

APPENDIX D: CONSULTATION REPORT

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





Comment	Response
Get 'er done!	Noted
Terry Whitehead, Donna Skelly, and Chad Collins should all resign from public office and move to Mars. I hear Elon Musk is looking for people...	Noted
Eliminate vehicular traffic (emergency & delivery only) in the International Village between Wellington & Mary St. Make Wellington 2-way north of King St and route through-traffic along Cannon. Upgrade Cannon accordingly. Pedestrian traffic only in International Village will make it a destination shopping area.	Noted - current configuration maintained to provide access to south side businesses
<p>Changes to accommodate vehicle flow should not include shifting truck routes or adding capacity to other streets. Changes should include 1) REMOVING THROUGH TRUCKS from city streets 2) TWO-WAY CONVERSION of Main Street along its entire length. These 2 measures will help alleviate concerns around westbound capacity.</p> <p>- Official LRT messaging (ads, press releases, etc.) Needs to begin. Wrong info fills the void.</p> <p>Printable form has comment section for Main West bike lanes question: I support the accommodation of cycling on all city streets. Lanes should be bi-directional, on one side of the street, protected by a curb, and painted green. Lanes should continue across the 403 with a signal for safely crossing the 403 off ramp</p>	Noted, and passed to design team
I love LRT	Noted
Good luck!	Noted
Priority should be placed on extending LRT eastward to Eastgate Square, and then westward to University Plaza.	Noted
Ongoing ability of city to easily access and maintain water and sewers needs to be guaranteed	Noted
All of the literature regarding LRT shows that there is NO benefit to the community long run and that the continued expense of maintenance is a substantial burden to the community. Hamilton cannot afford this continued increase in cost. Investing in transportation is needed; however, this is NOT the way to go.	Noted
<p>I have a serious concern about the plan to make Cline St a major through street with a full crossing at Main Street:</p> <ol style="list-style-type: none"> <li>1. The present traffic pattern into and out of the Westdale business and residential areas with a left turn from Dalewood on to Main and a left turn from Main on to Haddon works very well. Both one-way streets only have one side of residential housing, with the other side the school grounds. There is no reason to change that: The one way traffic pattern works well !</li> <li>2. Cline has residential housing on both sides of the street.</li> <li>3. While there is two-way traffic now, there is very little traffic. Forcing both, the eastbound Dalewood traffic ( on to Main ) and the Northbound Haddon traffic ( from Main ) onto the narrow residential street of Cline, will be a disaster for the residents there.</li> <li>4. Right now the intersection where King traffic turns onto Dalewood works well; the intersections where the Haddon traffic goes onto King is already difficult,. But where Cline crosses King St is a very tricky crossing, because King St curves there and Barclay St also goes into King Street there, making it a very difficult 5-street intersection and very tricky traffic flow into and out of the Westdale business area. By making Cline the major 4-way intersection at Main Street, Cline at King St will become a major intersection with heavy traffic flow into and out of Westdale. This is illogical and unreasonable. I can only assume that the LRT planners did not look beyond Main St and consider the consequences of Westdale traffic flow on King St and Cline.</li> </ol>	Design at west end has been revised to address these issues - See EPR and PIC #2 info
I lived in a city when it had lrt installed. 5 years of pain in the ass for 50 years of quality of life and civic pride. Don't let the Luddites win, please.	Noted
When the time comes i'll be very interested in the change in the other HSR routes that will feed the LRT and hopefully not parallel it most of the way. Commute time to Burlington is one of the reasons I do not use public transit on a daily basis	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
I think this is an amazing project. Thank you.	Noted



Comment	Response
<p>Would someone from the City brain trust tell me exactly why the LRT WILL IMPROVE MY QUALITY OF LIFE. My community has been allowed to turn into a student Ghetto with overcrowded houses, garbage all over, loud, drunk students taking over the streets, among other problems. Shame on you people for wasting hard earned taxpayers money on this LRT CRAP. I am not a developer, in construction, or have a cushy City job that will never end. Once again shame on the politicians in this city and province. I want a referendum on the LRT. This comment form was poorly written and is totally biased toward the LRT being good for my family. I live in Ward 1, West Hamilton and will never use it. WASTE, waste waste.</p>	<p>Noted</p>
<p>LRT pamphlet : "Highway 403 to downtown. King Street will have one lane of traffic in each direction plus the LRT line." I read this as 1 lane on King plus 4 lanes on Main going EAST (total 5 (FIVE)) but only 1 (ONE) lane on King going WEST. There is the same amount of traffic going east and west, just at different times of the day. This imbalance of traffic between east and west is unacceptable. Just a reminder a third of Hamiltonians work outside of Hamilton and they need to get to the 403 in the morning.</p>	<p>Noted Traffic issues addressed in detailed traffic report</p>
<p>I love the idea-I hope that we will be able to incorporate the outer areas of Hamilton into the LRT system or at least upgrade the bus service. Too many people from the Mountain insist on driving their vehicles downtown and then complain about the bike lanes increasing their commute. If more buses were available, some of these people would take the bus; it's relaxing and cheap. LRT will hopefully change the perception of public transit to something that is acceptable and not just for those who cannot afford a vehicle. Keep up the good work!</p>	<p>Noted</p>
<p>I am against the LRT I think it was going to make a mess of our city and we would be better off with more electric and natural gas buses once that's all in place then start looking at trains</p>	<p>Noted</p>
<p>Just as the public meetings gave the public no opportunity to say no to LRT. This online survey was just as pathetic. I have no faith. In the city's ability to control the irrationality of Metrolinx or Bombardier (God forbid Bombardier is contracted for anything. Their track record is appalling). Hamilton council has been involved in too many recent fiascos (Pan Am stadium, Constant refurbishing of Gore Park, Barton St. And now an LRT that does not make sense in any way, shape or form.</p>	<p>Noted</p>
<p>Just disappointed it is not coming out to Eastgate.  My concern if it is not build now and 5 to 10 years it will have to be built and cost us 5 to 10 times more and those that are naysayers will have left a very poor legacy</p>	<p>Noted</p>
<p>We don't need LRT. More beeline and A-line</p>	<p>Noted</p>
<p>No LRT in Hamilton</p>	<p>Noted</p>
<p>Look at getting Alstom let cars as this is what Ottawa is doing. Apply for additional funding from the feds to extend the line to Dundas and the Centennial Go Station planned. And a extension up the mountain.. There is more money available-why aren't we going for it and spending some of our own?? We spent 150 million on the RHE and 50 million on THF but aren't putting a dime into this city building project...</p>	<p>Noted</p>
<p>I am a business owner along the LRT track. The LRT will not benefit me at all, it will actually affect me negatively by diverting the flow of traffic through new routes. I like to think that I am an open minded person, but through all the talk about the LRT there have not been any facts to state the positive effects in bringing a LRT to Hamilton. It seems to be more for show than convenience. As a Hamiltonian there are other areas that need direct attention in terms of public transit. The city should review there decision and look towards the residents of Hamilton and how it will affect them directly, for the short term and the long.</p>	<p>Noted</p>
<p>Let's get on with this. This organization (LRT PIC) should lay out some lumber on the nihilist toadstools wanking on this amazing project.</p>	<p>Noted</p>
<p>This needs to be done. The naysayers in Counsel need to take transit for a week on the B-line during rush hour in the morning and the evening both ways then maybe they will understand the need for LRT.  I have been a transit user since I was a child. I have lived all over this city including parts of the Mountain and Dundas. The upper city and the suburbs are poorly served by transit, but they are also vast waste areas that don't lend themselves to pedestrians. You must include all modes of transit, the car will be obsolete in 40 years.</p>	<p>Noted</p>
<p>I love LRT and while I won't use it very often I know it will be a huge improvement for those who count on transit along that corridor, spur economic growth and attract millennials and younger people to Hamilton. It's not a perfect project but I fully support it. It's too bad it's not going into/through Stoney Creek in phase 1, that seems a major shortfall for east end Hamiltonians.</p>	<p>Noted</p>



Comment	Response
<p>Thank you for the opportunity to comment. I believe that it is a huge mistake not to continue the route, all the way to Eastgate Square. It will only cost more to build it out in the future. Many riders would have come from East Hamilton, and Stoney Creek. These would be new riders, who wouldn't even consider taking a bus all the way downtown, or to McMaster. The beauty of the LRT is the "RAPID Transit" part. I think the entire concept is to move people LONGER DISTANCES, rapidly. Why would you not include moving people from Eastgate, all the way across the city to the West End? That is precisely why the LRT would be great for the city, uniting the East and West ends of Hamilton. The current plan is good, but moving all the way to Eastgate would make it great.</p>	<p>Noted</p>
<p>Tell Collins , Skelly and Whitehead to STFU and get on with their jobs</p>	<p>Noted</p>
<p>My concerns are these. Access to highway 403 from King St.. My friends who have cars come from Mississauga, Milton, Oakville and Burlington to help me. Easy now with access from king to the exit to 403. The detour for car travel will get most of them lost and frustrated with all the cars that now travel on king street forced to use detours. Frustration for sure.</p> <p>A friend of mine took me what we thought would be the route after LRT by car to get to 403 it took us 10 minutes longer to get there than just driving down king like we do now. Add that to the cost of taxi travel and all the cars that will have to use it once the LRT is running common sense says this trip will take 20 minutes longer. I think how I travel now will assist you making decisions on the best option for the first light rail to go in. Put it on Main street from Dundurn to Eastgate .. Worry about linking McMaster later.</p> <p>Where I go as a tenant at First Place. Denningers for grocery and lunch on the patio in the summer with friends from out of town. They pick me up with my walker drive there takes 3 minutes. The other places I go to are .. Burlington a lot my son and a few friends live there. My family doctor is there. Taxi to highway 403 route now is King to Mary when the core is full of cars. We take York street exit then. Pain clinic, which is out McMaster way. Add the detour and the cost of that trip will easily double for me if not more. All the cars on King now will have to be in the detours. No way around that.</p> <p>People who I talk to from out of town that do come here won't want to. I have to think about moving before the LRT goes in which I don't want to do.</p> <p>For most people who use the public transit they can and I know from when I lived in Toronto walking the block from King to Main to take it is not a big deal. I would totally avoid King street with the light rail. How many walkers and or scooters can the light rail take at one time?</p> <p>Also take out the double stop signs on streets that are not one-way streets. Like Balmoral from Main to Barton street. As more people from other cities come to Hamilton this is a hazard.. Very dangerous really. Think about it on a bicycle for example turn from Balmoral to Cannon and of course you would be on the far left side of the street as it is marked one way with the stop sign on both sides of Balmoral. Car turning right off Cannon onto Balmoral on a turning light without need to stop would smack into that person killing them. These are all over this city. With the detours from the need of the LRT this is very important to have the right signage on every street in the city.</p> <p>I do have a friend who lives on the mountain who picks me up takes me shopping up there. No idea what the detour will be to get Wellington from the front of this building after LRT goes in. Or the cost of a taxi when i do use that to get to stores on the mountain.</p> <p>I do not understand why you would not want people to use the King street access to Highway 403. I have talked to a few millennials who look at Hamilton for a place to live as cost of housing rose to not affordable. I asked why the mountain. Answer always is easy access to the highway. Not everyone who lives in Hamilton works in Hamilton.. Highway access is a must .</p> <p>I really do not want to move to the mountain so my friends can visit me.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>All LRVs are accessible and can hold several wheelchairs per car – more than the current buses</p> <p>Noted – and passed to the traffic department at the City</p> <p>Noted</p> <p>Access from King Street to Hwy 403 will be maintained and designs are being considered to maximize this access.</p> <p>Noted</p>
<p>As per my previous comment, there was a lot of language and terms that may not be easily understood by a lot of people. These types of comment forms should be presented in plain language with pictures where possible so that everyone has the ability to provide useful feedback.</p>	<p>Noted</p>
<p>I'm concerned that the LRT is being delayed, postponed and that provincial funding will be taken off the table. Don't let that happen!!! Hamilton is the best city in Canada and needs to keep moving forward! The LRT is the way to ensure our changing and growing population will have all of their transportation needs met.</p>	<p>Noted</p>



Comment	Response
<p>As in street, shared lanes are deemed technically feasible along James North, I think that technology should be implemented for the full route. It will be less disruptive to cars and pedestrians, and more flexible in stops. The city could then solve some of the traffic congestion problems that have been identified as being intensified with LRT such that these in street lines would operate well. Problems along King Street from downtown to Dundurn could be fixed (maybe remove some of the parking, add additional turning lanes at the King/Dundurn intersection, etc. This redesigned LRT could also replace more of the current buses, besides the B-line. It would cost less and thus could be extended along the full B-line route. Fixing traffic delays would reduce the need for an express service and additional stops would make the new route more efficient and useful.</p>	<p>Noted</p>
<p>Please don't let the self-interest of a few, loud naysayers derail this process. Let's concentrate our energies on achieving the best possible outcomes and smoothest possible process.</p>	<p>Noted</p>
<p>Very exciting project for the city's future - keep up the great work!</p>	<p>Noted</p>
<p>It is vital that large parking lots are provided at both ends of the route. This is what they did in Calgary. Whether we like it or not, people in outer/non-route areas are going to have to get to the LRT line to use it and most will be driving.</p>	<p>No commuter parking lots are currently planned</p>
<p>I thought LRT would replace the Beeline, University, King, and Main Street buses from Dundas to Eastgate Square. It seems useless to make half a system, from the traffic circle to mcmaster only. The Beeline serves the intended LRT route well (and actually better). Beeline buses are not generally full, in contrast to the other buses mentioned, so just replacing a section of the B-line with LRT is not really a good solution (or any solution actually) to bus overcrowding along the route. This overcrowding and buses not stopping for passengers is the biggest problem with the current system. Due to the route and LRT stops, I really don't see how the problems with University and # 5 buses is being solved by the LRT proposal. What will happen to the B-line from Dundas to mcmaster, and from the traffic circle to Eastgate? Will there still need to be a Beeline service in addition to the LRT? With the extremely limited number of stops, I can see very little advantage to LRT compared to the B-line, except for moving some pollution from Hamilton to the are of electricity generation. It will not improve traffic or transit. Having finally seen the proposed design, I am very concerned about the effect on traffic flow along King street from Downtown to Dundurn, and along Main Street from Longwood to mcmaster. Current and natural traffic flow will be disrupted. Problem intersections (King and Dundurn, Main and Longwood, Main and Dalewood, Main and Emerson) will likely be made WORSE with the design. Given existing difficulties, it is irresponsible to implement a system that is know to make these worse. The plan along Main West will restrict travel to both Anslie Wood and Westdale neighbourhoods. Currently to enter Anslie Wood going west we can turn at Dow, Cline, and Bowman. The intersection at Emerson is to be avoided, and left turns at Cootes/Leeland are restricted. Under the new system, we will only be able to turn at Cline. There is already traffic concern in this area, as exhibited by the speed humps recently installed. As note at the recent neighbourhood meeting, the entry and exit points from Westdale to West Hamilton are along Dalewood and Haddon. These streets work well and have 4 lanes combined. Relocating this only to Cline will mean 4 lanes of traffic being forced to use 2 lanes. Neighbours have expressed that this is a narrow street unsuitable for this use. A full 4-way stop at Cline will mean a much longer light is necessary to accommodate turns in all directions, whereas the current intersections are only 3-way so people making left turns do not have to wait for oncoming traffic</p>	<p>Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.</p>
<p>Very enthusiastic to see this happen - and then the next step and the next!</p>	<p>Noted</p>
<p>I like the idea of the grade separation by Gage Ave</p>	<p>Noted</p>
<p>The Longwood Road EA, completed in 2013, proposed a separate bridge for active transportation and emergency vehicles as necessary. This would allow separate replacement of the existing Longwood Road bridge over Hwy 403, without disrupting active transportation, and providing emergency access to McMaster hospital. With the LRT maintenance facility proposed in the former CP lands south of the Frid/Chatham extension, it is even more important in my view to provide for this separate AT structure that could also accommodate LRT vehicle travel to and from the yard. Congestion on Longwood in the future may affect the ability of LRT vehicles to predictably access the yard over the vehicular bridge.</p>	<p>Noted, and passed to design team</p>
<p>I am anxious that Hamilton is once again going to snatch defeat from the jaws of victory and royally screw us all by continuing to signal our municipal immaturity and resistance to actually becoming "the best place to raise a child. " Let's get this built, &amp; do it well... Please!</p>	<p>Noted</p>
<p>I support LRT</p>	<p>Noted</p>
<p>Given the relatively short distance involved, and the fact that James Street North is so walkable, I would reconsider the number of stops keep it simple (James, James GO, Waterfront) and use the additional budget elsewhere in the project (enhanced mcmaster station? Kiss and Ride for Hunter GO? Gage park stop?). Using LRT on a local route like James North is overkill, and risks becoming the "Sheppard Line" of Hamilton - high cost low passenger count. It would have to be closed for most major events on James Street (parades, supercrawl, etc.) Limiting its utility. As for its waterfront terminus, it doesn't go to Bayfront Park or Williams/Pier 4. It really kind of drops you off just short of where you would want to go. Now that I think about this and write it out, maybe it's best to just take it to the new GO station and leave the waterfront plans for another day, once we have a clearer picture of what the waterfront will look like and where an appropriate spot for routing/station would be. Maybe it should loop around to Bayfront? Maybe it should head east and into the new waterfront district? But I think at this point there is a lot of uncertainty about the function and cost of the A-line LRT spur.</p>	<p>Noted</p>



Comment	Response
<p>My one concern is to make sure seniors have bus to LRT access to get to the Bernie Morelli Seniors / Recreation Centre. I firmly believe there should be a north/south Gage bus and seniors need to be able to catch the LRT rather than walk to Scott Park (it's a long way for a senior -- and a Mom and toddler for that matter) Thank you for all your good work on this project. Please don't let the naysayers get you down. Hamilton needs this project to kick start it's complete streets along the LRT corridor.</p>	<p>Noted</p>
<p>If council holds a referendum to reverse its decision for LRT, I will be deeply disappointed in my city's leadership. LRT is a good idea and we can't give up on this!</p>	<p>Noted</p>
<p>Why is car traffic changing direction. How many walker, scooters fit on a lrt Why is Wellington street becoming inaccessible to car travel from First Place or anything between here and Victoria. That detour will have us in cars a lot longer than now.</p> <p>This change alone will cause a lot of impact on the environment due to all the cars that now need to travel on King St being detoured away. To get back to King street. Example where I live a lot of people shop at no frills take a taxi there and back or a friend drives them with their walkers. Also use a laundry service like I do that is just past no frills on Main St. This is a \$5.00 taxi trip now.. Right now the laundry is free pick up and delivery the change in flow of cars might not even have time to come here. Why well to get here he will have to drive to Sherman turn left on Cannon go across the Catharine up the King and back to First Place. At the moment the street there runs from King to Main. Which is the route.. Same with taxi from no frills take Stinton to get back to King. Not after the traffic direction on King changes.. I believe the way back will be the same as the laundry service. Denningers 260 meters from here. Detour due to change in traffic flow will turn that into a 1.5 km trip.</p> <p>I am disabled and use the taxi script monthly. I take a taxi to get it we go up Wellington and right on Hunter. Then I go to either Fortinos at Dundurn or Denningers. Cost is \$10.. After you change the direction of the traffic flow this route is no longer available. I suppose we will have to go to Victoria and around access Wellington from Cannon. Think it is two ways down there not sure. This will not only cost more but the impact on emissions will be great.</p> <p>After the traffic changes direction what will happen is access to the west end of the city McMaster hospital or highway 403 entrance is no longer accessible by car or ems from the down town core unless they are willing to detour which ems won't do. I have seen them with police escorts going the wrong way on Wellington to get a person to hospital fast. I face Main street.</p> <p>Why is LRT going on King street to begin with. It should be on Main street the able bodied people can walk that short distance which is a lot shorter than it would be in Toronto go get a street car .. I have asked taxi drivers about this new cost and the new routes expected detours to get pretty much beside where I am now.. And am told ::your joking`or omg nooooooo..</p> <p>For the laundry place I as well others have to drop off and pick up the laundry when the LRT goes in and the direction of traffic changes.. The taxi cost of the detour will be \$40 twice a month and with that we could just buy new and put the dirty ones in bags for landfill giving it to charity it has to be clean..</p> <p>The cost to get around will triple. For those who use taxi have to due to shopping bags to get home. When I was able to take transit I took it to the place I had to go and did my shopping and took a taxi home for assistance with all the purchases bags. Most people do this.</p> <p>It will be a lot cheaper to put the light rail on Main and leave King street alone.. I saw on city news last night that more people are driving to work because they have to. Not being able to buy a home in Toronto they moved far away like Hamilton and commute to work. This is up 4% .no way around it public transit does not always work. I used it to work in Toronto for years. Problem was working the afternoon shift the go train didn't go to get me there on time. So either wait in downtown Toronto for half a day for my shift to start or drive. Of course I drove when working the afternoon shift.</p> <p>Please is you don't just to Main street for the LRT and not &gt;king at least leave the traffic flow how it is now.</p> <p>Call the taxi companies ask like I did the drivers the cost of getting somewhere now and after with detours.. This ask them how many times they drop off or pick up anyone in the down town core. This will give you a great clue as to what the city need to easy car travel by those who move here from other cities..</p> <p>I know I won't be trying to shop in the down town core.. Nor will friends who come to see me now from out of town or the mountain ..</p>	<p>King Street will have tow way traffic between Victoria and Wellington, separated by the Wellington LRT stop. Access from Wellington to First Place will now be direct, instead of around the block, while access TO Wellington will now need to go around the block instead of direct. Return trip FROM Denniger's will be direct – 200 m</p> <p>Longer trips in one direction will generally be offset by shorter trips in the other direction</p> <p>King / 403 will still be directly accessible from Catharine west. Traffic east of Catharine will need to divert around the international Village and use York Street to 403 or return to King Street – this is being addressed in the detailed traffic assessments</p> <p>Noted</p>
<p>I STRONGLY support the LRT project. As someone who lives and works in the downtown core, I believe this is integral to the growth and prosperity of our City. However, the need for a complete street design to allow comfortable use by all users is imperative to making this a success.</p>	<p>Noted</p>



Comment	Response
The map with the integration of local bus just showed status quo bus routes. It is very important to understanding how LRT is going to function and benefit the entire community to have a good idea of the whole system with new integrated bus routes. It is also necessary to be able to judge if the stops are in the right spots and if any additional stops are required.	Updated information in EPR and PIC #2
I am one of those citizens who has misgivings about the LRT project. 1. One of the things I noticed on the "Consultation Board" at the Open House was the large gap in time between the initial considerations of BRT/LRT and the provincial announcement. .	Noted
In general I think it would be helpful for the public to understand that the B-line LRT replaces only the B-Line buses. If I understand it correctly stops on the current route, serviced by other bus routes, will NOT lose their stops? (The protests last week (last week of September??) Were held by the misinformed public.) These other routes will also have stops close to the LRT stops for those wishing to transfer to or from the LRT?	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
I was under the impression that accessibility would be possible with wheelchairs rolling straight onto the LRT (i.e. No kneeling or lowering of a ramp as currently required on buses). At the Concession Street event last August I was told otherwise. As the population ages more people will be in wheelchairs/scooters or just have trouble with stairs. Quick access would be beneficial. A BRT would be no different than the current bus system in this regard.	LRVs are full accessible with level boarding from platforms. Platforms will have accessible ramps
I know that running times comparing the BRT and LRT have been done. There should also be one comparing BRT and LRT run times where a rider in a scooter gets on or off at EVERY station. Not that we are going to have BRT!!	LRT boarding is significantly faster than bus, for all passengers
Move more one-way streets to two ways. One ways negatively impact the local businesses and make neighbourhoods less walkable and bikeable.	Noted
This project has the potential to be a major catalyst for positive change and growth in the City of Hamilton. Renewal is happening already but this can help increase density across the lower city.	Noted
Safety and convenience needs to be of utmost safety.	Noted
Don't rush this... Plan thoroughly	Noted
I am mainly concerned re the relocation of the turn at Cline Ave to Newton Ave to be of more benefit to the business community as the more traffic there is needed as to clogging the residential community around Cline Ave.	Design revised for final EPR and PIC #2
Main Street MUST be converted to two-way traffic!	Noted
Wished something of this importance was given to my attention sooner	Noted
Extension to Eastgate should be a priority.	Noted
I would love to see unique public art in the design, on sidewalks, station shelters, and urban squares/plazas along the route.	Noted
I think that this project is going to set downtown businesses back and force many to close their doors. The recent revitalization of Hamilton has been started by a lot of these small businesses and the ability of people both inside and outside of the city to access them. This project will not only put strain on those businesses from a logistical perspective but also by making it more difficult for people outside of the core to access them by car. I'm not just talking about people from the Hamilton Mountain. People from Stoney Creek, Dundas, Ancaster, Burlington, Toronto all access our city by car and have no easy access to LRT service. Slowing down traffic is a risky move for a city who has only recently started to draw greater attention and revenue from outlying residents. The tougher it is to get downtown, the more my entertainment dollars will be spent outside of the core and outside of the municipality.	Noted
Need a committee or persons who can assist the people who will be disrupted, rather than bouncing them between Metrolinx and the city	Noted

Comment	Response
<p>I question why we are forced to go with a design plan from Metrolinx based on a study we are not allowed to view or critique. The entire process does not seem democratic, even this public engagement session does not truly reflect the views wanting to be expressed by all constituents and seems to be pandering to those who support the idea of LRT with no care about the actual implementation, route or the effect it will have on the residents adjacent to the LRT line &amp; those who use King Street to access the 403 on a daily basis.</p> <p>I would prefer to review the study done to determine the King Street route or at least study moving the line to Barton Street. It could link up directly with major transportation hubs already in place like James &amp; Confederation GO stations, Centre Mall and Eastgate Square. Integration might be difficult, but there is only 1 hub along the King route (mc nab Bus terminal) and that transition was noted as being under review which is quite disappointing at this point in the design timeline.</p> <p>Barton could use redevelopment more than King Street &amp; the city population is already trending to the North with redevelopment of long abandoned &amp; underused industrial facilities are bound to be on the horizon.</p> <p>King Street is too narrow for the proposed route &amp; the concept of parallel one-way streets to move masses of vehicles is not uncommon, such as Richmond &amp; Adelaide in Toronto. Placing the route along King &amp; closing it to vehicles at the proposed section will cut off the most convenient access to the 403 for every resident South of York &amp; West of James.</p> <p>There is also the distinct possibility that ridership &amp; economic development along the route do not meet projections as the company that Metrolinx partnered with on the design is the same company that designed Edmonton's LRT that is plagued by slower than expected trains, traffic tie ups due to malfunctioning signals and running at less than 25% of the projected ridership.</p> <p>--- Hunter &amp; Hughson- is the reduction to 1 lane necessary? I would prefer a signalled pedestrian crossing across 2 lanes and/or a table top until it is determined how many pedestrians will actually use that crossing on a daily bases.</p> <p>-- The U-turn at cross streets-has this been used before on other LRT designs? Any data on how the effect traffic? Seems very inefficient at first glance.</p> <p>--Traffic study flow - please tell me this is not the only traffic study that has been done for planning if this route. Has projected traffic after residential &amp; commercial development along the route been taken into account? No money for adjacent road redesign also seems to be not a very well thought out idea. Is the city working on any designs or studies to compensate for the lack of funding from the Metrolinx project fund?</p> <p>--Moving more People board- reads "generally good, some congestion at peak times" what is this statement based on? Can we see the studies that lead to this conclusion, or at least get a description of what traffic studies have been completed?</p> <p>--has the issue with McMaster's sensitive electronic equipment been addressed? From the sounds of it, an electrified transit hub at the current location would render the very expensive &amp; rare equipment useless.</p> <p>--can we see any portion of the Metrolinx study on how the route was determined and any traffic impacts?</p> <p>--can a phased introduction of the system be considered? Maybe start in Westdale and run to James to see how vehicular, pedestrian, cycle &amp; transit traffic adjusts?</p> <p>--How will this project be tendered? Pre-qualified General contractors/engineering firms who will go out to public tender or will Metrolinx be accepting proposals from consortiums that include construction/engineering firms partnered with transit manufacturers and or designers/consultants? Will there be any requirement for bidders to be Canadian based companies and not just Canadian branches of foreign companies set up solely to bid on this project like was the case with the panam Games soccer stadium/Tim Horton's Field?</p>	<p>Noted</p> <p>Detailed traffic studies will be part of the EPR, and additional information will be available at PIC #2</p>
<p>Please, please stop council wavering and get on with building this. If we are to be "the ambitious city" ... The LRT has to happen!!!!!!</p>	<p>Noted</p>
<p>I am from East Hamilton and feel very strongly that we are not ready for LRT. Invest in HSR rather than LRT. Our council is inadequate to this right, its totally ridiculous to have it end at the traffic circle, and my list can go on. .Please mark this comment form as against LRT&gt;</p>	<p>Noted</p>
<p>The city should not go through the LRT. I do not feel there is much thought process about the changes being made even though there are numerous documents and studies. The changes on York between Aldershot and Dundurn Castle have caused a large amount of congestion for the few people that use the bike the bike lanes. There was a perfectly fine wide sidewalk that could have been utilized but congestion just increases with the mount of people that commute to Toronto or to GO stations. Toronto has shared sections of sidewalk with cyclists and pedestrians. LRT will not help with getting into the city it will just damage the little amount of businesses that have survived so far. Please do not make this mistake. There have been to many mistakes with many changes and wasting of money in Hamilton in that last couple of years.</p>	<p>Noted</p>

Comment	Response
Add a stop at Main and Macklin in West Hamilton	Noted, and passed to design team
I personally would have liked it if the B line continued all the way to Eastgate instead of building the A-line spur to West Harbour. It would integrate the areas of Stoney Creek, Winona more quickly into the rapid transit plan, and it would give a better east-end destination.	Noted
I would have like to see the King Street bridge rebuilt with the LRT using it with cars and peds instead of a new bridge for LRT. I would rather the trains used Paradise Rd to connect with Main St to better integrate the business districts of Westdale. I would like the King St. Bridge over the 403 to be re-built/modified to accommodate pedestrians and cyclists better. The on ramp to Toronto bound traffic from King St (westbound) is extremely dangerous for crossing at the present time. It is very difficult to predict the behaviour of motorists in 5 lanes of live traffic when attempting to cross the unsignalled highway slip.	Noted
I want this transit train, as long as it stops at Wellington Street. Victoria is too far to walk for the seniors who need this service at that corner.	Stop relocated to Wellington
The shutting down of king street through the tight corridor is a poor decision. Keep the line on main and encourage pedestrian traffic through the King corridor. Traffic has been building these last couple of years and I do not think that current drivers of cars are going to change their ways. While I work in Hamilton, the proposed stop puts me 1 km away and in inclement weather this is not a good choice, meaning I don't foresee myself being an avid user of the system. Yes we need modern accessible transportation, but I am not sure that this is the best alternative for the City of Hamilton.	Noted
The proposed U-turn at Longwood, (Longwood option 1) in my opinion would be a disastrous idea to an already busy intersection. Cutting the left turn from Paradise would only exacerbate this traffic. In addition, Longwood option 1, would also bring a great deal of traffic from the east side of Cootes Paradise School, Westdale North, through the residential streets as cars spill over to Macklin to avoid Longwood. I also do not believe that Cline is a large enough street to handle the traffic.	Revised design eliminates U-turn at this location
The City already has a depot at Wentworth and as such I do not believe the Innovation Park land for Intellectual Development should be used for this purpose. Possibly look even further east closer to Mohawk College for student internships.	Wentworth location was considered and not selected due to distance from corridor and residential environment for connection
I believe the route should go from the go station to the airport and buses should feed this from the east and west	Noted
I disagree with the traffic flow proposals where there are such large distances between the traffic that can flow across the tracks. The A-Line is a waste of money. Instead of building a glorified street car that cannot even travel the entire route, build a BRT lane that can allow for the buses to reach their destinations faster and easier for people who cannot travel very far. The transfer from 1 A-Line to another is ridiculous and poorly thought out. The reduced crossings is ridiculous because we want walkable communities to promote local shopping and public health with access to parts. The LRT should not divide the city and your plans shows a large division. During the session I attend the HSR rep suggested the local bus routes such as the 1 King and the 5 Delaware would be diverted away from the LRT. I believe this would be an issue because the number of transfer points and distance between stops reduces people's want to use the service. This could entice people to stay in their Single Occupancy Vehicles.	Noted
Consider 2-Way conversions of North/South Streets to improve traffic flow: Bay, Catherine, Wellington, Victoria	2-way conversions are an issue for the separate Transportation Master Plan
Wheelchair accommodation	All LRVs are accessible, with level boarding from the platform
Not going to Eastgate in Phase 1] seems rather senseless to only go to Queenston. Take a look at Queenston area. People will not want to park there and travel west.	Noted
I am a long-term and loyal user of the HSR, both when I lived in Stoney Creek and since i've lived in Dundas. Public transportation allowed us as a family to have one vehicle. I use the bus even though it can be crowded and sometimes uncomfortable--it's bargain, relatively safe and less stressful than contending with distracted drivers. I believe we have a fairly adequate system both in frequency and coverage--above all, bus routes are flexible and allow for re-jigging of routes and times	Noted
retirement villages, maple Leaf Foods, bakery workers, Binbrook Areas	Noted
Adding U-Turns at Locke, Wentworth	U-turn added at Wentworth



Comment	Response
Aerial ropeway transit up the mountain	Noted
After spending all this money, is it really going to get people out of their cars?	Yes, some - details in EPR ridership report
An alternative to having to walk between Hamilton GO and the B-Line, should it not be serviced by the A-Line, is to provide an accessible shuttle option, such as the Harbourfront train that runs through Bayfront Park, which could be promoted as a tourist attraction as part of the rail experience in Hamilton. Payment for this option could be included within the current HSR fare models. (Some sort of accessible option will need to be created, regardless, as there is currently limited connections for people who require mobility assistance, which defeats the purpose of building an accessible transit network.)	Noted
As I mentioned, the currently placed MacNab Terminal isn't really conducive to integration with the B-Line, and currently has a significant number of buses turning in that would need to cross the LRT tracks. Instead, I recommend moving the terminal to Jackson Street (for those buses servicing the mountain, entering off John and exiting onto James) and Main Street (looping via Hunter) for those buses that need to be redirected West. This will integrate them into the proposed pedestrian corridor on Hughson Street, and will break up the walk visually so that some may not realize the full extent of the distance they're actually walking. (If the A-Line serviced Hughson St., then only those going through the downtown core, such as the 5 and it's variations, that would pick up/release it's passengers on Main St. The remainder could be serviced on Hunter St. Or by Hamilton GO station.)	Noted - revised design will reduce or eliminate bus crossings of LRT
Better HSR connections to McMaster/Queenston Terminal: Express routes to the Mountain/Dundas and improved connections to Waterdown/Stoney Creek/Winona and Ancaster.	Bus routes to be re-configured to complement and feed LRT. Information included in EPR and PIC #2
Between Mary and Wellington - King St thru International village is too narrow for cars and LRT with no future parking you will kill those businesses and create traffic jams	Parking replacement will be addressed in detailed parking study
But I hope pedestrian amenity and safety (and sense of safety) is maximized, especially as traffic in many places will now be adjacent to sidewalks where previously parked cars provided a physical barrier. LRT success depends on excellent pedestrian spaces.	Noted
By 2024, we will likely be in a period where conventional or crude oil is unable to provide adequate fuel for modes of transport, especially automobiles. Don't forget, unconventional sources of oil such as Tar Sands and Shale oil (tight oil) require huge injections of conventional oil to be usable as fuel. Since 2002, energy companies have doubled their expenditures on oil exploration which has yielded significantly lower amounts of oil discovered. This has become quite significant since 2011. In 2015, oil exploration efforts have yielded 2.7 billion barrels of oil. We consume 32 billion barrels annually. This year, as 1 August 2016, we have found 750 million barrels. Light rail provides a baby step in being able to run our society on much less energy. Electricity used in overhead wires is a lot more efficient than running on batteries.	Noted
Concerned about distance between stops for mobility-challenged riders who have to walk greater distances between stops than currently serviced by HSR	Stop added at Gage Park; bus service to remain on Main Street West
Concerned about contracting SNC Lavalin. Bad reputation	Noted
Connector from Gore Park to Hunter St should be car-free	Noted
Contingency plan in the event an accident stops the LRT for an extended period of time is one of my concerns	These types of plans will be developed by the private operator prior to opening
Distance between stops too great for people with mobility issues, especially during bad weather.	Stop added at Gage Park; bus service to remain on Main Street West
I thank you for your time and effort in trying to balance the needs and desires of such a diverse community such as ours.	Noted
I'd also like to see that the LRT network can also function as a traffic bypass for emergency vehicles, similar to the design on Spadina in Toronto. (St. Clair has center poles for lighting, making the lanes too narrow for emergency vehicles.)	Parking and loading areas will be accommodated off-street

Comment	Response
If single stage crossing across Main St - rather than double stage - light will have to be much longer to allow for elderly/disabled etc	This has been considered, and split stage crossings will be provided where necessary
If there is a possibility to simplify or align traffic flows/directions, through the section of King which is 1 lane, it would be great with the portions one lane east and west and others one way west, it appears confusing.	Noted, and passed to design team
Integrate every aspect of the design and operation	Noted
It is possible, at some expense, to make it possible for double decker GO buses and LRT to pass under the tracks at Hamilton GO station. Simply lower the street level at the underpasses, and lower the level of the bus terminal inside the GO Centre so vehicles can turn in/out safely. This would mean extending the slope outward on both James and John streets to ensure a safe grade for braking vehicles, and may inconvenience some property owners in the affected areas. (Sidewalks would not need to be affected, but railings would need to be installed.) This could allow for future expansion of the A-Line south to Mohawk College.	Noted
Lights at Montgomery Park	Noted
Looking forward to the economic up lift	Noted
Looking forward to the LRT in Hamilton!	Noted
LRT has limited benefit. Only people living and working very close to LRT stations will benefit and this means that only a tiny percentage will find it worthwhile.	Noted
Main St 2 way conversion should be high priority to make this work	Traffic circulation details are provided in EPR traffic reports - Main Street conversion is an issue for the separate Transportation Master Plan
Metrolinx is out of city -- they could care less about problems	Noted
More access to LRT	Stop has been added at Gage Park
More bike parking	Noted
No mention anywhere of who operates the trains, unionized or not.	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.
No point in terminating at Queenston because there is nothing there. If there is not enough money, wait until it is available	Noted
No sheltering roofs?	Noted, and passed to design team
Park and rides at outlying stops to encourage people from outlying areas (intermittent or no bus service) to park at the end of the line and ride the LRT especially for sporting and arts events and downtown workers who currently drive	No commuter parking lots are currently planned
Personally, I'd like to see that crossovers are installed at every station or 1 for every kilometer of track, whichever is greater. (Crossovers should only be installed at stations.) This will allow flexibility in the system for inevitable traffic accidents, emergency closures, and the possibility of "bunching" caused by weather or other delays.	The private operator will be responsible for developing a detailed LRT operations plan, including the location of cross-overs
Please add how mountain people who drive downtown do so after the LRT is installed	Traffic details provided in EPR and PIC #2
Pleased to see that there will be a wide pedestrian walking zone mentioned;	Noted

Comment	Response
Replace A-line with buses	Noted
Seniors will not be able to walk the distance between stops	Stop added at Gage Park; bus service to remain on Main Street West
Should not have any contracts with SNC Lavalin -- they are crooks.	Noted
Show decisive leadership. Make it happen. Do it right. I am behind you	Noted
Thank you for the opportunity to comment.	Noted
The A-line section is essential	Noted
The underpass at Gage Ave area seems disturbing with flood risks regardless of pumping station	Detailed-design will address these risks
This open house is a joke and an insult.	Noted
This questionnaire is unfair. It gives you options on LRT changes not whether the LRT is desirable or necessary. Jane Jacobs would scold the designers.	Noted
To make Hamilton citizens want to use the LRT it will have to be attractive and comfortable. The whole enterprise will be chaos if the signage and access is limited.	Noted
Turn car dealership at Caroline and King into a parking lot	Noted, and passed to design team
Unless the LRT goes to Eastgate, it just isn't worth building	Noted
Until investigations are over with results, we should not move forward	Noted
Use Transportation Master Plan which shows buses and Added enhancements to get to LRT *concerns in Grimsby*	Noted
We need a vote on this LRT. This night is a waste of time. Looking at pictures doesn't tell me anything. I thought we were having a discussion not a picture show.	Noted
What about seniors and their walkers? - the stops are so far apart. There has not been enough clear thinking going into this - the Liberals have \$1B carrot in front of City Hall and some bit	Stop added at Gage Park; bus service to remain on Main Street West
Why invest in streetscape when the roadway will be ugly with tracks, poles 100 meters apart and electric wires. No amount of streetscape can detract from the ugliness of this 40 year old technology.	Noted
With less than 1/3 of the population living below the escarpment, why build an LRT to service a route that is more than adequately served by the 'B' Line? Hamilton needs LRT as much as Alberton needs a Subway system.	Noted
You have compromised pedestrian crossings at all places in proposed route. Pedestrians will cross anywhere they want just to cross the street in a time efficient manner. They will not walk 3-4 city blocks to cross a street. You should walk the city more often to see this.	People without mobility aids will be able to cross the alignment at any location. Accessible crossings are located an average of about 250 m apart
Last but not least 6-7 years of construction/disruption is far too long to expect individuals and businesses to endure	Noted
When will the higher order pedestrian corridor along King and Hunter be designated?;	GO Pedestrian connection details in EPR and PIC #2
Councillors are not convinced this is a better system (a concern).	Noted



Comment	Response
Are you people serious What are you thinking? Bring this city up from the mud and get buses running into more areas of the city and this includes outlying areas that are a part of Hamilton without any of the perks of living in the city proper	Noted
Certainly, one of the advantages of the train would be accessibility: it is awkward at best for chair-bound customers as well as for HSR drivers to lower buses and ramps. Still, drivers are patient, and bus users are, too. The train with its level access would be great, I'm sure, both for the physically challenged as well as for parents with strollers, the elderly with carts, etc. However, the train will be functioning more or less as a B-line--stops will be fairly far apart and this counteracts some of the advantages of accessibility.	Noted
City council is basically selling its street so	Noted
Concerns about accidents of bicycles, skate boards etc crossing track	Noted
Fastest growing area -- Hamilton Airport -- this line should be first priority	Noted
I hope there will be a recognition of the history of international village before it dies, which the proposed plan will do.	Noted
I moved from Dundas to Gage Park area 11 years ago. Lovely area, but I know the people in the north of this area are the 'real people' who need the transport of busses not LRT	Noted
I strongly support LRT in Hamilton and want it built	Noted
I thought the LRT was moved from middle of the street to side. Now it's back to the middle of the street again. Cars do not stop even for school bus with lights flashing.	Noted
Integrated bus stops	Noted
Keep the public informed on cost, design	Noted
No opportunity to speak publically to all these attendees. I wasted my time and effort	Noted
OMSF - suggest using the west end of the TH&B / CP rail yard - accessed via the abandoned right-of-way off the former TH&B to Dundas -- which runs from Main St W at Cootes Dr / Ireland ave -- and goes southeast over the 404 to the Rail yard. This way the longwood Rd Bridge is not needed for LRT Tracks.	Noted
Please look at moving King/B-line bus off LRT route before and after construction. This would help bus users and drivers feel less construction pain	The private consortium responsible for design and construction will be required to develop detailed construction management plan
Same fee structure from bus to LRT to bus -- should use the same transfer system (with a time limit for using transfers)	Objective is to integrate fares with HSR fares
Spur to new facility at MIP needs very careful planning in order to accommodate cyclists	Noted
Taxi business will love you!	Noted
There should be a referendum.	Noted
To improve traffic flow, the bikes lanes on Cannon St should be removed and replaced with bike lanes on York Boulevard ie Main St traffic EB and Cannon st WB	Noted
Where is the option to say -- we don't want the LRT -- by offering only choices to the proposal you don't give citizens the right to say NO LRT. It will be too disruptive of traffic and business. Ride the B-Line Express -- it presently serves the community well and is not disruptive of traffic or business.	Noted
I'm wondering if identifying the potential negative consequences of Hamilton not taking the money for LRT on future provincial transportation project (e.g., Brampton) could be an effective strategy in discussions with councillors, residents, and business still against the LRT project.	Noted

Comment	Response
Also not in favour of building an underpass on King between Ottawa - Gage by the CN Tracks -- really! Have you seen the flooding at Kenilworth's underpass regularly? This seems like an 'overkill' method to solve a problem with CN. A very costly fix to the city and the residents in that area.	Noted, and passed to design team
I think the fewer stops as compared to bus service will present accessibility issues. I think this strongly supports conversion of Main St to 2 way traffic with enhanced bus service on that route or more shops need to be added on King route	Noted
I wonder, too, about ridership--my experience has been that the bus is not used by the full range of our demographic--and it is a bit of a guess as to whether or not this will change.	Details are provided in Ridership report Appendix to EPR and PIC #2
If this city is so sure people want it then they should have a referendum and truly let the population speak.	Noted
Increased number of student at Columbia	Noted
It is a monopoly council is inviting to the centre of our city	Noted
Ped bridge clearance @ Sheraton may be critical	Noted
Streetscape details are not important compared to the logistics of traffic and LRT train movement. These details can be done once construction is complete.	Noted
The 1 billion \$ of taxpayer money is much better being spent on other issues.	Noted
This form asks us to tell you where things should not be improved. This is not a good way to improve things.	Noted
Where is the informative discussion?	Noted
Why is this form not double-sided? Shame on you Hamilton!	Noted
You have already spent a large amount of taxpayers dollars and a lot more will be spent before shovels get in the ground and there is only speculation that LRT will achieve its goals	Noted
I also share the opinion of many others that not completing the line through to Eastgate is a mistake--it's mystifying that we are being forced to accept a connection to GO near the harbour and a new bridge across the 403 (and, recently mentioned, a spur line to a new maintenance yard)--for all of which there is money available. Isn't Eastgate very near the GO extension? Also, there were be an enhanced pedestrian corridor to the Hunter Street GO station. As friends said who were nearing the end of a renovation, if we don't have the trim and painting done now, it's not going to get done.	Noted
I am also very concerned about how few safe pedestrian crossings are contemplated	Pedestrian crossings, including pedestrian signal, stations and signalized intersections, average approximately 250 m
Looks like I need to move back to Dundas.	Noted
LRT is the least sharing element of the road traffic picture. They'll take their piece and everyone else can have what's left -- cyclists stay away!	Noted
Part of any referendum has a section that asks if they bus or drive preference should go to bus users the cost will be too much for the 100 thousand poor who live here and cannot afford the bus now	Noted
Possibility of new student dorm on Traymore [?]	Noted
Streetscape elements are all important -- why should we have to de-prioritize any?	Noted
Concern re: how quickly trains able to stop if students cross at not crosswalk areas	Noted

Comment	Response
Currently I can hop a bus from University Plaza in Dundas and travel to Eastgate in about 40 minutes if I take the B-Line. However, I have the option to take the Delaware across town, stopping with many choices of locations, or the King 1 which travels through Westdale.	Local services, except B-Line, will remain
LRT's fail in show cars can crawl (?) -- see Toronto	Noted
Public transit must be very attractive to use for people who now operate cars to switch	Noted
As a taxpayer I'm concerned about the cost of maintaining LRT and our current bus system.	Noted
Hamilton has a unique geography which will make it difficult to expand train service north and south.	Noted
Concern re:noise near hospital with new terminus	Addressed in EPR and PIC #2



Appendix D-1.F: PIC #1 Panels

*Next page.*

---

# Hamilton LRT Project Public Information Centre 1



# Meeting Purpose

Building on previous work and consultation, the City of Hamilton and Metrolinx have embarked on an update to the previously approved 2011 Environmental Project Report.

**This update follows the Transit Project Assessment Process (TPAP) and addresses the changes that have been proposed in terms of:**

- 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.
- Complete the assessment of an Operations, Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.

**The purpose of this Public Information Centre is to:**

- Present the updated design for the A-Line and B-Line LRT and associated studies.
- Provide information on the Transit Project Assessment Process (TPAP).
- Obtain your input and views on key elements of the project to assist us in refining the design concept.
- Staff are available from the City of Hamilton, Metrolinx and the consultant team to explain the materials and answer your questions.



↑ Scott Park Visualization



# Project Introduction: The Vision

## Hamilton has established a vision to guide the development of Rapid Transit across the city:

Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton. Rapid Transit planning strives to improve the quality of life for our community and the surrounding environment, as we move Hamilton forward.



↑ McMaster Visualization

## What is the Hamilton LRT project?

The Hamilton LRT project is a Light Rail Transit (LRT) project that will provide frequent and limited stop service along Main West, King Street and Main East; connecting McMaster University to Queenston. It also includes a short connection from King Street, via James Street, to West Harbour GO Station and the Waterfront, as well as a high order pedestrian connection to the Hamilton GO Centre.

In 2015, the Province of Ontario announced \$1 billion in funding for the Hamilton LRT project.



Sustainable environment



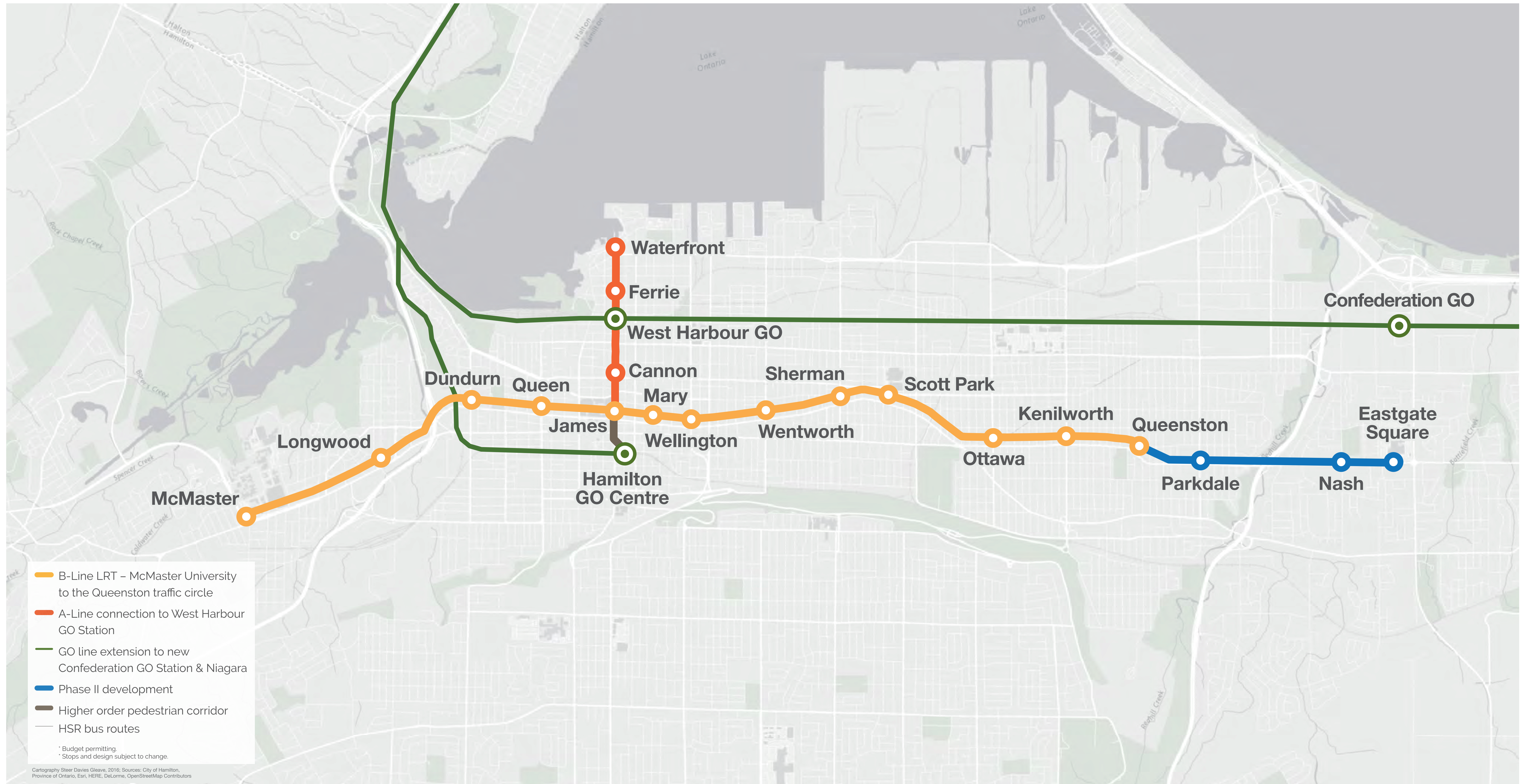
High quality of life



A competitive economy

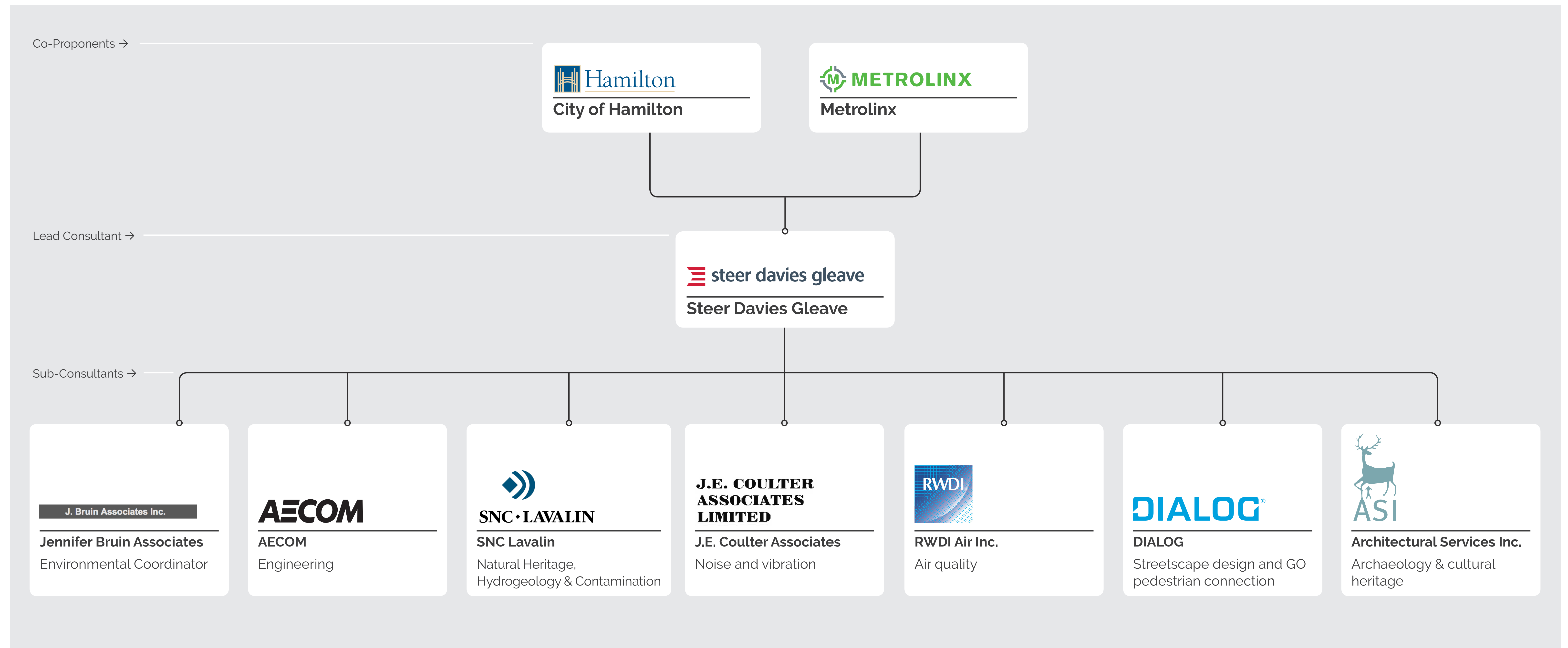


# Hamilton LRT Project



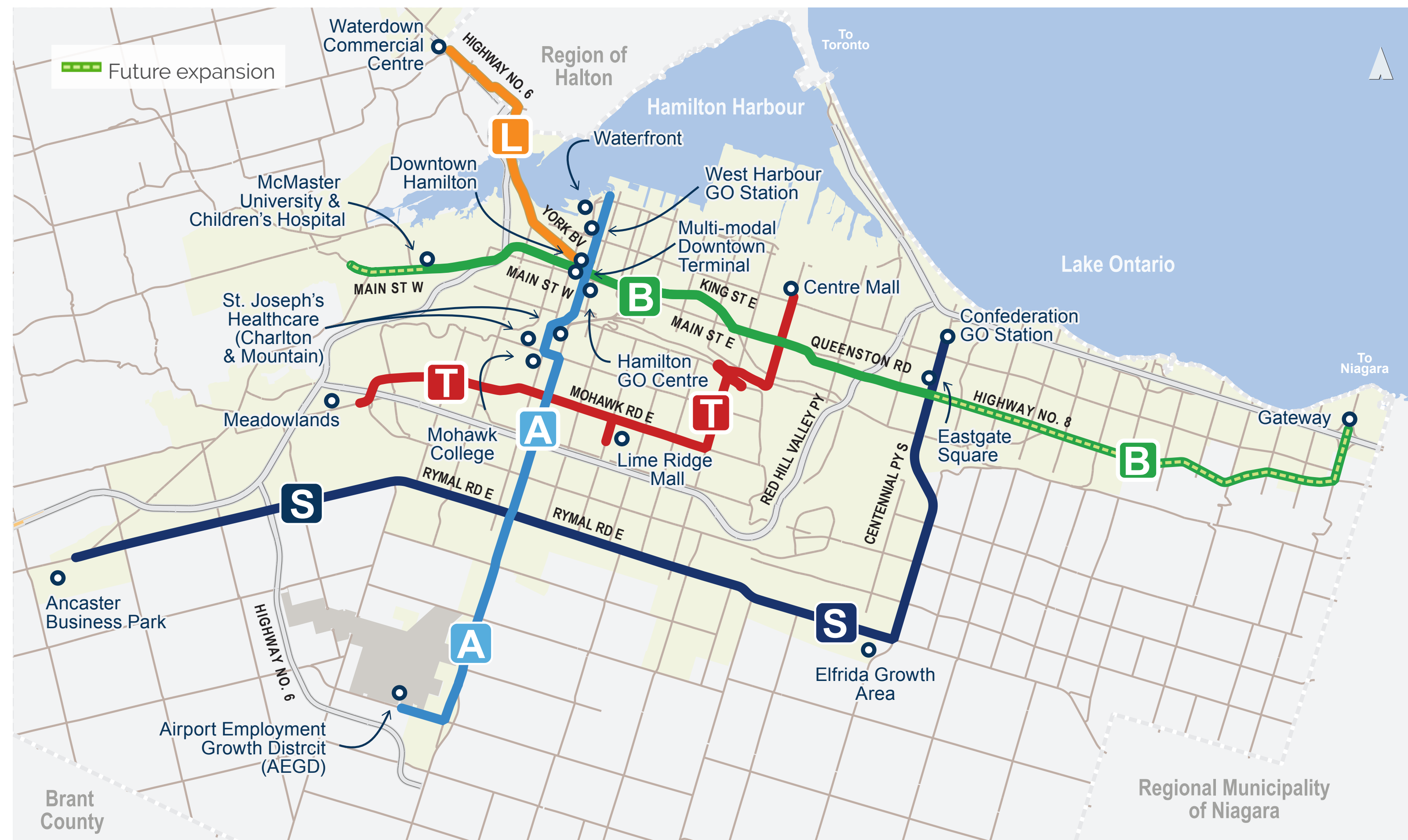
# Hamilton LRT Project Team

The following agencies and companies are responsible for completing various components of the Environmental Project Report update:





# Policy Context



↑ Hamilton long term rapid transit system "B.L.A.S.T"

Hamilton's 2007 Transportation Master Plan developed the concept of the BLAST network – a system of five interconnected rapid transit lines (comprising Light Rail Transit and Bus Rapid Transit), supported by the conventional bus network.

The proposed LRT fulfils a substantial portion of the B-Line proposal and establishes the beginning of the A-Line with the connection to West Harbour GO Station and the Waterfront.

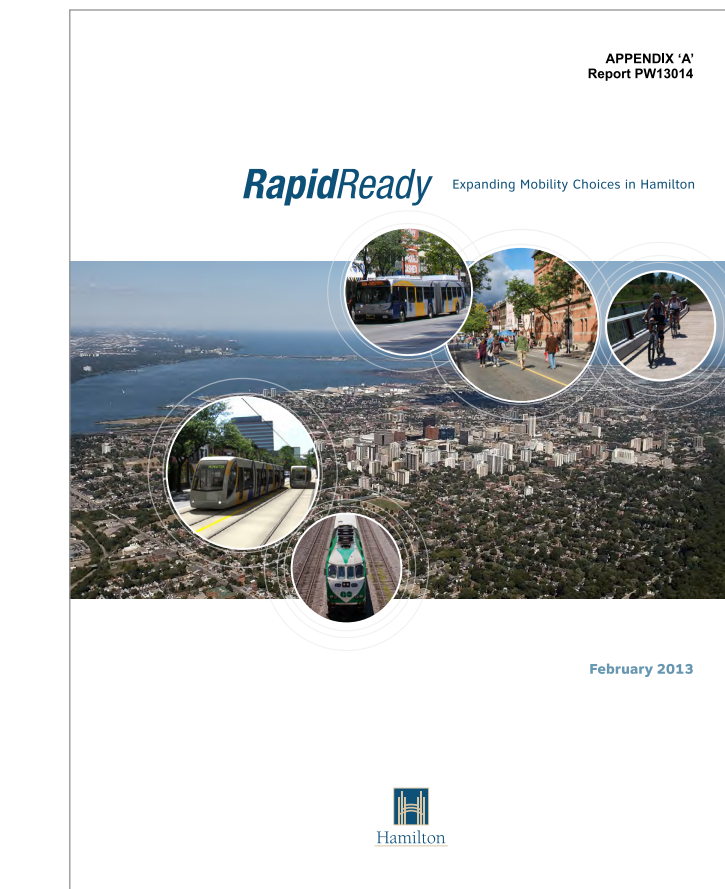


## Provincially / regionally

Places to Grow was created by the Province of Ontario to guide the growth of the GGH (Greater Golden Horseshoe) region through to 2031.

To accompany Places to Grow, Metrolinx developed The Big Move Regional Transportation Plan in November 2008. This sets out many goals to improve the state of transportation across the Greater Toronto and Hamilton Area, including construction of a "comprehensive regional rapid transit network".

In 2010, the Metrolinx Benefits Case Analysis identified LRT as the preferred technology for the B-Line corridor.



## Other relevant studies

The City has completed a wide variety of studies and established supporting policies that inform and support the development of the rapid transit network.

- City of Hamilton Official Plan
- Downtown Secondary Plan
- Rapid-Ready
- Growth-Related Integrated Development Strategy (GRIDS)
- Transportation Master Plan Update
- City-wide Planning Principles and Design Guidelines



# Metrolinx

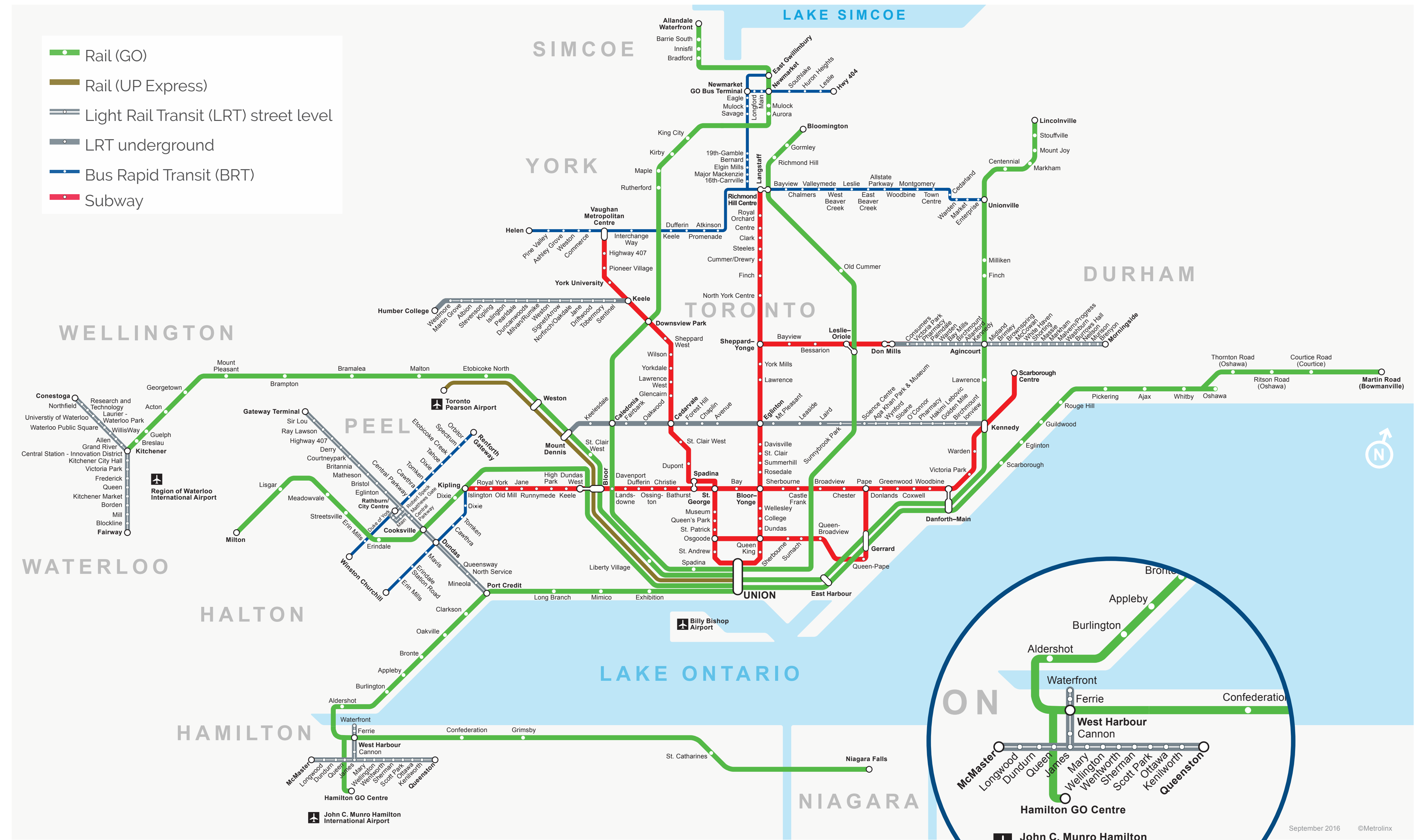
The Regional Transportation Plan is centred on developing an integrated transportation system that enhances our prosperity, environment and quality of life across the Greater Toronto & Hamilton Area (GTHA).

It is more than a transit plan: it articulates a vision for all modes of transportation in the region, supporting both people and goods movement.

Effective transit and transportation solutions can bolster our global competitiveness, protect our environment, and improve our quality of life. Expanding transportation can also help create thousands of new green and well-paid jobs, and save billions of dollars in time, energy and other efficiencies.

The Plan is unfolding through projects such as the transformation of the GO rail network to bring all-day, two-way frequent train service to the region, with connections to new light rail and bus rapid transit in Hamilton, Mississauga and Toronto, all enabled by PRESTO.

We are also delivering on initiatives to help incorporate active and sustainable transportation into the daily commute, including carpooling, walking and cycling, through our SmartCommute program.



↑ In-progress Rapid Transit Network. Maps and stations subject to change. This diagram is not to scale.



# Benefits of Light Rail Transit



## Safe for passengers

- Surveillance cameras, emergency communications located at stops.
- Passenger assistance alarms and emergency voice communication provided on all LRVs.



## Fast and reliable

- Segregated LRT operation avoids traffic congestion and improved service reliability.
- Frequent service: typically every 6 minutes during peak times and 10–15 minutes throughout most of the day.



## Accessible

- Level boarding with no steps and meeting accessibility standards.
- Wayfinding systems guide people with visual impairments.



## Superior passenger experience

- Smooth, quiet, comfortable ride quality.
- Large windows, natural daylight.
- No local emissions.

There are many benefits of Light Rail Transit that will help enhance the user's experience by making their trip smoother and more integrated.



## Integrated fares

- Fare payment will be integrated with GTHA wide Presto Card system ensuring seamless access between all transit modes.
- Proof of payment system will facilitate quick boarding at all doors.
- Flexible payment methods.



## Flexible travel times

- Service up to 20 hours per day.
- Estimated travel time from McMaster to Queenston is approximately 24 minutes.
- Additional service can be provided for special events.



## Clear routes

- Transit network maps provided at stops and on board trains.
- Next-stop announcements on trains.
- Next train displays.



## Incorporates cycling

- Bikes will be permitted on LRVs during most of the day.
- Bikes may be excluded during peak hours.
- Cycle lane connections and facilities in select corridor segments provides easy access for cyclists.



# LRT System at a Glance



- 1 Overhead wires
- 2 Driver controlled
- 3 Transit shelter
- 4 Step-Free access and level boarding
- 5 Segregated LRT with curb
- 6 Landscaping
- 7 Pleasant walking areas



# LRT Systems: The Key Components



## Modern vehicles

- A single vehicle is 30m long and carries about 130 passengers comfortably. Equivalent to 2,5 buses.
- Low floor with easy access for mobility aids, strollers and bicycles.
- Join units for more capacity. In the long-term twinned vehicles, 60m long, will carry 260 passengers.



## LRT stops

- Stops to be integrated into the streetscape.
- Low platforms for level step-free access.
- Passenger information at stops.
- Proof-Of-Payment fare system with no fare barriers.



## Track

- Light Rail Vehicles (LRV) run on steel track.
- Steel track level with the road surface.
- Track separated from other traffic to provide quick and reliable journeys.
- Modern vehicle design reduces noise and vibration.



## Electrically powered

- Powered from overhead wires.
- Poles support the wires and road lighting, traffic signals and signs.
- Poles can be located in the centre between the tracks or at the side of the roadway.
- LRVs emit no pollution at their point of use.

Light Rail Transit will be integrated with the streetscape, creating a seamless link between public transport and the urban realm.



## An integrated network

- LRT services are integrated with bus transit services, and with GO regional bus and GO rail services.
- Integrated pedestrian and cycling network.



## Operations, Maintenance and Storage Facility (OMSF)

- Includes overnight storage for vehicles, cleaning, maintenance and repair facilities, LRT control room, management offices and staff facilities.
- Proposed site is near Longwood Road and Aberdeen Avenue.



## Electrical substations

- Convert electricity from the main grid to 750 VDC for the LRT line.
- Located approximately every 1.5 kms along the route and at terminals.
- Screening designed to fit into the local streetscape and may be integrated with public art.



## Integrated in the streetscape

- Light Rail is integrated into a vibrant urban streetscape.
- Opportunities to create more livable streets through an enhanced urban realm.
- Opportunities for placemaking.
- Opportunities for public art.



# Operations, Maintenance and Storage Facility

The project will require an Operations, Maintenance and Storage Facility (OMSF), which serves several key purposes.

Based on a review of multiple potential sites along the LRT corridor, a preferred OMSF site on lands south of Chatham Street, near Frid Street was identified.

The project team has developed a concept plan for the facility to confirm its size and functional layout, taking into account opening day service levels and long-term expansion requirements.

## Functions:

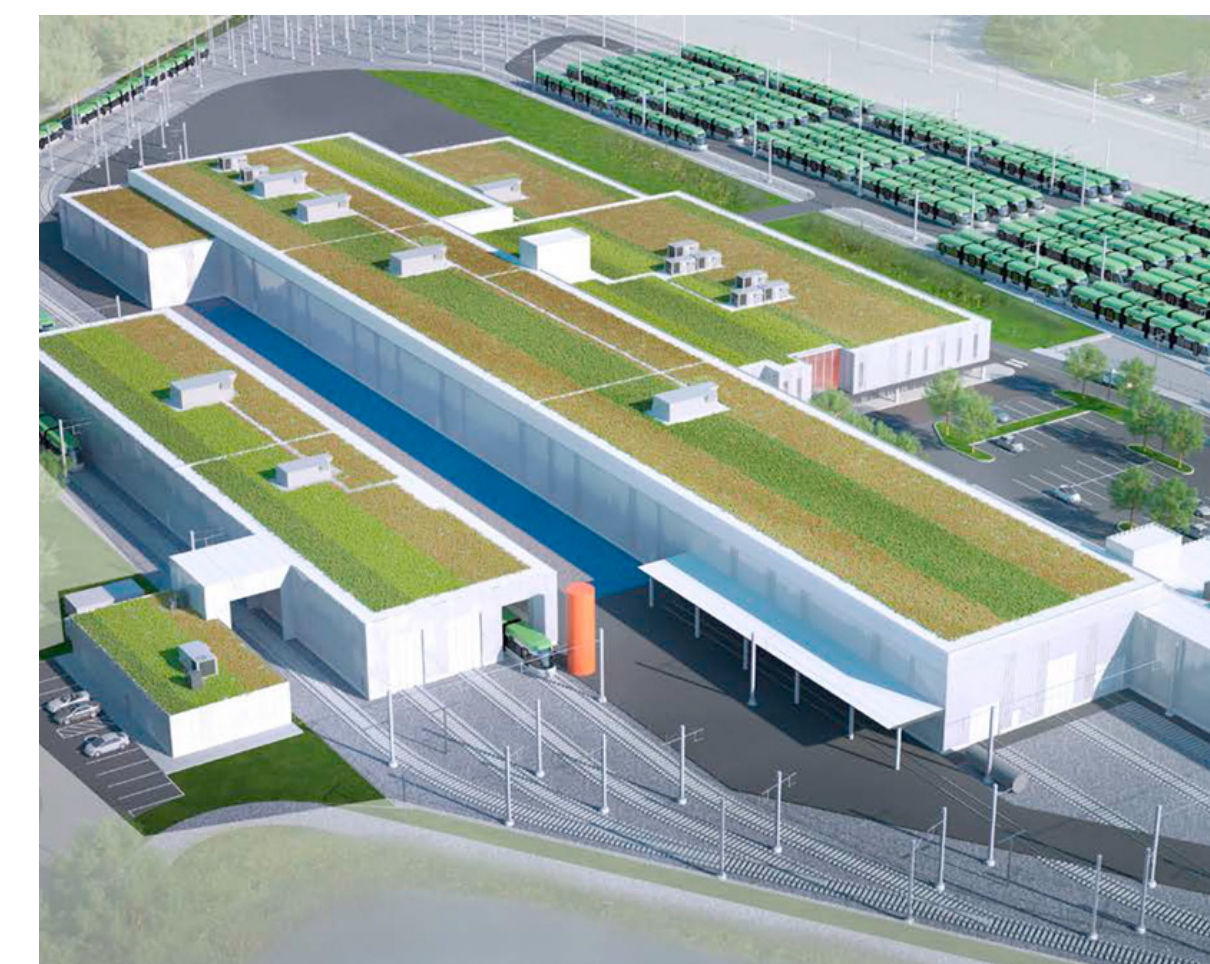
- Control and maintenance base for operations
- System administration centre
- Operations control centre
- Vehicle servicing and report
- Daily vehicle cleaning
- Overnight storage yard



↑ Location area for the OMSF site



↑ Rendering of interior of Eglinton Crosstown OMSF facility



↑ Rendering of exterior of Eglinton Crosstown OMSF facility



# Integrated Transit Network

The LRT will connect with local and regional transit services, GO bus and GO rail services. This will provide an integrated transit network, enabling passengers to move as easily as possible, in and around the city and the region.

## Locally

The LRT will form the core of the east-west transit network in the lower city, and both support and be supported by the network of transit services throughout the city.

## Regionally

The LRT will form a key part of the regional network, and connect with regional rail and bus services, providing a choice of transfer locations.

This connectivity, together with the planned improvements to the regional services, will make travel to Hamilton easier from all over the region.



↑ Integrated transit network



# Planning for Pedestrian Oriented Corridor

“Complete streets create a balance between the movement of pedestrians, cyclists, transit, and vehicles.”

MetroLinx Mobility Hub Guidelines

Planning for a pedestrian oriented street means providing space and amenities to encourage walking, cycling, and transit. The goal is to create a safe, attractive and comfortable environment for walking, which connects to transit facilities and other key destinations. The design aims to support the needs of busy urban areas, quiet residential neighbourhoods, and other unique places along the corridor.

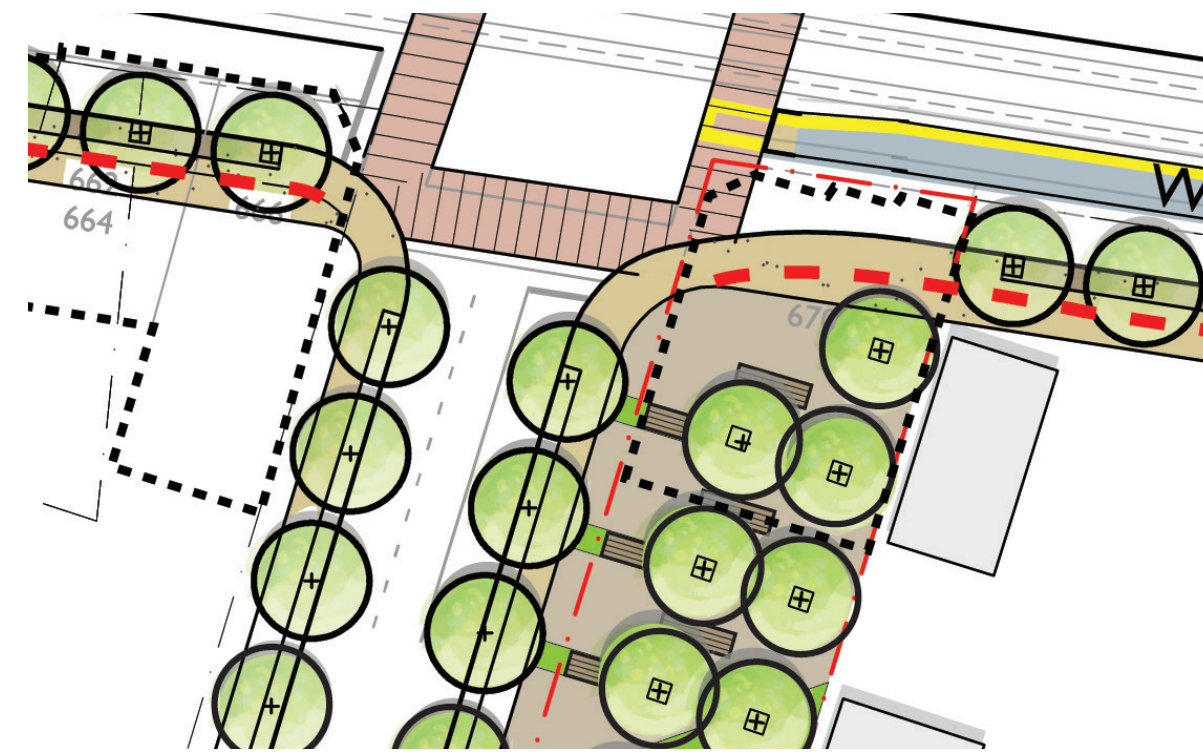
Some of the emerging work illustrated on this and subsequent panels may come forward as part of this project, while others may come forward through change and development on lands adjacent to the corridor, undertaken by individual property owners and stakeholders.

Here are some early design opportunities for consideration →



## Pedestrian through zone

Where feasible, provide a 2 m wide pedestrian through zone, located on both sides of the street, and continuous along the entire length of the corridor.



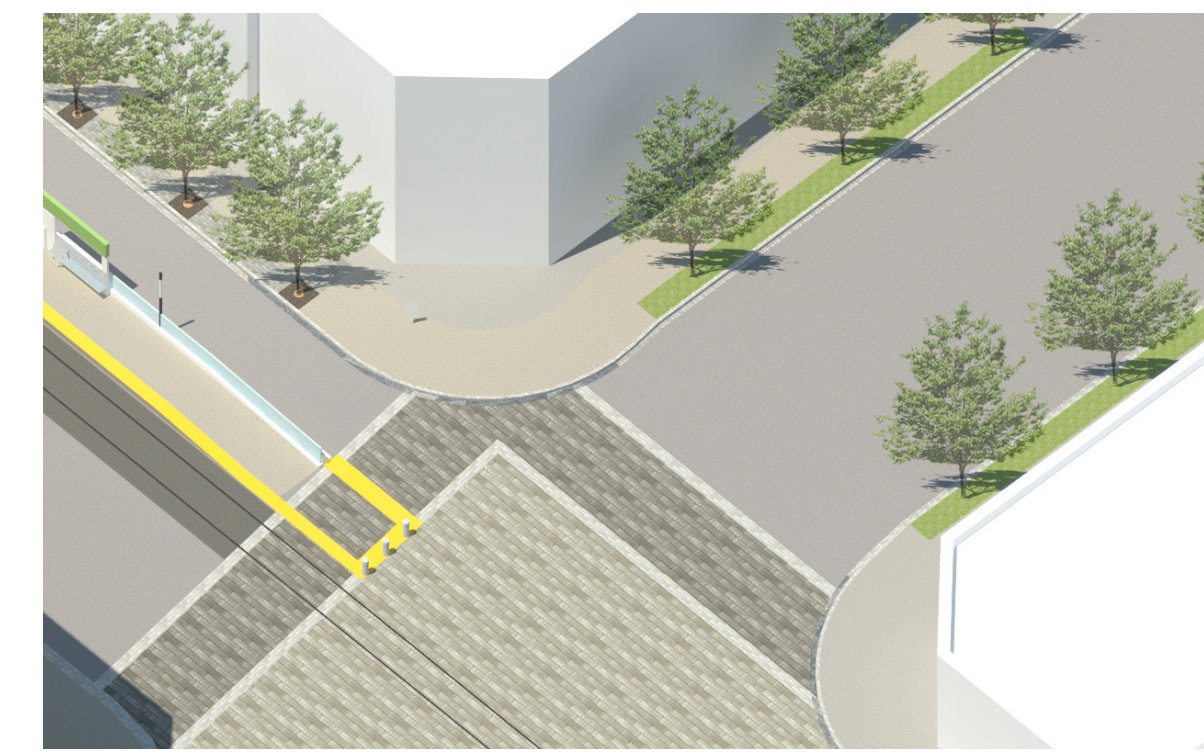
## Interim design of vacant properties

Proposed plantings and pedestrian amenities on acquired sites; where demolition has created a vacant parcel on the streetscape, and where that parcel is deemed unlikely to be redeveloped in the first five years following opening day.



## Healthy plantings & street trees

Cluster plantings and trees in groups, to leverage a shared soil trench, supporting long term health and growth potential. Provide between 8–10 m spacing between trees; this also supports an organized visual rhythm to plantings, furnishings, lighting, and other elements.



## Green lobbies to the corridor

Side streets are often the first impression for pedestrians on route to an LRT stop. The design strategy proposes to implement street trees and related enhancements, 25 m back from the edge of crosswalk, or corridor building face.



## Pedestrian-oriented intersections & crossings

Pedestrian safety and comfort is prioritized by separating crosswalks with paving treatments, colours, materials, and urban braille. Curb radii are tightened, to reduce the crossing distance for pedestrians.



## Context sensitive design

It will celebrate and support the future vision of character areas and key destinations. It applies a tailored approach to streetscape elements and infrastructure, particularly at areas of constraint such as International Village.



# Streetscape Types and Elements

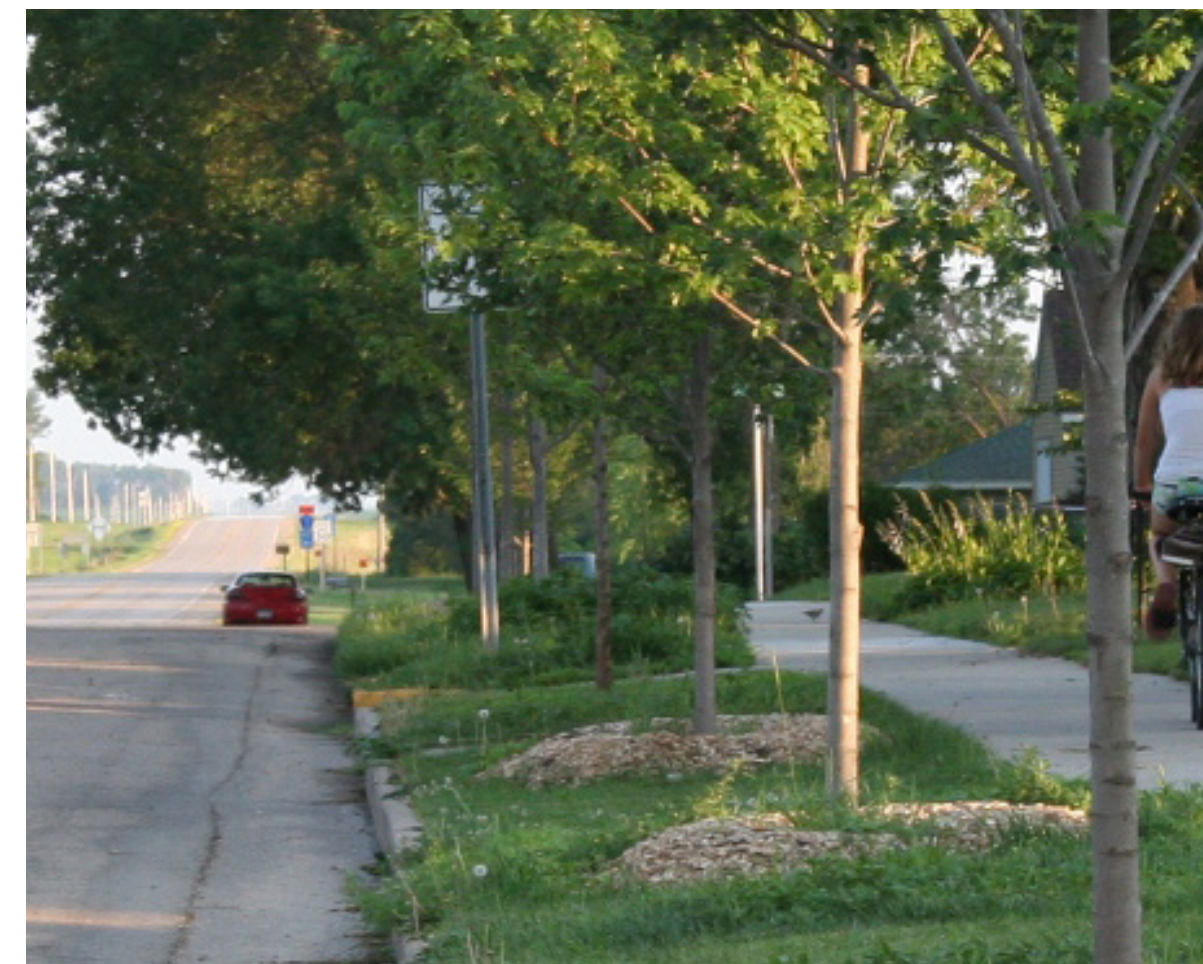
There are four types of streetscape that are designed to support the future vision for existing and emerging urban areas, as well as areas of less urban intensity along the corridor. The types respond to the intended character of the area, as well as to the level of targeted investment.



↑ Typical

## Urban streetscape zones

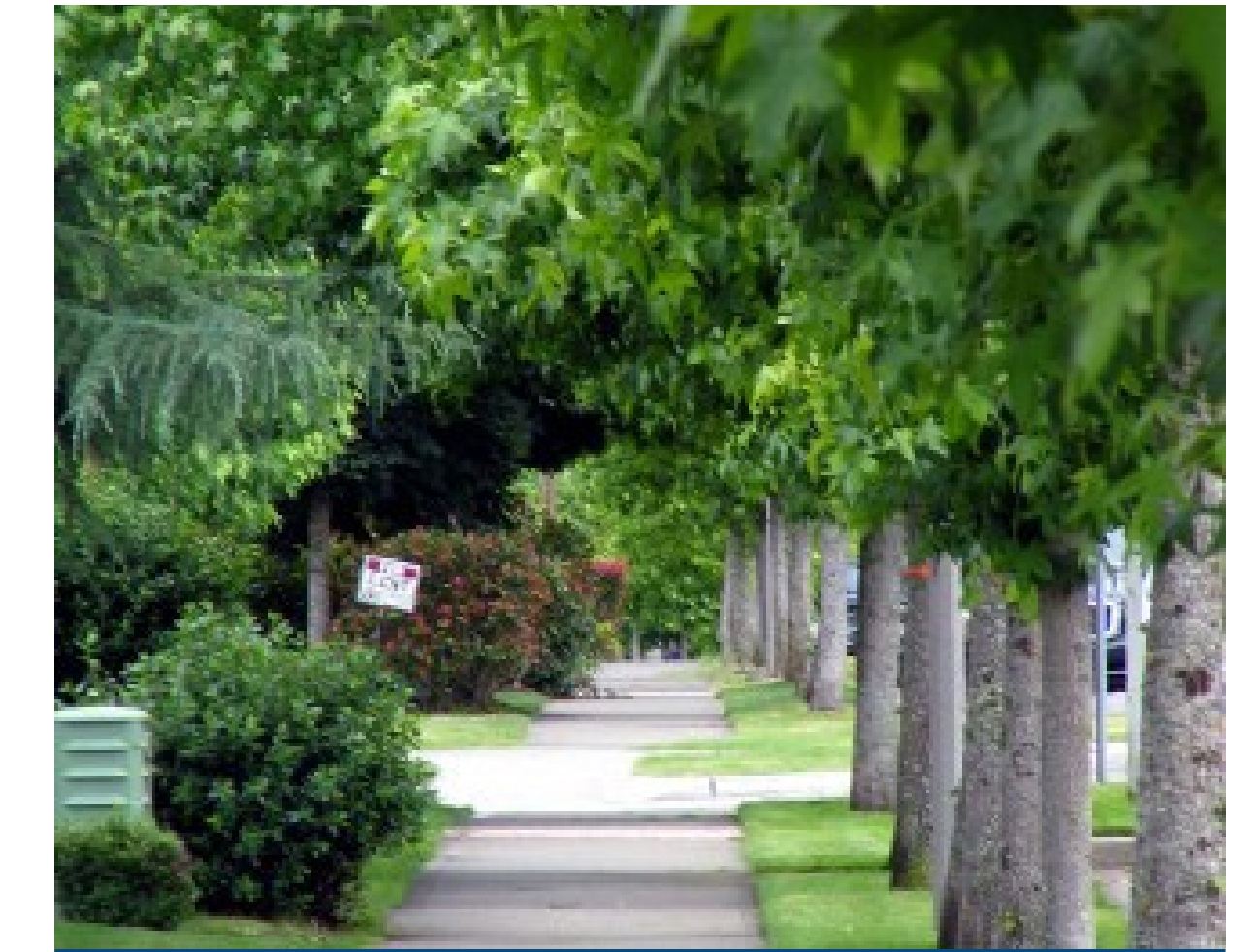
The urban streetscape types will support pedestrian-oriented retail and mixed use urban areas. This will be provided through a spacious pedestrian through zone, buffered from the roadway by a hardscaped planting and furnishing zone, where accommodation is provided for tree plantings, lighting, furnishings, and utilities.



↑ Typical



↑ Tree in single pit, with grate



↑ Tree in continuous, uncovered pit

## The greenscape zones

The greenscape types support the creation of idyllic, naturalized pedestrian oriented areas. This will be provided through a spacious pedestrian through zone, buffered from the roadway by street trees, vegetation, and related soft palette of materials that support the surrounding context.

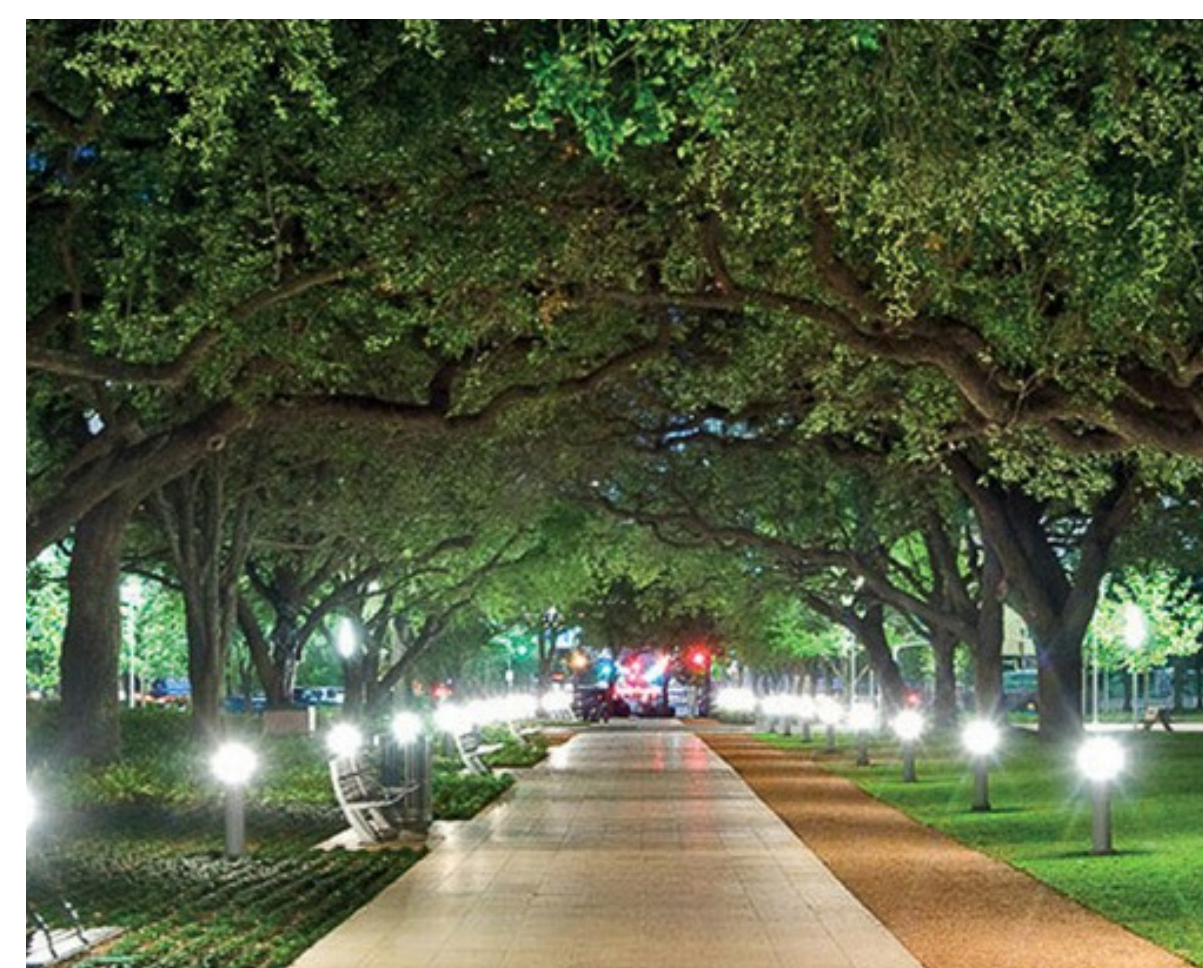
## Streetscape plantings and paving

The LRT corridor should be designed to support robust and beautiful streetscape plantings, and a range of durable and beautiful paving materials; for instance:

- Locating low shrubs, perennials and grasses at select locations and adjacent to LRT stops.
- Locating trees along the streetscape, where feasible, to improve the quality of the experience for pedestrians and transit users, particularly in close proximity to LRT stops.
- Differentiating specific areas within the streetscape environment, such as sidewalks, crosswalks and retail uses.



↑ Enhanced



↑ Enhanced



# Introduction and Design Objectives

The following objectives are intended to inform and guide the design of the GO High Order Pedestrian Connection.



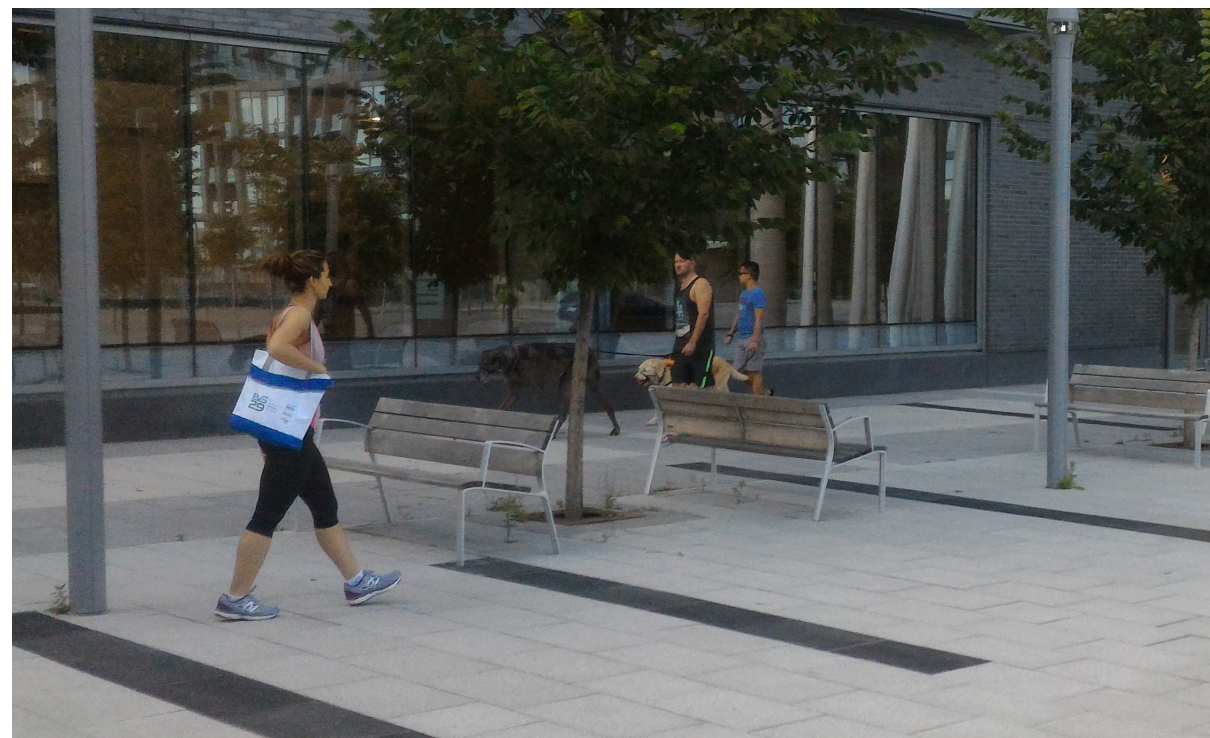
## Design excellence

Shape an attractive and functional design for the streetscape connection, grounded in best practices. A design that inspires greater pedestrian use and enjoyment.



## Convenient

Plan for seamless and efficient pedestrian connections between the Hunter Street GO Station and LRT, as well as other destinations in the Downtown Core.



## Comfortable

Provide amenities such as lighting, weather protection, plantings and seating, to improve the pedestrian experience.



## Safety and security

Support clearly defined, well-lit, and safe pedestrian routes, crossings, and related components of the public realm.



## Intuitive

Support intuitive wayfinding between transit destinations.

## Corridor selection criteria

Hughson Street was selected as the preferred corridor to make the pedestrian connection between the B-Line LRT and the Hamilton GO Centre. The other candidate routes included James Street, and MacNab Street. The evaluation was guided by the following criteria:

- **Short Walking Distance from the LRT to the GO Centre:** Distance from the westbound LRT platform to the Station building entrance, located at Hughson and Hunter Streets.
- **Wide Pedestrian Walking Zone:** Average width of clear sidewalk, measured along the journey between the LRT platform and the GO Centre entrance.
- **Weather Protection Opportunity:** Hughson Street provides opportunities to plan for awnings or canopies affixed to existing buildings, along the pedestrian journey.
- **Safe Pedestrian Crossings:** Hughson Street provides a safe walking environment, with relatively few crossings of busy roads, compared to other parallel streets in the area.
- **Development / Frontage Potential:** Linear length of vacant blocks along the route, where future development may occur.
- **Plantings and Furnishings Zone:** Areas where there are existing trees and / or furnishings, and where it is reasonable to accommodate these in the future without unduly impacting the available walking space.
- **Intuitive Wayfinding:** Without the aid of signage, this route provides clear view corridors that allow pedestrians to see the transit destination at either end of the route.
- **Minimizing Traffic Impacts:** Relative to other route options, Hughson Street minimizes potential impacts to vehicle oriented traffic operations.



# Streetscape Design Approach

GO High Order Pedestrian Connection

The design includes a range of components, deployed to support a safe, convenient, comfortable, and attractive pedestrian connection between the Hamilton GO Centre and the LRT Corridor.

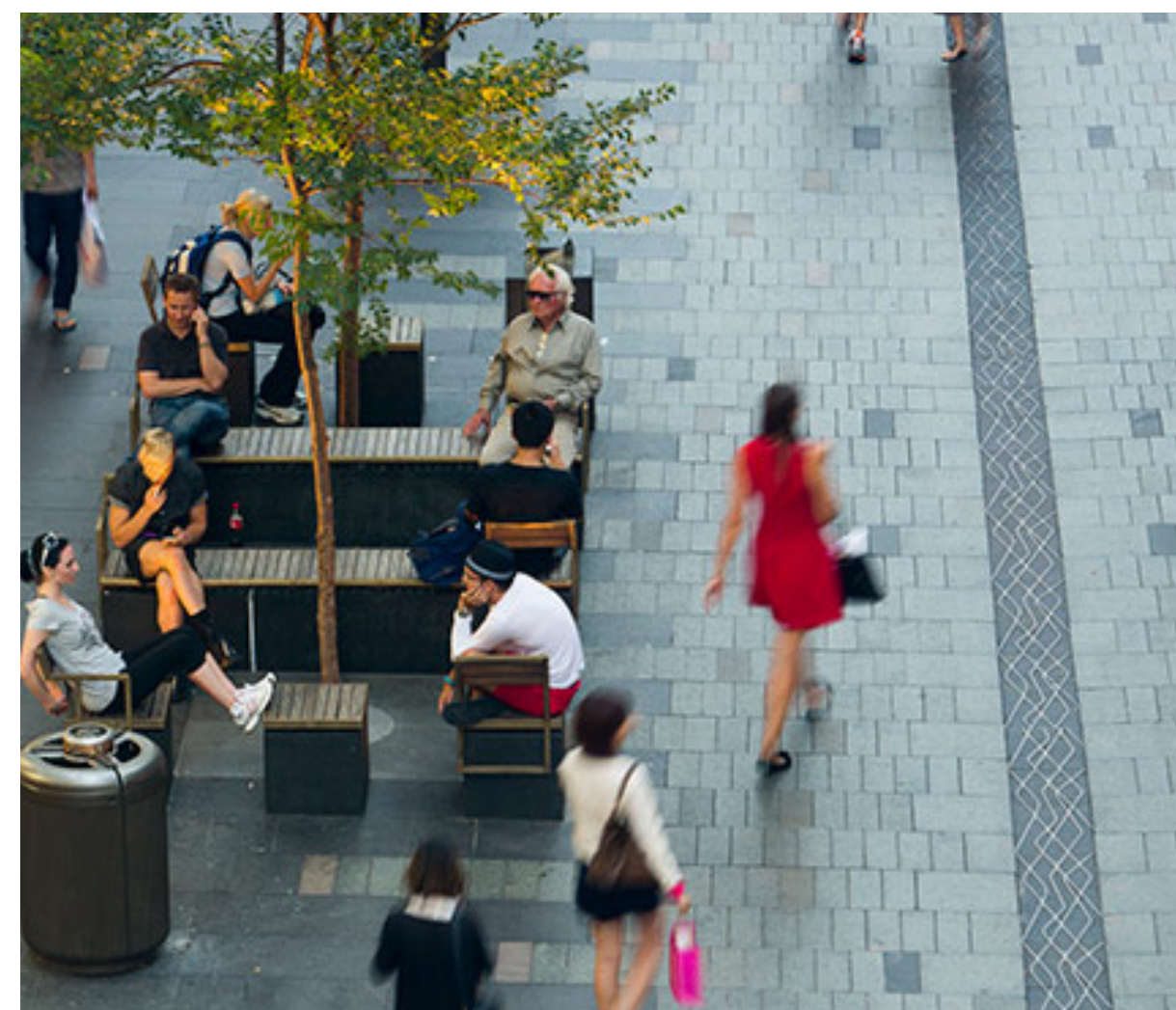
## Plantings and street trees

Plantings and street trees help 'soften' and enhance the urban landscape, while creating an attractive streetscape that supports walking, provides shade, and frames key view corridors.



## Intersections and crossings

Distinctive hardscape colours and patterns are used as visual cues to support the safety and comfort of pedestrians.



## Hardscapes

The design approach deploys a palette of hardscapes that is durable, high quality, and composed of complementary colours, patterns and textures. A key objective is to integrate the look and feel of sidewalks and crosswalks with the street, to feel like one integrated pedestrian oriented space.



## Pedestrian amenities

Amenities include seating, bike parking, public art, waste and recycling receptacles, and other components that support the experience of pedestrians along the corridor.

## On street parking

On street parking is accommodated at select locations along the corridor, particularly where there is an established need for short term pick-up and drop-off, or loading activities.

## Lighting

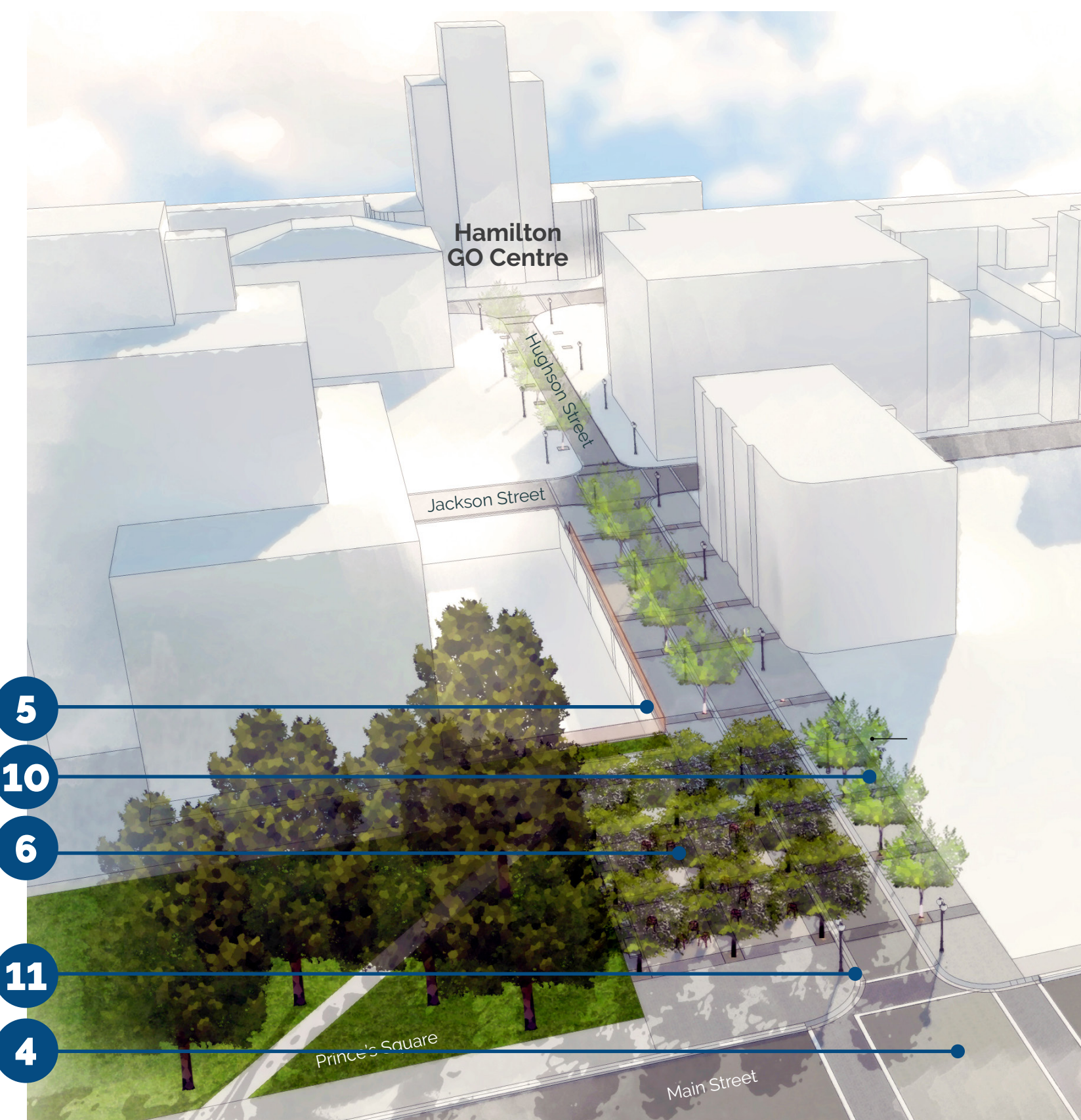
Lighting provides several benefits; for example: foster visual continuity along the corridor, highlight the character of the streetscape, contribute to a safe environment, and offer a distinctive design feature to enhance the pedestrian experience.



# Street Design Concept

GO High Order Pedestrian Connection

The streetscape concept illustrated on this panel has been designed to establish a high quality civic corridor, prioritizing pedestrians, and supporting safe, convenient and comfortable connections between the Hamilton GO Centre and the LRT Corridor.



↑ Conceptual View: Looking North to the Hamilton GO Centre



↑ GO High Order Pedestrian Connection: Conceptual Plan

- 1 Enhanced hardscape paving
- 2 Enhanced planting at existing plant beds
- 3 One-way vehicular traffic
- 4 Distinctive hardscape paving at intersection
- 5 Decorative screening opportunity
- 6 Pedestrian plaza / bosque
- 7 Existing drive to parkade & surface parking to remain
- 8 Restricted vehicular access
- 9 On-street parking / loading
- 10 Tree in grate comes with soil cells
- 11 Continuous mountable curb



↑ Conceptual View: Looking South to the Hamilton GO Centre



↑ 'A - A' Conceptual Hughson Street Cross Section: Looking North



# Design Excellence

The Metrolinx commitment to design excellence is grounded in a belief that all aspects of its systems can deliver design quality and functionality at the highest level.

For the Hamilton LRT, such an expansive civic contribution to the public realm carries with it a responsibility to current and future generations, to maximize the transformative power of public transit in order to both catalyse a shift toward high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton.

## Step 1: Listen and learn

- Leverage the Finch West and Eglinton LRT process to understand opportunities for the Hamilton LRT.
- Gather and learn from precedent designs from other LRT systems.
- Consult with Stakeholders.
- Establish a clear design vision and principles for the Hamilton LRT.

## Step 2: Build on the vision

- Produce the Design Excellence Principles and Requirements document including the principles, evaluation criteria and demonstration designs.
- The demonstration designs allow ideas to be tested for stops and other infrastructure such as the termini, interchange stop, the OMSF, the Traction Power Substations (TPSS), and other elements of the line – providing pragmatic direction.

## Step 3: Engage with bid teams

- The Design Excellence team is involved in proponent pre-qualification and selection to ensure design capability on bid teams.
- During the bidding period, the design excellence team engages with the bid teams – providing feedback – to ensure every team achieves a design that would meet the criteria outlined in the Design Excellence Principles and Requirements document.

## Step 4: Select a winning bid team

- Once the Bidding Period concludes and the Bid Teams have submitted their schemes for evaluation, the Design Excellence team forms a key part of the evaluation scoring team involved in the selection of the winning Bid Team.

## Step 5: Ensure compliance

- The Design Excellence team reviews design submissions from the winning bid team (Project Co) through implementation to ensure compliance with the DX Principles and Requirements document.



↑ Design excellence workshop



↑ Precedent example of architectural form as a stop enhancement, University of British Columbia



↑ Precedent of lighting as a stop enhancement, Paris, France



# Principles of Design Excellence

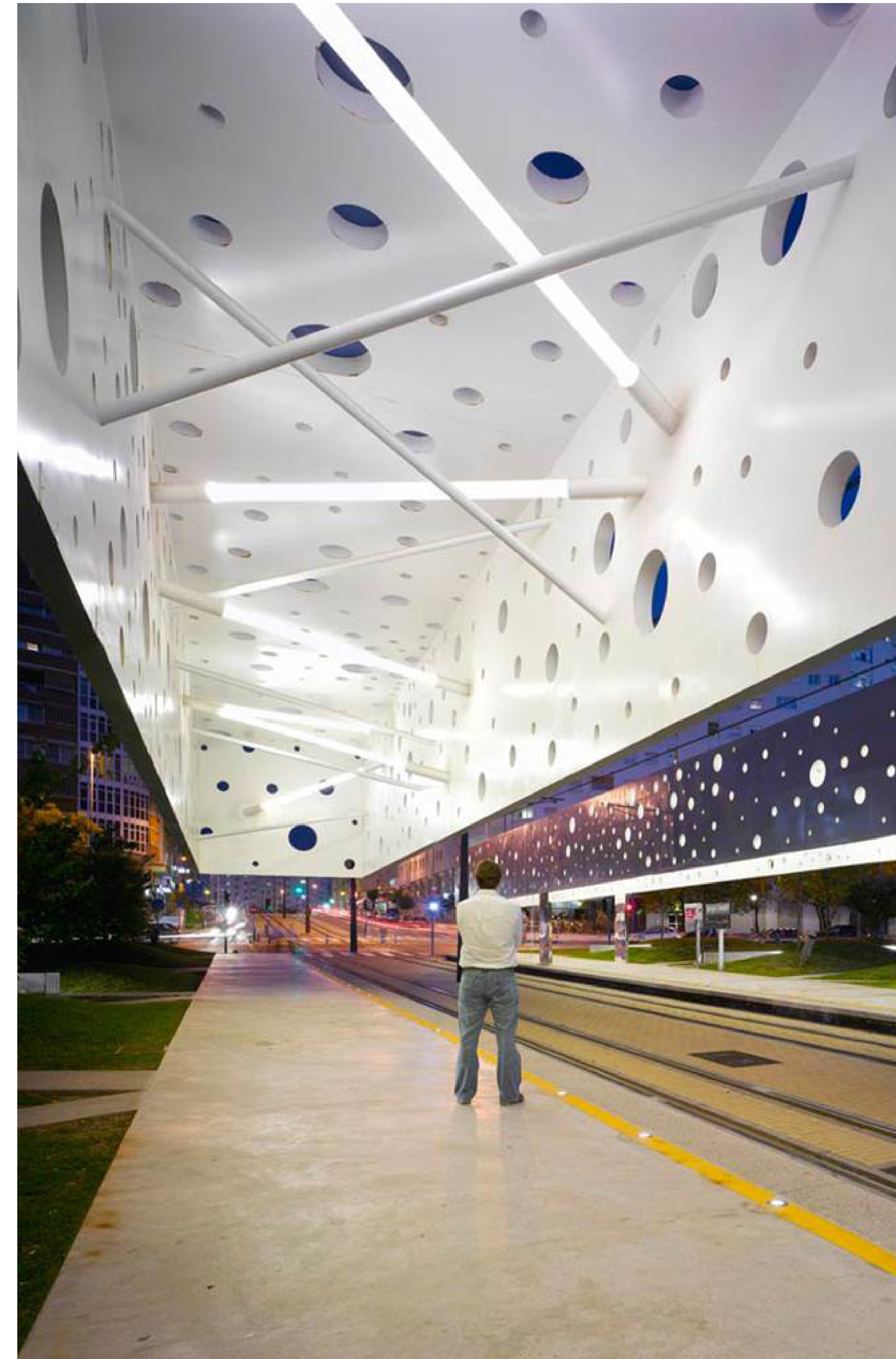
The Principles and Requirements of the Design Excellence document contains three distinct elements of guidance: principles and requirements, precedents, and demonstration designs.

The purpose of this document is to clearly articulate the Design Excellence principles, requirements and key evaluative criteria that proponent bid teams competing on the Hamilton LRT project must incorporate into their design.



Listed below are Metrolinx's standard *Principles of Design Excellence*, which will act as the basis of the Hamilton LRT Principles:

- 1 A strong conceptual design narrative across the system.
- 2 Design that elevates the quality of the passenger experience.
- 3 Civic character, exhibited through scale, materiality and quality.
- 4 Clarity and simplicity of architectural expression through integrated design of all systems and elements.
- 5 Responsiveness to contextual, local and future conditions.



↑ Precedent example of architectural form as a Stop enhancement, Alicante, Spain



↑ Precedent example of well designed Stops, Raleigh, North Carolina



↑ Precedent example of well designed Stops, Zürich, Switzerland



↑ Precedent example of well designed Stops, Hamilton