks at this opportunity as a time to address derelict buildings for expropriation and forced selling of property because without that the transit ride from Ottawa street to downtown Hamilton will be quite dismal and very unpleasant.	Noted
Bring it on! I live and work in this city. I own property here. I will soon own a business here. I can't wait for LRT.	Noted
Amazing project!	Noted
It is a major concern that your system will not provide adequate parking for people using the LRT. That's why the east gate location makes sense. In 40 years living in the Hamilton area I have never used public transit. If I have to worry about parking than again I will not be using the system. Provide me an incentive to use it and I may try it. But not if it becomes to difficult a chore to use. Keep it simple works	Noted, and passed to design team
<p>Studies show that the people who live/work downtown are the ones most likely to shop and use facilities downtown. All this barking about lack of street parking is coming from people on the outskirts and up on the mountain who want to be able to park easily, right in front of the 1 store they visit twice a year downtown. People who do not take transit regularly should not get the same vote as people who use it regularly. I don't want to be exclusionary, but the opinion of the people in the burbs who only use downtown streets to access the 403 are ruining city life for the city people who live in the city. The one way systems on king and main allow for through use and should be changed to make it harder for people to just drive by everything.</p> <p>Nobody wants traffic and congestion, but when you slow people down a little, they might just take a look around and find something they like.</p>	Noted
The LRT will permit investors, entrepreneurs, and scientists to travel easily from Toronto's Union Station to our downtown GO hub, and then on by LRT to mcmaster campus and Innovation Park. It will also permit mcmaster to grow as a school, with more students spending and living in the downtown. It will also allow citizens faster, more convenient access to businesses in the core and ultimately the east end and waterfront.	Noted
I know Westdale is considered spoiled, but we're not seeing a great benefit here - Westdale village is halfway between one of the larger gaps, and is looking at only 2 or 3 intersections to cross the tracks. Keep Westdale included.	Design at west end has been revised to address these issues - See EPR and PIC #2 info

Comment	Response
<p>Do our local councillors know how many zeros are in a billion \$? There are 12 = \$1,000,000,000,000. Figure out how much this is per meter to complete the 10 km. LRT. It is a ridiculous amount to spend on a project that has a goal of increasing east /west ridership from 6% to 8 to 9%. Hamilton's unique geography does not warrant this amount of money spent for a small proportion of our population. The entire mountain, and all adjoining towns are not going to be serviced by the LRT.</p> <p>How can councillors honestly support this when our city infrastructure is in such need of repair and investment. There is so much our city needs before the LRT.</p> <p>It is very short sighted for council to jump on this bandwagon just because the Ont. Gov't is funding a large portion of the construction phase. I pay both municipal and provincial taxes, I do not want my taxes going to such project. Has anyone figured out what the continued maintenance costs are going to be if built? Has anyone considered what will happen when we are hit by a major storm?</p> <p>Please, get your heads out of the sand and look at all of the things that are needed to keep our city services are maintained.</p> <p>Thank you</p>	Noted
Looking forward to LRT. I've seen what is possible with Calgary and Portland having experienced before and after in both cities. Hamilton has a huge opportunity to grow with this project.	Noted
The bottleneck at King W., west of Locke, where 5 current west-bound lanes are restricted to 1 will be disastrous to the city. Routing LRT south along Locke to Aberdeen, west to Longwood and north to Main will eliminate the need to build a dedicated bridge, eliminate the bottleneck, serve Locke St., reduce car traffic along Aberdeen and the main route will run near to the LRT barn.	Noted
<p>Concerned about Bombardier's delivery time and quality as they are not making a good impression with how things are being handled in Waterloo. There really should be another company as a backup or some clauses that allow them to be dropped. Even better if some deal was arranged so that two companies were splitting the load and if one were to lag the other can pick up the slack.</p> <p>Also concerned about the presto system and how charges are verified, dealt with and contested as their transfers appear to not be integrated and the team working on presto seems to be understaffed and under funded.</p>	Bidders will not be required to propose Bombardier vehicles
<p>I have a significant concern with the location of the planned 4 way "major intersection" at Cline Avenue in Westdale. The current proposal will draw considerable vehicular traffic wanting to go into Westdale Village onto a residential street that flows into a network of further residential streets. This flow of traffic makes little to no sense if the desire is to have traffic flowing into the Westdale Village (the heart of the community - and Canada's first planned community!) What makes more sense would be to have the planned 4 way turning intersection located 1 block east on Newton Avenue where traffic would run directly into the Westdale Village BIA (on King St W) and then traffic could continue directly onto Sterling Avenue (Newton turns into Sterling at King St), which would then direct traffic right into the McMaster University visitor parking. Knowing that a large proportion of visitor traffic going to McMaster University is coming from out of town and unable to utilize the wonderful LRT service, it makes sense to send them directly onto Newton/Sterling corridor. As it stands, the Cline intersection does not directly benefit the merchants of the Village and it turns a quiet residential street into a busy thoroughfare without any benefits to anyone, whereas a Newton intersection would benefit the BIA merchants who pay considerable business taxes to the City. As an owner of 3 commercial properties on King St West within the Westdale Village BIA, I know that the merchants of the Westdale Village BIA would be much more supportive of traffic being diverted into Westdale from Newton, as opposed to Cline (where the BIA would get zero exposure). In order to have a thriving business district, one must have vehicular traffic passing the doors of the businesses, and the Newton intersection would accomplish this directly, the Cline intersection would not. Having spoken to Trevor Horzelenberg at the AWWCA meeting recently, he noted that the only reason that the Cline intersection was selected above others was that it was the middle point between the McMaster and Longwood Rd stops. Being the random middle point between 2 other points does not necessarily mean that it is the logical location that makes sense for both traffic flow and community.</p> <p>If possible, I would like to be informed of the end result of this planning decision and in the case that the intersection remains in it's current location, what is the City going to do to ensure that the LRT does not have a negative impact on both the Westdale Village BIA merchants and the long-term residents of Cline Avenue South. Thank you for your time and consideration -, a resident of Cline Avenue South for the past 25 years.</p>	Design at west end has been revised to address these issues - See EPR and PIC #2 info
The land at the Queenston terminus should be more carefully used. Maybe the plans are still preliminary, but I would rather see the transit hub as part of the ground floor if a multi-purpose development. A transit terminal, some retail, and maybe several floors of residential and/or office space could be incorporated into this station. It would eliminate the "train to nowhere" rhetoric and anchor the east end of the line.	Noted - designs are preliminary

Comment	Response
<p>I completed this survey solely with the goal of making this particular suggestion - it's not an afterthought. It's my main contribution.</p> <p>The Cline Street plan is not thoroughly considered. Currently the Dalewood and Haddon interchange works for Westdale, especially given the sporadic nature of the volume of cars and the lack of permanent residences on this street. The area has already suffered degradation due to traffic volume. Your plan to change the entrance/exit to Westdale to Cline does not appear to have considered several things.</p> <p>1. The crossover to Ainslie Wood is useless at that tree (even allowing for a zigzag) because it's too much of a maze through that neighbourhood to get to the actual Ainslie Wood neighbourhood. Cline south of Main is essentially a different neighbourhood and doesn't integrate with the rest of the Ainslie-Wood neighbourhood.</p> <p>2. Cline north of Main is still about 45% permanent residences and this traffic pattern will put the death knell to that street. An equally significant problem is that Cline at King is a dangerous intersection given the curve in King Street.</p> <p>I am quite in support of LRT in general, but this stop is ill-conceived and reflects a serious lack of understanding of the dynamics of the west side of the 403.</p> <p>I think it's worth seriously considering maintaining the two turning intersections - Dalewood and Haddon, making one of these an actual stop.</p>	<p>Design at west end has been revised to address these issues - See EPR and PIC #2 info</p>
<p>I have attended many LRT public meetings since 2008 and am thoroughly impressed with the results!!! THANKS TO ALL</p>	<p>Noted</p>
<p>Nope thanks for including those of us who could not attend.</p>	<p>Noted</p>
<p>Bike lanes should be included wherever possible.</p>	<p>Noted</p>
<p>I am a newer resident of Hamilton, and a good part of the decision to move here was because of the city's potential - including the LRT. I fully support this ambitious vision for Hamilton!</p>	<p>Noted</p>
<p>Keep the same fare structure of the current HSR including the disabled access</p>	<p>Objective is to integrate fares with HSR fares</p>
<p>I think the LRT is unnecessary and huge waste of money that should be spent on employment, the environment, health etc.</p>	<p>Noted</p>
<p>Planners should visit Vancouver and see how well planned out that city is with respect to bike lanes, landscaping, public transit.</p>	<p>Noted</p>
<p>I firmly believe the proposed LRT is not necessary, will be disruptive and will not improve transit in Hamilton in any way. There will be no extra growth along its corridor and it will only hinder any future development. The proposed LRT corridor already has good bus service. The money would be better spent on improving transit to outlying areas that have very poor bus service. This may actually encourage more transit users. Furthermore, the money from the province is not free; taxpayers will have to foot the bill whether at the municipal or provincial level and we cannot continue to pay more and more taxes. It's unsustainable.</p> <p>Another important point to consider is the fact that when Highway 403 is closed due to accidents the traffic overflow goes onto Main and King Streets. How will this be impacted by the LRT? Only worse.</p>	<p>Noted</p>
<p>I am definitely in favour of building the LRT system. The McMaster to downtown sections is a must for all the students to use.</p> <p>The James line to the Waterfront is also a very important section with the improvements along that street and the waterfront development.</p> <p>I would like to see a line developed that at least reaches the top of the escarpment. Better yet to extend it to the airport or at least out to Mohawk Road.</p> <p>Then feed the mountain buses into the Mountain Line.</p> <p>Build the east line in the future to the Queenston Traffic Circle and beyond to the Eastgate Mall.</p>	<p>Noted</p>
<p>I am a HUGE supporter of LRT. A great opportunity to build this city and attract investment.</p>	<p>Noted</p>
<p>Please make the stops attractive e.g. Don't make them look like John and Jackson or King and James</p> <p>Also, please do your best. This is the single most injection of money in public transit and if this doesn't go well, there goes any more investment (e.g. Buy-in from residents/councillors of Hamilton) for public transit. They will continue to only want lackluster public transit (e.g. HSR).</p>	<p>Noted</p>
<p>Do not let LRT happen!!</p>	<p>Noted</p>