

MAR 16 2017

Minister of Infrastructure  
and Communities



Ministre de l'Infrastructure  
et des Collectivités

Ottawa, Canada K1P 0B6

MAR 13 2017

His Worship Fred Eisenberger  
Mayor  
City of Hamilton  
71 Main Street West, 2<sup>nd</sup> Floor  
Hamilton, Ontario L8P 4Y5

Dear Mr. Mayor:

I am writing in response to your correspondence of November 10, 2016, to my colleague the Honourable William Francis Morneau, Minister of Finance, regarding the Hamilton Light Rail Transit Project.

Infrastructure is the foundation of sustainable and inclusive communities – it removes barriers, brings people together and allows all Canadians to be active participants in their community. Moreover, good infrastructure fosters an environment where the best of Canadian innovation can grow.

Although the vast majority of public infrastructure in Canada falls under provincial, territorial or municipal jurisdiction, the Government of Canada has a long history of making strategic investments in a wide range of infrastructure categories including public transit.

The Government of Canada has announced a historic plan to invest more than \$180 billion in infrastructure over 12 years. Our priority is to promote infrastructure that will contribute to long-term economic growth, build inclusive communities, and support a low carbon, green economy. Key areas for investment will include public transit, green and social infrastructure, transportation infrastructure that supports trade, and infrastructure in rural and northern communities.

...2

Canada

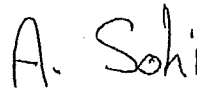
Included in this plan is the \$3.4-billion Public Transit Infrastructure Fund, which encourages economic growth and supports sustainable, livable communities. This Fund will primarily support investments that meet immediate public priorities including: projects that improve the state of good repair of public transit, support system optimization and efficiency, increase asset management capacity, and focus on design and planning for future expansion of public transit systems. It will also lay the groundwork for longer-term strategic investments in public transit that will keep pace with the rapid growth of Canadian cities. Ontario's allocation under the Public Transit Infrastructure Fund is approximately \$1.4 billion.

Moreover, Hamilton, along with many other Canadian communities across Canada, will continue to benefit from the federal Gas Tax Fund under which communities are able to use their Gas Tax Fund allocations for a wide range of projects, including public transit projects.

We are working closely with all of our partners and stakeholders to deliver an ambitious plan that will significantly increase federal infrastructure investments and build strong communities. More information on long-term federal funding programs will be announced in the coming months.

Thank you for writing on this important issue and for your leadership.

Yours sincerely,

A handwritten signature in black ink that reads "A. Sohi". The signature is written in a cursive, slightly slanted style.

Amarjeet Sohi, P.C., M.P.

c.c. The Honourable William Francis Morneau, P.C., M.P.  
Minister of Finance

March 21, 2017

To: His Worship Mayor Fred Eisenberger, City of Hamilton,  
And Members of Hamilton City Council  
Hamilton, Ontario

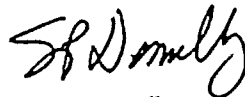
Dear Mayor Eisenberger and Members of Hamilton City Council,

As anchor institutions in Hamilton, we believe in the transformative potential of a robust transit system, including both traditional and rapid transit, for the health and prosperity of our city. We support the full implementation of Hamilton's BLAST network that will enable our students, our patients, our employees, and our citizens to benefit from improved mobility within our city and a wider variety of transit options.

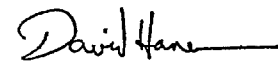
To this end, we urge the City of Hamilton to continue with the implementation of the BLAST transit network. We gratefully acknowledge and value our provincial government's leadership in funding for the Light Rail Transit B-line and Bus Rapid Transit A-line as key components of the BLAST network. We fully support the staged completion of the BLAST network and the collaboration of all levels of government to complete this project together.

Sincerely,



  
Sean Donnelly  
President and CEO,  
ArcelorMittal Dofasco

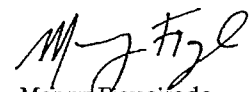


  
David Hansen  
Director of Education,  
Hamilton Wentworth Catholic  
District School Board



  
Keanin Loomis  
CEO, Hamilton Chamber  
of Commerce




  
Manny Figueiredo  
Director of Education,  
Hamilton-Wentworth District  
School Board




  
Terry Cooke  
President & CEO, Hamilton  
Community Foundation



  
Patrick Deane  
President & Vice Chancellor,  
McMaster University




  
Rob MacIsaac  
President & CEO,  
Hamilton Health Sciences

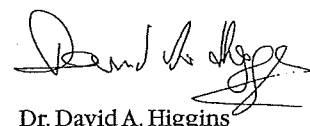


  
Ron J. McKerlie  
President,  
Mohawk College



  
Howard Elliot  
Chair, Hamilton Roundtable  
for Poverty Reduction



  
Dr. David A. Higgins  
President, St. Joseph's  
Healthcare Hamilton

**Pilon, Janet**

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**Subject:** FW: Supporting Mohawk Sports Complex and a liveable city

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**From:** Lambert, Jonathan  
**Sent:** March-21-17 11:39 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Fw: Supporting Mohawk Sports Complex and a liveable city

RE: Voicing support for LRT In Hamilton

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**From:** Lambert, Jonathan  
**Sent:** March 19, 2017 10:38 PM  
**To:** [Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)  
**Cc:**  
**Subject:** Supporting Mohawk Sports Complex and a liveable city

Hello Mr. Tom Jackson,

As a resident of Ward 6, I'd first like to thank you for your hard work on the Hamilton Mountain, such as your recent support for the track improvements at Mohawk Sports Complex.

As public debates resurface over the future of the city of Hamilton, I also feel I should voice my support for traffic calming, separated bike lanes on city streets, the reduction of parking lots in the city, the reduction of urban sprawl, public bus transit, and LRT. I hope that you and your offices can support these initiatives on the Hamilton mountain and in the city.

Feel welcome to contact me anytime.

Best regards,

Jonathan Lambert



Pilon, Janet

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Subject: LRT

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**From:** Gordon Burt  
**Sent:** March-21-17 3:19 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** LRT

Hello,  
Please , let's get on with LRT!

Gord Burt

Pilon, Janet

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Subject: Move forward with LRT

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

From: Rita Bailey

Sent: March-21-17 3:39 PM

To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

Cc: clerk@hamilton.ca

Subject: Move forward with LRT

Dear elected officials,

Please stop spinning your wheels trying to delay/cancel the LRT. Enough of this! Rapid transit is how people travel these days. Yes, we need buses too, but not at the expense of LRT.

For those of you who think the world in 20 years will be the same as it is now, get your head out of the past.

Housing needs are changing, transportation needs are changing, people are changing.

I grew up in Toronto a block from a streetcar line. It was fast, quiet, non-polluting and a great way to get around the city.

I look forward to the day we can bring back an electric transportation system to Hamilton. All rapid transit brings with it development: homes, apartments, condos. Business follows. All this is good for Hamilton, the entire city of Hamilton, not just the lower city.

Every city worth living in has a thriving downtown that is serviced by convenient transit. If you are in a rural area, your constituents may ask "When will I use this?" My answer is: If you want your children and grandchildren to stay in this community, build the LRT.

Sincerely,  
Rita Bailey  
Ward 1

**Pilon, Janet**

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**Subject:** LRT

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**From:** Charles Flaherty  
**Sent:** March-21-17 4:51 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** LRT

Just read you are receiving opinions against about the LRT.

For the record I am opposed.

**Pilon, Janet**

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**Subject:** LRT

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**From:** Jim Graham

**Sent:** March-22-17 5:09 AM

**To:** Jackson, Tom; Whitehead, Terry; Skelly, Donna; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** LRT

Mr. Jackson,

I am firmly in opposition to the current proposal.

Given the misinformation that has been expressed "it is free", "it is LRT or nothing" the pertinent questions that remain unanswered, and what I perceive as a smear campaign directed at anyone in opposition, I am certain this will prove to be a poor use of scarce resource.

It is my preference that our focus be securing as much revenue as possible to address our infrastructure deficit. I am certain effective leadership could accomplish this quickly and to good gain for the broader community.

Regardless of the outcome, I have been impressed with the advocacy of Mr. Whitehead and Ms. Skelly in this regard. I believe we are being represented capably on Hamilton Mountain. Sadly, I am discouraged by the conduct of the Mayor, and Councilor Green in particular, who I feel have demonstrated contempt and incivility to anyone in opposition.

Good luck in your future deliberations.

Jim.

Jim Graham

**Pilon, Janet**

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**Subject:** Keep Moving Hamilton LRT Forward !

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**From:** SJMetzger1979

**Sent:** March-22-17 7:02 AM

**To:** Office of the Mayor; Green, Matthew; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); [ahorwath-q@ndp.on.ca](mailto:ahorwath-q@ndp.on.ca)

**Cc:** [info@hamiltonlightrail.ca](mailto:info@hamiltonlightrail.ca)

**Subject:** Keep Moving Hamilton LRT Forward !

Hello Andrea, Fred, and Matthew ...

Please keep moving the Hamilton LRT project forward !!

LRT is so important to the city in so many ways ... it will modernize our transit system, efficiently move people across the city, and will spur regeneration and development along its corridors and further afield. Please do not let the tactics of some city councilors stand in the way or delay this project.

Borrowing from the words of Raise The Hammer's Ryan McGreal, please know that my voice says loud and clear that I expect them to lead on this once-in-a-generation opportunity to transform the future of the city.

Do Not Let cynicism, fear of change and divisive politicking derail this project now that it is so close to completion!

Thank you.

Sheila Metzger

**Pilon, Janet**

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**Subject:** Auditor General LRT program review  
**Attachments:** OFH-LRT-AG-andAppxA-D.pdf

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**From:** paulslater  
**Sent:** March-21-17 10:23 PM  
**To:** Office of the Mayor; Ferguson, Lloyd  
**Cc:** Whitehead, Terry; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Auditor General LRT program review

See files attached to this message (sent from GoodReader)

**To:**  
Mayor Fred Eisenberger and,  
Councillor Lloyd Ferguson (Ward 12, Ancaster)

**Cc:**  
Office of the City Clerk (Correspondence re: 28-Mar-2017 GIC)  
Councillor Terry Whitehead (Ward 8, West Mountain)

Find attached, my letter regarding support for Councillor Whitehead's Motion seeking an audit of the LRT program by the Auditor General of Ontario.

Yours sincerely,  
Paul Slater  
Hamilton (Ancaster) resident

Sent from my iPadPro

## **Our Future Hamilton - needs an LRT review by the Auditor General by Paul Slater, Hamilton, ON. Dated: 2017-03-20**

### **Dear Mayor Fred Eisenberger and Councillor Lloyd Ferguson**

I believe that there is a need to change the way we do things within city hall; our future depends upon it. This is the era of the innovation and knowledge driven economy. Do we want our city facing possible bankruptcy or to be a prosperous intelligent community?

As a start, as my city representatives, I ask that you both support Councillor Terry Whitehead's motion seeking an audit of the LRT program by the Auditor General of Ontario [A]. The reasons why are presented below and within the four accompanying appendices.

### **People and Culture**

The LRT Office will have 23 staff [PED16210 Appx A] dedicated to helping the Government of Ontario spend the \$1-billion Capex acquisition monies but, zero staff dedicated to the mitigation of the potential \$2-billion Opex sustainment i.e. operations, maintenance (O&M) and support costs.

**It has been 22 months since the \$1-billion Capex funding announcement. During this short time, due to the lack of an Asset Management-Sustainment Practice focus, early decision-making has left the Hamilton LRT B-Line program as a \$3-billion life-cycle asset burden instead of an approximate \$1.95-billion life-cycle economic asset!**

I have offered my guidance to the City of Hamilton (CoH) and Metrolinx / Government of Ontario [see Appx A thru D attached] without any response to my 'free' advice. I agree with Councillor Whitehead that we desperately need an outsider's viewpoint on Hamilton LRT; a viewpoint that will be listened to.

### **The Auditor General's team will:**

- i) not be awestruck by a \$1-billion Capex gift.  
Noteworthy, the technically astute know that Capex comes with an additional Opex commitment. In this case, the estimated \$2-billion has been unaddressed.
- ii) not be politically motivated.
- iii) not be tainted by any cosy relationship with industry behemoths, who are perhaps offering incentives to proceed without doing due diligence.
- iv) be able to assemble impartial experts to work the problems and provide good advice.

### **The following are sample questions that I would like the Auditor General to answer:**

#### **1. The lack of Early-AM Supportability Analysis**

*As addressed in my previous OFH submissions [Appx A, B & C] [1] the first key good decision is to do Early-AM Supportability Analysis. The integrated product team i.e. LRT Office, does not have any knowledgeable Support Solution Managers or Early-AM Specialists on the team.*

#### **Auditor General questions**

- 1.1 Sustainment represents approx 2/3 of an asset's Life Cycle Costs (LCC), should the LRT Office staffing mix be changed to reflect the Acquisition - Sustainment tasking requirements?
- 1.2 Given that this is the age of the knowledge driven economy, is Metrolinx / the Government of Ontario justified in allowing 14.6% waste of provincial infrastructure monies?

- 1.3 If Metrolinx / the Government of Ontario allocates all its \$15-billion GTHA transit fund to Capex, who is picking up the resulting \$30-billion asset through-life Opex bill? and,  
1.4 how could this impact funding commitments to Hamilton LRT?

## **2. Operations, Maintenance and Support costs**

*Beginning with the announcement of Hamilton's LRT project, the Design-Build-Finance-Operate-Maintain (DBFOM) model has been assumed as the delivery of the Hamilton LRT.*

### **Auditor General questions**

- 2.1 If an Operator and/or Maintainer is in breach of contract and refuses to continue without increased payment or goes into bankruptcy e.g. due to poor ridership revenue or transit type technological obsolescence, what options will the CoH have with the resulting 'white elephant' LRT assets?  
2.2 Will the Government of Ontario be responsible for LRT take-down costs?

## **3. Analysis of Alternatives (re: Affordability)**

*I believe a 'Driverless' BRT # [hash] comprising of Qty-4 Bus Rapid Transit lines (i.e. BLAST network Lines A, B and two extended split-S lines) developed under an Asset Management-Sustainment Practice run program would currently come in cheaper and complete in the same 2024 timeline than the Metrolinx-Hamilton LRT Office led \$1-billion Capex and unaddressed \$2-billion Opex 3/4 (McMaster Univ to Queenston Circle) LRT B-Line program.*

### **Auditor General questions**

- 3.1 Should more affordable 'Driverless' technologies be risked within the current program(s)?  
3.2 Can the LRT B-Line allocated \$1-billion be re-allocated to an equivalent Qty-4 Line BRT#?  
3.3 How do we best futureproof our transit infrastructure investment(s)?

### **Recommendation 1**

The City of Hamilton should request an audit of the LRT program by the Auditor General of Ontario.

### **Recommendation 2**

The City of Hamilton should provide the Auditor General of Ontario with this document as sample evidence of a citizen's concern.

### **Appendices:**

Appx A: Our Future Hamilton - must resolve Technical Debt, by Paul Slater, submitted 2017-01-23.

Appx B: Our Future Hamilton - needs Early-AM Supportability Analysis, by Paul Slater, submitted 2016-10-06.

Appx C: Our Future Hamilton - starting off right, by Paul Slater, submitted 2016-03-20.

Appx D: Our Future Ontario (hangs on good Asset Management-Sustainment Practice!), by Paul Slater, dated 2016-07-13 and submitted to Hon. Bob Chiarelli, Minister of Infrastructure.

#### Reference and Websites:

[A] Hamilton Spectator, Mar 15, 2017, DRESCHER: Whitehead calls for audit of Hamilton LRT project  
[www.thespec.com](http://www.thespec.com)

[1] Our Future Hamilton: Communities in Conversation  
[www.hamilton.ca/ourfuturehamilton](http://www.hamilton.ca/ourfuturehamilton)



## Appx A

### **Our Future Hamilton - must resolve Technical Debt**

**by Paul Slater, Dated: 2017-01-24**

Resident of: Hamilton, ON.

Occupation: Sustainment Specialist

### **Vision 2040**

The entity 'George Hamilton' is becoming more intelligent and caring. A ---- See [1]

### **Dear Mr. Andrew Hope, Director, Hamilton LRT Capital Projects Group, Metrolinx**

I would like to thank you for our conversation on Wednesday, January 18th at McMaster Innovation Park, Atrium. If you recall, my concern is the lack of good decision-making based on affordability, practiced by the Public Service, in this new era of mega infrastructure spending. I also worry about the possibility of the Provincial Government downloading the unaddressed \$2 billion of LRT B-Line life-cycle operations, maintenance and support costs on the City of Hamilton (CoH).

You stated that Metrolinx is being cautious with the \$1B Capex Hamilton LRT B-Line project with the non-decision on 'Driverless' Light Rail Vehicles (LRV), due to schedule and the technological development risk. And, that the operations, maintenance and storage facility (OMSF) design is proceeding with only the requirement input of a 30m or 40m vehicle length envelope. I believe that this is unacceptable in today's knowledge-driven economy.

Robotization (i.e. Robots and Artificial Intelligence) is going to offer unprecedented savings on manpower going forward to the 'un-work' economy. Recent press releases by Tesla, Uber, and Ford tell us that sales of autonomous cars will be a common occurrence in the 4-8 year timeframe. Driverless LRV's will be a simpler problem than autonomous cars, given that they run on rails.

The Hamilton LRT B-Line has an 8 year window to design-in Driverless LRV (thru FY2024). Is being cautious worth hundreds of millions in lost savings? Understanding the exponential function on growth, I would say that this is not justifiable. The technical engineering astute understand that technological developments are exponential in nature. The naïve perceive technological growth as linear (for the exponential growth perspective see [A]). Noteworthy, humankind is at the knee of the exponential curve on the robotization graph.

### **Technical Debt**

Due to the lack of logistics engineering process; Canadian cities are support solution blind due to the inherent flaws of following a systems engineering only acquisition process; making decisions without fully considering life-cycle sustainment e.g. Early-AM Supportability Analysis, sustaining resets and technology insertion on whole life cycle costs (LCC).

I would like to offer some further guidance to the Hamilton LRT Office team.

I have 30+ years experience in the Aerospace and Defence (A&D) industry. As the internet of things comes into play in 'smart infrastructure' investments and municipal systems become

more complex, the life cycle cost ratios in the public sector will match those of A&D. LCC's ratios quoted below reflect the high-tech A&D industry.

### **Physical Asset Management 101 - Analysis of Alternatives**

#### **Facts**

- \* Sustainment costs, or Opex, typically represent 66% of an asset's whole LCC.
- \* Ops labour costs (i.e. compensation for employees) typically represent 50% of Opex, hence
  - \* Acquisition costs, or Capex = Operations labour costs (i.e. Drivers + Admin staff pay).

#### **Sticking to generalizations**

- \* Let's say Ops operator labour is 2/3 and Ops support labour is 1/3 of total Ops labour costs.
- \* 40 \$4M LRV's will need \$1M upgrade to Driverless & \$10M of infrastructure black boxes.
- \* Let's assume 2 to 3 technology insertions over the 30 yr asset life - the 1st being Driverless.

Then, by calc

Driver compensation is \$1B x 0.666 (Drivers pay) = \$666M

Driverless LRV Upgrade is \$40M + 10M smart infrastructure = a \$50M technology insertion

**Going 'Driverless' is a \$666M-50M = \$616M saving or, \$20.5M/yr in annual Opex savings**

#### **Further opportunity (from going 'Driverless')**

A partnership with a locomotive OEM should be explored. Selling Driverless LRV Upgrades to the 40+ cities operating LRT globally will be a prosperity game changer for our city. We have research institutions, skilled labour, steel, vacant land and a tri-transportation network to offer!

#### **People and Culture**

Today's 'business-as-usual' needs to be improved upon with such large infrastructure funding sums at stake in Ontario. City hall desperately needs an improved in-house technical capability for future success. Human Resources must hire more strategically going forward if we are to become an Intelligent Community. The Government of Canada and the Government of Ontario plan respective 12 year \$180 billion and \$183 billion infrastructure funding. The Public Services, as outlined on this LRT B-Line program, are going to over pay for physical assets with current practices. Without change, the Canadian public will get much less than the expected municipal infrastructure, we so desperately need, over the next 12 years.

#### **Recommendation 1 - repeat [2]**

City Staff and Councillors should address the lack of modern-day Asset Management-Sustainment Practice experience within the Hamilton LRT Office.

#### **Recommendation 2**

The Economic Development Dept. should look for a LRV OEM willing to locate in Hamilton, ON. Set-up of a Driverless LRV Design Office with a production facility to follow is the goal.

#### **Reference and Websites:**

[1] Our Future Hamilton - needs' Early-AM Supportability Analysis, by Paul Slater, submitted 2016-10-06.

[2] Our Future Hamilton - starting off right, by Paul Slater, submitted 2016-03-20.

[A] Free on-line book, Chapter 3: Exponential Growth - by Frederico Pistono, Nov2012

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

## Appx B

### **Our Future Hamilton - needs Early-AM Supportability Analysis by Paul Slater, Dated: 2016-10-06**

Resident of: Hamilton, ON.

Occupation: Sustainment Specialist

#### **Vision 2040**

The entity 'George Hamilton' is becoming more intelligent and caring. A whole-of-government strategic approach based on Asset Management-Sustainment Practice with Information Interoperability has made Hamilton, Ontario, the model of affordability and through-life finance. This prosperous community of communities is a Smart Sustainable City, one which provides a quality of life for all its citizens that is second to none. The wealth generated by the City of Hamilton is distributed evenly among its residents.

#### **Dear Mr. Peter Olak, LRT Senior Project Manager**

I would like to thank you for our conversation on Monday, September 12th at McMaster Innovation Park, Atrium. If you recall, my concern is the poor standard of Asset Management (AM) practice employed by the public service in this new era of mega infrastructure spending. I also worry about the possibility of the Provincial Government downloading the \$2.4 billion of lower city LRT lifecycle operations and maintenance (O&M) costs on the city.

You stated that the \$1.2 billion Capex LRT project is following standard practice, with decisions on the OMF and Driver-v's-Driverless to come later in the process. I believe that this is unacceptable in today's knowledge-drive economy. The Government of Ontario is giving up on hundreds of millions of dollars in potential Opex support costs savings. Today's public service business-as-usual needs to be improved upon with such large funding sums at stake.

I would like to draw your attention to 'Our Future Hamilton - is a Smart Sustainable City' and 'Our Future Hamilton - starting off right' my Communities in Conversation [A] submissions [1][2].

Physical Asset Management 101 - Influencing the design:

\* 14.66% savings of the asset Life Cycle Costs via Early-AM Supportability Analysis practice.

**Hence, the potential lost to the City of Hamilton, based on generalizations, \$527.8 million or \$17.6 million per year in Opex savings for the City's B-Line and lower city part A-Line LRT from FY2020-2045.**

Noteworthy, for this amount of savings, Asset Management-Sustainment Practice personnel must be at the table prior to any commencement of LRT design. As you pointed out this is not happening with LRT in Ontario. Hence, we are in the position of 'fait accompli' with potential design influenced O&M savings on the LRT B-Line and lower city part A-Line.

#### **LRT B-Line - Fait accompli**

Time to move on with some intelligence.

## **The opportunity**

Let's do it right from the start with our prosperity 'game changer' - LRT A-Line (Inclinor/Lift to Airport mountain section) and the 'crown jewel' - Airport Employment Growth District (AEGD).

With the dawn of the Internet of Things, all large municipal infrastructure projects of tomorrow will be more complex and have a substantial amount of embedded technology spend on control systems, connectivity and customer experience. Knowing how to bring together automation and cyber-physical systems, manned-unmanned teaming and municipal infrastructure asset management skills is crucial to avoiding cost and time overruns. Front-end analysis is necessary for the 'Smart Infrastructure' unknowns so that 'Will cost - Should cost' estimates are closer to the truth; aiding effective reliability trade-offs, better decision-making and allocation of funds.

## **People and Culture**

Both the Government of Canada and Government of Ontario are tying their respective 10 year \$120 billion and \$137 billion municipal infrastructure program handouts to AM practice [B] [C]. If they wish to maximize cost savings then they should be supportive of a city that wishes to i) demonstrate an evolved AM culture, ii) be the leader in affordability and through-life finance and, iii) become the pilot 'Smart Infrastructure' development location of choice.

## **Action**

*With regards to LRT A-Line, Metrolinx / Infrastructure Ontario and Infrastructure Canada must be notified ASAP of our desire to lead with Early-AM Supportability Analysis development.*

## **Recommendation 1**

The City of Hamilton should approach both the Government of Canada and Government of Ontario for LRT A-Line Early-AM Supportability Analysis infrastructure funding.

## **Endnote**

With demonstrated Early-AM Supportability Analysis over the next 10 years of infrastructure funding; both the Federal and Provincial Governments will be willing to invest tax payers dollars in Hamilton, Ontario, because of our 'Will cost - Should cost' estimates, life cycle cost savings and enduring fiscal responsibility.

## **Reference and Websites:**

[2] Our Future Hamilton - starting off right by Paul Slater, submitted 2016-03-20.

[1] Our Future Hamilton - is a Smart Sustainable City (inc. Hamilton 2040) by Paul Slater, submitted 2015-08-25.

[C] Infrastructure Canada

<https://www.canada.ca/en/office-infrastructure.html>

[B] Metrolinx - The Big Move: Planning

[www.metrolinx.com/en/regionalplanning/projectevaluation/planningdesignandengineering/planning\\_design\\_engineering.aspx#hamilton](http://www.metrolinx.com/en/regionalplanning/projectevaluation/planningdesignandengineering/planning_design_engineering.aspx#hamilton)

[A] Our Future Hamilton: Communities in Conversation

[www.hamilton.ca/ourfuturehamilton](http://www.hamilton.ca/ourfuturehamilton)

## **Our Future Hamilton - starting off right**

**by Paul Slater, Dated: 2016-03-20**

Resident of: Hamilton, ON.

Occupation: Sustainment Specialist

### **Dear Mr. Paul Johnson, Director, LRT Project Coordination**

I was looking through the 2016 Committee and Council Meeting Calendar for some 2016-2025 Strategic (Asset Management) Planning information and happened to come across the General Issues Committee meeting on Tuesday, March 22nd. I opened up the Light Rail Transit (LRT) Office and Administration Budget (PED16073) document which includes the Hamilton dedicated staff and primary support positions list (Appx. A) with anticipation. My reaction? I thought to myself "Oh my gosh - there is no 'Sustainment Practice' person on the 12+4 staffed LRT Office team, currently the biggest Capex program in the City of Hamilton. So much for talking up 'Asset Management' at all levels of government!"

I would like to draw your attention to 'Our Future Hamilton - is a Smart Sustainable City' my Communities in Conversation submission. See pages 4 & 5 [1]:

### **Physical Asset Management 101**

#### **Facts**

- \* Sustainment costs, or Opex, typically represent 66% of an assets whole Life Cycle Costs.
- \* Post-design, typically 66% of the sustainment costs are locked in i.e. inherent to the design.

Influencing the design - the maximum potential from good 'Sustainment Practice' is:

- \* 14.66% savings of the asset Life Cycle Costs via Early-AM Supportability Analysis practice.

Hence, the opportunity in the City of Hamilton (CoH), sticking to generalizations - 17.6 million dollars per year in Opex savings for the City's B-Line & part A-Line LRT; \$1.2 billion Capex program from FY2020-2045.

To restate the key point here - For this amount of savings, Asset Management-Sustainment Practice (AM-SP) personnel must be at the table prior to any commencement of LRT design. Not having AM-SP representation on any LRT Office team the Government of Ontario is giving up on hundreds of millions of dollars in future potential Opex support costs savings.

You may say:

#### **1. It's not future CoH tax dollars that's being wasted - why should we care?**

Comment - As provincial tax payers we should all care - potentially, hundreds of millions of future Ontario tax dollars down the drain!

#### **2. Our Senior Program Managers will also think about sustainment issues - we are OK**

Comment - The US Army, US Navy and US Air Force are three of the biggest asset owning organizations in the world. Note, an army forward operating base is not much different than a small municipality. The US military are the best at what they do however, in 2009, due to

constant lack of overthought and huge cost overruns; the Department of Defence mandated that all major acquisition Program Managers shall have, as a number two, a sustainment Product Support [Solution] Manager to keep his/her focus on the 66% in-service life cycle costs [B]. In Canada, a recent PricewaterhouseCoopers report [C] concluded 'that both Public Services and Procurement (formerly PWGSC) and National Defence don't have in-house staff and expertise to understand technical matters that contribute to higher project costs'. I have no doubt that the Government of Ontario and the City of Hamilton are in this same position.

### **The opportunity**

A wise forward thinking CoH would say to Metrolinx / Infrastructure Ontario - with AM-SP expertise we can help you identify up to \$18 million dollars in annual operating and support costs savings. Let us both share in that saving with a Performance-Based Sustainment 50-50 contract. The Government of Ontario could save up to \$9M per year while contributing \$9M per year to a proposed Smart Sustainable Hamilton initiative [1]. A win-win situation.

### **People and Culture**

Both the Government of Canada and Government of Ontario are tying their municipal infrastructure funding awards to demonstrated Asset Management (AM) practice. The City of Hamilton should therefore base its SP2016-2025 staffing and culture initiatives on AM practice; if it wishes to maximize its successes in the respective 60 billion and 130 billion dollar infrastructure program handouts.

### **Action**

*With regards to Infrastructure Asset Management, Metrolinx / Infrastructure Ontario must be held accountable - to practice what they preach.*

#### **Recommendation 1**

The City of Hamilton must take the lead and request the investment of an Asset Management-Sustainment Practice capability on the Hamilton LRT Office team. This Tuesday's General Issues Committee approval should be deferred until further negotiations can take place.

*2016-2025 Strategic (Asset Management) Planning.*

#### **Recommendation 2**

Over the coming months the City Manager should ask the right AM-SP questions of our other major programs i.e. WHD and AEGD. And beyond, the same AM-SP questions should be reviewed against all aspects of City's operations in our much needed transformation.

#### **Reference and Websites:**

[3] HamiltonON-2040 (includes Vision 2040) by Paul Slater, reformatted 2016-02-29.

[2] Our Future Hamilton - the need to be realistic! by Paul Slater, submitted 2016-01-27.

[1] Our Future Hamilton - is a Smart Sustainable City (inc. Hamilton 2040) by Paul Slater, submitted 2015-08-25.

[C] The Canadian Press - perverse incentives: for industry to increase costs

<http://ipolitics.ca/2016/03/13/perverse-incentives-leaked-report-blasts-federal-contracting-regime/>

[B] Sec 805 of FY10 NDAA (Public Law 111-84) Oct 09 - Mandated PSMs

<http://www.gao.gov/assets/670/662809.pdf>

[A] Metrolinx - The Big Move: Planning

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/planningdesignandengineering/planning\\_design\\_engineering.aspx#hamilton](http://www.metrolinx.com/en/regionalplanning/projectevaluation/planningdesignandengineering/planning_design_engineering.aspx#hamilton)

## **Our Future Ontario (hangs on good Asset Management-Sustainment Practice!)** **by Paul Slater, Hamilton, Ontario. Dated 2016-07-13**

### **Background**

The province's Infrastructure for Jobs and Prosperity Act, 2015, was proclaimed on May 1, 2016. As a result, a potential Municipal Asset Management Planning Regulation Discussion Paper has been released for comment. It is intended to establish a standard format for municipal asset management plans that builds upon the important work undertaken to date [A].

### **Feedback Summary**

The Government of Ontario is tying its municipal infrastructure funding awards to demonstrated Asset Management (AM) practice; if Infrastructure Ontario wishes to maximize its successes in its respective 137 billion dollar infrastructure program handouts, while achieving substantial savings, then front-end Early-AM supportability analysis must be stressed and incorporated, not the current poor after-commissioning AM practice status quo.

It is evident that the Government of Ontario does not yet know what good AM is, hence any regulation should be postponed for a couple of years. In the meantime, a training needs assessment should be developed and an Ontario-wide advanced AM training program introduced.

Asset Management-Sustainment Practice, with Information Interoperability, is foundational to Smart Sustainable Cities or Communities implementation. A primary goal for the Government of Ontario should be to become a Smart Sustainable Province. The predicted global smart city marketplace, valued at \$1.565 trillion dollars by 2020, could be the driver of Ontario jobs and prosperity.

### **Our Future Ontario - Vision 2045**

The entity 'Sandfield Macdonald' is part of the 'Oh Canada' superintelligence cognitive computing grid. A whole-of-government strategic approach based on Asset Management-Sustainment Practice has made Ontario the model of affordability and through-life finance. We are a Smart Sustainable Province. Ontario is the most cyber-visited region in the world - our way of life is envied around the globe.

### **People and Culture**

Asset Management practitioners have to have an understanding of modern day 'Smart Infrastructure', otherwise their contributions will not generate the maximum value from the huge investments we are about to commit to Municipal Infrastructure. An 'Asset Lifecycle' and 'Smart Sustainable' learning culture is key to success as a province.

### **Clarification - Do not get confused between the words**

Sustainable or Sustainability - the resource is not depleted or permanently damaged

Sustainment - lifecycle Reliability, Maintenance and physical Asset Management practice driven by 'value'

Firstly, it is encouraging to hear that the Provincial Government wishes to improve current AM practice and understands that municipal asset management planning is not a stand-alone process - It must be integrated with other municipal financial and planning processes and important provincial initiatives. I look forward to the development of the Municipal Asset Management discipline and hearing of special initiatives for our prosperity.

### **1. A major flaw in the Discussion Paper overview statement**

*"At the very core of public sector asset management are two fundamental considerations: providing satisfactory levels of service to the public, and ensuring the sustainability of infrastructure assets over the long term."*

The Designers dream - perverse incentives! The lack of cost control in the core fundamental considerations, encouraging over-design - the Construction companies / Original Equipment Manufacturers (OEM) / Primes will love the Provincial Government. Huge profits for a few well connected businesses is not the way to stimulate job creation and prosperity. And unfortunately, municipalities will be left with excessive Operations and Maintenance (O&M) bills to pay for years thereafter.

*Clearly, there is much work to do to ensure that municipal asset management planning advances across Ontario. The two fundamental considerations are admirable however, the primary core fundamental should be: i) to reduce life cycle costs; [written as the 1st of the 3 core fundamentals].*

### **Recommendation 1**

The core fundamentals will be adjusted accordingly to three, adding i) to reduce life cycle costs;

## **Physical Asset Management 101**

### **Facts**

- \* Sustainment costs, or Opex, typically represent 66% of an asset's whole Life Cycle Cost (LCC).
- \* Post-design, typically 66% of the sustainment costs are locked in i.e. inherent to the design.

Sticking to generalizations. Let's say reliability and maintenance practitioners can achieve 33% improvements in O&M e.g. via LORA and RCM, which would be outstanding - World-class or Maintenance Excellence status.

Then, the options are:

- \* Acceptance as-is of the designer's efforts post commissioning - 0% O&M savings.
- \* 7.33% savings of the asset LCC via Overall Equipment Effectiveness (OEE) improvements post commissioning.
- 14.66% savings of the asset LCC via Early-AM Supportability Analysis (SA) practice, hence
- \* 22% savings of the asset LCC via combined Early-AM SA & OEE 'Affordable Sustainment' practice.

We are currently blessed - both our Provincial and Federal Governments have seen the light and have committed sustainable funding to our much needed infrastructure. 137 billion dollars over 10 years [B] and 120 billion over 10 years [C] respectively. I am going to make the assumption that with an Ontario to Canada population of 38.6% our Federal share, of hopefully \$46.32 billion, will be mostly be invested in 'Smart Infrastructure'.

Assuming funding is allocated equally to Capex and Opex requests, then the potential savings on the total infrastructure monies is 22% of \$137 + 46.32 billion = \$40.33 billion, which can be re-invested, hence the ability to spread the funding awards across all 444 municipalities of Ontario.

With \$133 billion worth of municipal infrastructure assets in the province, there is also the potential for Sustainment OEE improvements. 7.33% of \$133 billion = \$9.75 billion, a further potential savings bonus.

### **Noteworthy**

The Early-AM SA opportunity mentioned above requires getting a Support Solution Team (SST) in place prior to any acquisition, or Capex feasibility study. The SST will work with the Construction companies / OEM's / Primes to ensure lowest life cycle cost and will generate the predicted O&M cost data to keep them honest.

*The Federal example of perverse incentives [1] driving current standard practice of limited front-end analysis and only transitioning acquisition (Capex) projects information to sustainment (Opex) programs post-commissioning, hence loading unnecessary operations and maintenance costs onto the 'End User'*



*municipalities, has to end. The status quo of standard post-commissioning AM practice within the public service industries has to be broken if Ontario is to become the world leader in sustainable development.*

### **Recommendation 2**

The Government of Ontario shall demand that Infrastructure Ontario entices all 'End User' municipalities to move to affordable sustainment and operational excellence practice i.e. whole lifecycle Asset Management-Sustainment Practice, with Information Interoperability.

*Look on most university websites for available courses on engineering and you will often find Systems Engineering (Acquisition a.k.a. Capex practices) and all its component disciplines; however, you will rarely find its twin, Logistics Engineering (Sustainment a.k.a. Opex practices or advanced physical AM).*

### **Recommendation 3**

The Government of Ontario must delay any proposed regulation for a minimum of two years until a Training Needs Assessment is conducted and adequate education on good whole lifecycle Asset Management-Sustainment Practice is available province-wide.

## **2. Question# 3 \* How could asset management plans best be integrated with other planning, policies and processes, including budgets in particular?**

### **Our Future Ontario - is a Smart Sustainable Province**

The transition to Smart Sustainable Cities or Communities is a socio-economic imperative for Ontario. Our municipalities must be built on technical innovation and new approaches to city-management.

Over 17 years ago (Aug-1998), I was one of only a dozen who submitted to the Federal Government's Blue Ribbon Panel which was mandated to determine how Canada could lead the world in Smart Communities development. Also, having distributed education material outlining the concept to many Ontario municipalities thereafter, I like to think that I was an influence in the Provincial Government decision to attempt the creation of 50 Smart Sustainable Communities across Ontario i.e. the Connect Ontario and GeoSmart initiative.

Internationally, the Smart Sustainable Cities or Communities (SSC) dream has been given a boost with the release of standards: ISO 55000, Asset Management, the UK BSI PAS 181, Smart city framework and ISO 37120, Sustainable development of communities, in 2014. China is planning 500 smart cities, India 100 smart cities. The EU and the US have Smart Cities Initiatives. Singapore and Malta currently have the primary goal of becoming a Smart / Intelligent Nation.

Recently, on 19 May 2016, the International Telecommunication Union in collaboration with the United Nations Economic Commission for Europe launched 'United for Smart Sustainable Cities' (U4SSC). The project U4SSC is being implemented in 56 selected countries in Europe, Central Asia and North America [2].

### **A Smart Sustainable Province initiative**

'Smart Infrastructure' i.e. the Internet of Things (IoT), is the current game-changer in town. We cannot allow the financial wizards to regurgitate past old technology examples and extrapolate what the future sustainment costs are going to be. We need technical expertise. A knowledgeable breed of 'Sustainers' who can determine the LCC using predictive tools e.g. level of repair analysis (LORA), Reliability-Centered Maintenance (RCM) & spares optimization, so that 'Will cost - Should cost' estimates are closer to the truth; aiding effective reliability trade-offs, better decision-making and allocation of funds. For example, within the next 5-15 years, when most of the 'Metrolinx - The Big Move' [p] programs are to complete, driverless trains, LRT, buses and taxi-cars will be the norm. What effects on manpower and the operations expenses (Opex) is this driverless world going to mean? Only good Early-AM supportability analysis can tell us this.

You may say, we tried the 'Smart' approach with the Connect Ontario and GeoSmart initiative 15 years ago with limited success. My rebuttal to that would be - the Government of Ontario should have listened back then to the 'Sustainment Practice' argument and also not stifled innovation with conditions. This should be a lesson-learned for any proposed Municipal AM Planning regulation. We lost the advantage of a 15 year head start. We now need to double our efforts to get back in the smart cities game and become a front runner - Our prosperity depends on it.

*Forecasts from Frost & Sullivan suggest the global smart city market will be valued at \$1.565 trillion in 2020. Some 23 billion connected devices will be in use by 2020 globally within these smart cities [3].*

#### **Recommendation 4**

Ontario's overall Jobs and Prosperity strategy shall be to i) become a Smart Sustainable Province and, ii) target the Smart Cities marketplace.

### **3. Further - A general observation**

From the respective Discussion Paper, I get the impression that the Provincial Government equates AM to municipal infrastructure only.

Health and education are two of the largest drains on the Provincial Government finances [B]. The same Asset Management-Sustainment Practice with Information Interoperability framework should be applied to all public sector footprints.

For example

Again, assuming funding is allocated equally to Capex and Opex requests, then:

\* annual Health Care and Social Services expenses - 22% of \$62 billion = \$13.64 billion in potential saving, which can be re-invested. Likewise,

\* annual Education and Training expenses - 22% of \$53 billion = \$11.66 billion in potential savings.

*There needs to be a whole-of-government approach to advanced physical AM for our future prosperity.*

#### **Recommendation 5**

The Government of Ontario should study and report on the potential of a new integrated approach - A government-wide, cross-ministries, Asset Management System introduction.

### **Endnote**

As outlined above, there is no shortage of monies for building 'Our Future Ontario' if we adopt an Asset Management-Sustainment Practice culture throughout government. The savings can be substantial. Only political will and good leadership is required - What happens next is up to you.

#### **Reference and Websites:**

[A] Municipal Asset Management Planning Regulation Discussion Paper  
[www.ontario.ca](http://www.ontario.ca)

[B] Ontario Ministry of Finance  
[www.fin.gov.on.ca/en/budget/estimates/](http://www.fin.gov.on.ca/en/budget/estimates/)

[C] Department of Finance, Canada  
[www.fin.gc.ca](http://www.fin.gc.ca)

[D] Metrolinx - The Big Move  
<http://www.metrolinx.com/thebigmove/en/default.aspx>

[1] The Canadian Press - perverse incentives: for industry to increase costs  
<http://ipolitics.ca/2016/03/13/perverse-incentives-leaked-report-blasts-federal-contracting-regime/>

[2] United for Smart Sustainable Cities  
<http://itu.int/go/U4SSC>

[3] Frost & Sullivan  
[ww2.frost.com](http://ww2.frost.com)

Pilon, Janet

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Subject: I support LRT

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**From:** Mary Ellen Bailey  
**Sent:** March-23-17 9:59 AM  
**To:** Farr, Jason; clerk@hamilton.ca  
**Subject:** I support LRT

Hi Jason

I just want to inform you that I strongly support the LRT for the following reasons:

- it will help Hamilton become a progressive city (e.g. attract businesses, lessen car congestion).
- It's an aging society and we'll need good, easily accessible transit for aging baby boomers/seniors
- low maintenance costs, cheaper to power, quiet
- low pollution emission therefore not subject to future carbon tax
- travel quickly and easily to other Hamilton areas (e.g. Ottawa St. shopping, Gage park etc.) without having to drive/pay for parking.
- Convenient transport for students and staff travelling to McMaster university

Thanks,

MaryEllen Bailey

**Pilon, Janet**

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**Subject:** LRT Project (The Time Is Now) - Upcoming Council Meeting - March 28th

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**From:** Tyler Pearson [mailto:[tyler@malleumpartners.com](mailto:tyler@malleumpartners.com)]

**Sent:** March-23-17 8:26 AM

**Subject:** LRT Project (The Time Is Now) - Upcoming Council Meeting - March 28th

Good morning everyone,

I am writing to let you know that I am in full support of the LRT project. So much so, that I moved my family to the area over a year ago (as did my business partner and his family) to expand our Private Equity Investment company. Our company is focused on deploying large sums of capital in Hamilton and not just its downtown. The reason we chose Hamilton is because we believe strongly in its future and the economic pillars that are beginning to underpin it and want to play an active role in its continued revitalization. A primary catalyst for us focusing on Hamilton was largely in part due to the LRT infrastructure that we feel will inject considerable new life and investment dollars all throughout Hamilton. Anyone who would go on record and state they are against this planned infrastructure or that only the downtown core will benefit is simply not thinking rationally and is certainly ignoring the numerous examples all around the world where LRT has been a significant catalyst for new growth and quite frankly responsible growth. The reality is population is increasing and highways and inner city streets are becoming increasingly congested. People are becoming much more aware of their time and how valuable it is to them and their families and are now measuring their commutes in minutes and not in miles. As a result, people and businesses have and will continue to gravitate to cities that are investing in LRT infrastructure because quite frankly it needs to be done in order to properly prepare for the future. Hamilton has an incredible opportunity to begin putting in some major building blocks for future growth that will continue to retain and attract some of the brightest minds and forward thinking companies around. However, if we let petty politics prevent this new chapter from turning it will inevitably be a very unfortunate moment in history for the City of Hamilton as it will undoubtedly get left behind by other city centers willing and wanting to invest in large LRT infrastructure projects.

That all said, I remain confident that you will all come to the conclusion that the best time to invest in LRT infrastructure would have been years ago however, the next best time is now. I trust you will do the right thing.

**Tyler Pearson**

Managing Partner & Co-Founder

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**Pilon, Janet**

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

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**From:** David Patrick O'Connor

**Sent:** January-17-17 1:40 PM

**To:** DL - Council Only

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

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

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

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

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

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

Yours truly,

David Patrick O'Connor

**Pilon, Janet**

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**Subject:** an apology from a No Hamilton LRT campaigner (I'm sorry)

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**From:** Theodore Sares

**Sent:** November-24-16 7:30 AM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** an apology from a No Hamilton LRT campaigner (I'm sorry)

Dear Mr Mayor, City Councillors,

I have been part of the No Hamilton LRT movement since around the time it started and I run our Twitter account and have also contacted you in the past to voice my opposition to the LRT project.

I still believe that there are MANY unanswered questions with regards to this project and that there are going to be impacts to businesses along King St that should be managed or helped, but at this time I wanted to write a short apology for allowing myself to become part of something that has gotten ugly, and for the harsh and unfair things that have been said about many of you on social media and at meetings and so on.

Our strategy has been to stir up as much fear and doubt about this project as possible, to always talk about "cost" and taxes and damage to the downtown. I posted some things on Twitter like this and some of it made people really upset, which I regret now. There is a lot of "scheming" to try and disrupt the project and create controversy. Donna Skelly works closely with the No Hamilton LRT people and especially Carol Lazich to do stuff like that abolish the LRT subcommittee motion (by the way she uses a gmail account when she works with Carol ([donna.skelly1111@gmail.com](mailto:donna.skelly1111@gmail.com)) instead of her city councillor email, maybe those are tracked???)

Anyway here is the point of my email. I have gone along with this stuff and also I admit encouraged it but when Trump was elected in the USA I fell silent. Our tactics were always along the "Trump lines" and I never really thought they would be successful but now I see that you can spread fear and doubt and "fake news" and it will work, but the consequences can be very ugly and people are divided.

So I have to apologize, and say sorry for all of that.

Where I disagree with many on the No Hamilton LRT side now is that I think the issue could be settled, it is just transit, maybe some good will come of it. A lot of the people in my building use the HSR. What should happen now is that plans should be made to help the businesses on King St. Instead of fighting and creating a mess like Trump in the USA we should figure out how to make this work for EVERYBODY.

I have voiced this opinion to some of the No Hamilton LRT people and some of them have been very nasty about it, that has been a real turnoff for me. Especially one who made comments about my disability. The whole thing is upsetting and I think I am done with all of this

Thank you for reading and have a nice day,

---

Theodore Sares

No Hamilton LRT / @nohamiltonlrt

**Pilon, Janet**

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**Subject:** Let's call Hamilton's LRT what it is - an old-fashioned four-car train

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**From:** JohnAParente

**Sent:** January-04-17 2:01 PM

**To:** Jackson, Tom; Pearson, Maria; Ferguson, Lloyd; Merulla, Sam; Collins, Chad; Office of the Mayor; Whitehead, Terry; Partridge, Judi; Johnson, Brenda; Office of the City Manager; Farr, Jason

**Subject:** Fwd: FW: Let's call Hamilton's LRT what it is - an old-fashioned four-car train

Is this worth considering? Sounds logical? Do we make our own decisions or must we cow tail to the Province?

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From: angelo notarianni

To: johnAParente

Sent: 1/4/2017 10:35:02 A.M. Eastern Standard Time

Subj: FW: Let's call Hamilton's LRT what it is - an old-fashioned four-car train

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Angelo Notarianni

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**From:** Micor Land Corp <micorlandcorp@gmail.com>

**Date:** Monday, January 2, 2017 at 4:07 PM

**To:** Michael Corrado <micorlandcorp@gmail.com>

**Subject:** Let's call Hamilton's LRT what it is - an old-fashioned four-car train

<http://www.thespec.com/opinion-story/7045302-let-s-call-hamilton-s-lrt-what-it-is-an-old-fashioned-four-car-train/>

IMPORTANT READ FOR ANYONE WHO REALLY CARES ABOUT HAMILTON

**Pilon, Janet**

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**Subject:** LRT Hamilton

----- Forwarded Message -----

**From:** Rosemary Horsewood

**To:** "kwyne.mpp.co@liberal.ola.org" <kwyne.mpp.co@liberal.ola.org>; Hamilton LRT Office <lrt@hamilton.ca>; Robert Pasuta(HC) <rpasuta@hamilton.ca>; fred E(HC) <mayorfred@hamilton.ca>

**Cc:** "john@bayobserver.ca" <john@bayobserver.ca>

**Sent:** Tuesday, January 24, 2017 10:25 PM

**Subject:** LRT Hamilton

I would like to thank the city of Hamilton and metrolinx for putting on the LRT public information sessions, but please listen to people and be prepared to change and look at new options, once things are out to tender then it is too late. This planning stage is keeping quite a few people employed and the LRT projected as even more, but new road surfacing, improving our water and sewer system, and an innovative bus system would provide employment and put Hamilton in a far better situation to encourage new development than 11kms of LRT in Hamilton. Hamilton with poor road surfaces and an aging infrastructure system is not going to attract new development. I am sure that this LRT is not going to help Hamilton's transit system in general. There will be an increase in systems like DARTS as less elderly will be able to use the LRT and regular buses to hospitals etc will take so long. Hamilton planners look hard at your population numbers and the age group that it is made up of. LRT may attract a few younger people but you will be left with your elderly and poorer population to transport around the city in some form or another. I did send the comments below to the Metrolinx website directly as I could not find an email address to include them in this email

I am deeply concerned about Metrolinx, acting on behalf of the Liberal Government, committing \$1 billion dollars of tax payer's money into 11kms LRT system in Hamilton Ontario. With all the changes in transportation that are happening the proposed LRT will be a semi obsolete system by the time it is built in 2024. It is 11kms going from the University to nowhere or the other way around. Hamilton with a population of 580,000 projected to 780,000 in 2041, that has been designed as a large urban sprawl needs a modernized, integrated bus system, with designated bus lanes. Info at each bus stop on the next bus coming, any delays etc. Small pick up buses to run into a well thought out corridor systems that run well. The "B Line" is an excellent example that runs as efficiently on a longer route in the same time, as the proposed LRT system. It would be even better with modern efficient buses and designated bus lanes. We need this system along the other identified BLAST corridors. This would help the environment by reducing cars on the road. Use your money to experiment in a new type of bus system using new technology that people want and people could use. Ask residents go where they want to go in Hamilton. Ask people where they go to, run buses to job sites from where people live and to hospitals. I find communication with Metrolinx very poor no phone number, no e mail address, where is the transparency.

Thank you for listening but I only hope that you spend my and all my fellow citizens "tax" dollars wisely. Rosemary Horsewood



Pilon, Janet

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Subject: Hamilton, its council and LRT

From: Don Phillips  
Sent: March-22-17 12:35 AM  
To: Office of the Mayor  
Subject: Hamilton, its council and LRT

Mr. Mayor,

In case I don't get included in the latest survey, please accept this email as my vote against LRT for Hamilton.

I've heard how LRT is the remedy for many of the ills being suffered by downtown simply because of a supposed obsolete transportation system. Apparently people are waiting with bated breath to flock downtown but need the LRT to do it. New businesses will migrate to the downtown. Condos will blossom like flowers in spring time. The tax rolls are going to spike and money will flow into the city coffers. Travel time from point A to point B will be shortened. There is more spin ad nauseam about the benefits and also the sure to happen negatives should the system not be built. There has also begrudgingly been some admission about negative impacts. Impacts such as the huge disruption during the construction phase, the loss of a number of existing small businesses, the degradation for other vehicular traffic both during construction and permanently thereafter, the chosen and still undecided route, just to name a few.

This saga has been around for many years. It got its real start for this council when the provincial government surprised council with the billion dollar offer. This forced council's hand because it removed the latest roadblock it had erected in its attempt to punt the decision on LRT farther down the road. As each subsequent council discussion comes and goes, the outcome becomes more muddled. Any Hamiltonian, either councillor or citizen, is demonized if they oppose or challenge any aspect of the project. There is a group of council members for whom the thought of losing out on a billion dollars is just not acceptable. What they have failed to do is get the answers to three very important questions.

What are the realistic ridership numbers? The estimates given seem about as reliable as those council has received in other recent consultant reports.

What is the feeling of the people of Hamilton when it comes to LRT? Ignore council member wants, their eyes are filled with dollar signs. Focus on those who these elected officials supposedly represent. Get the citizens' opinions.

Last, and most importantly, who pays for the operation and ongoing maintenance and future acquisitions after the honeymoon? I've heard different numbers as to how long and what is paid by the original deal. That is all well and good, but sooner or later, this system will become a cost item for Hamilton and that means me, the local taxpayer.

I want those details before I can consider myself as a supporter of the project.

Don Phillips

**Pilon, Janet**

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**Subject:** Hamilton LRT & Transport Future Proposal  
**Attachments:** Hamilton Transport Proposal - Robert Balaam 170320.pptx

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**From:** Robert Balaam [mailto:robertbalaam@gmail.com]  
**Sent:** March-20-17 3:51 PM  
**To:** Office of the Mayor  
**Subject:** Hamilton LRT & Transport Future Proposal

Dear Mayor,

I think the Hamilton LRT is far from best value for Hamilton, and would mean chaos for the city.

Far better, I believe, is a pod transportation system, integrated into a new downtown Hamilton Transportation Hub - please find my proposal attached.

I have thoroughly enjoyed living in Hamilton since January 2015, and am a highly experienced Management Consultant. I achieved a GPA of 97% in Business Accounting at Mohawk College - the highest international GPA in 2016. After graduating last year, I worked on the Bruce Power Major Component Replacement (MCR) Program.

Please feel free to contact me to discuss this further.

Yours Sincerely,

Rob

Robert Balaam | Director | Balanalysis Incorporated  
B-720 West 5th Street, Hamilton, Ontario, L9C 3R4, Canada  
+1 905 807 1976 | robertbalaam@gmail.com

LinkedIn: <https://www.linkedin.com/in/robert-balaam-25b2a06>

TOP 5 STRENGTHS: Strategic, Achiever, Learner, Ideation, Individualization


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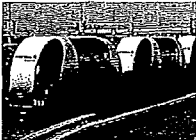
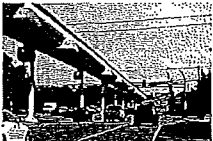

# Hamilton Transport Future Proposal

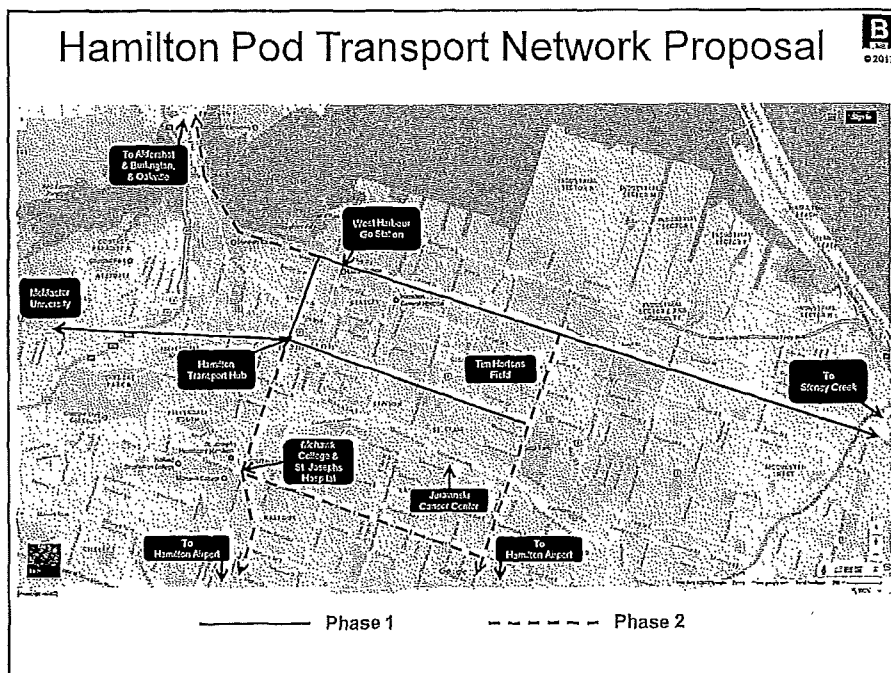


Robert Balaam, Balanalysis Inc.



March 20, 2017





## Benefits of Pod Transport

- Point-to-Point Transportation
- Removes Changes and Waiting Time
- Minimal weather clearance & maintenance
- 2 way, 4 lanes provides easy maintenance
- Rapid deployment & reduced city disruption
- Uses existing rail infrastructure
- Significantly city regeneration potential
- Future proof infrastructure
- Hamilton gives leading edge impression

## Hamilton Transport Hub Proposal



## Benefits of Transport Hub

- Highly integrated transport solution
- Transfer times significantly reduced
- Increased Car Parking Capacity
- Environmentally friendly rooftop parks
- Rooftops offer drone landing potential
- Maximizes land use

Pilon, Janet

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**Subject:** Hamilton LRT Operating Costs

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**From:** Dennis & Joanie Martin

**Sent:** November-01-16 9:43 AM

**To:** Whitehead, Terry; Skelly, Donna; Jackson, Tom; Collins, Chad; Merulla, Sam; Johnson, Brenda; Partridge, Judi; Pasuta, Robert; VanderBeek, Arlene; Ferguson, Lloyd; Pearson, Maria; Conley, Doug; Green, Matthew; Farr, Jason; Johnson, Aidan; Office of the Mayor

**Cc:** nohamiltonlrt@outlook.com

**Subject:** Hamilton LRT Operating Costs

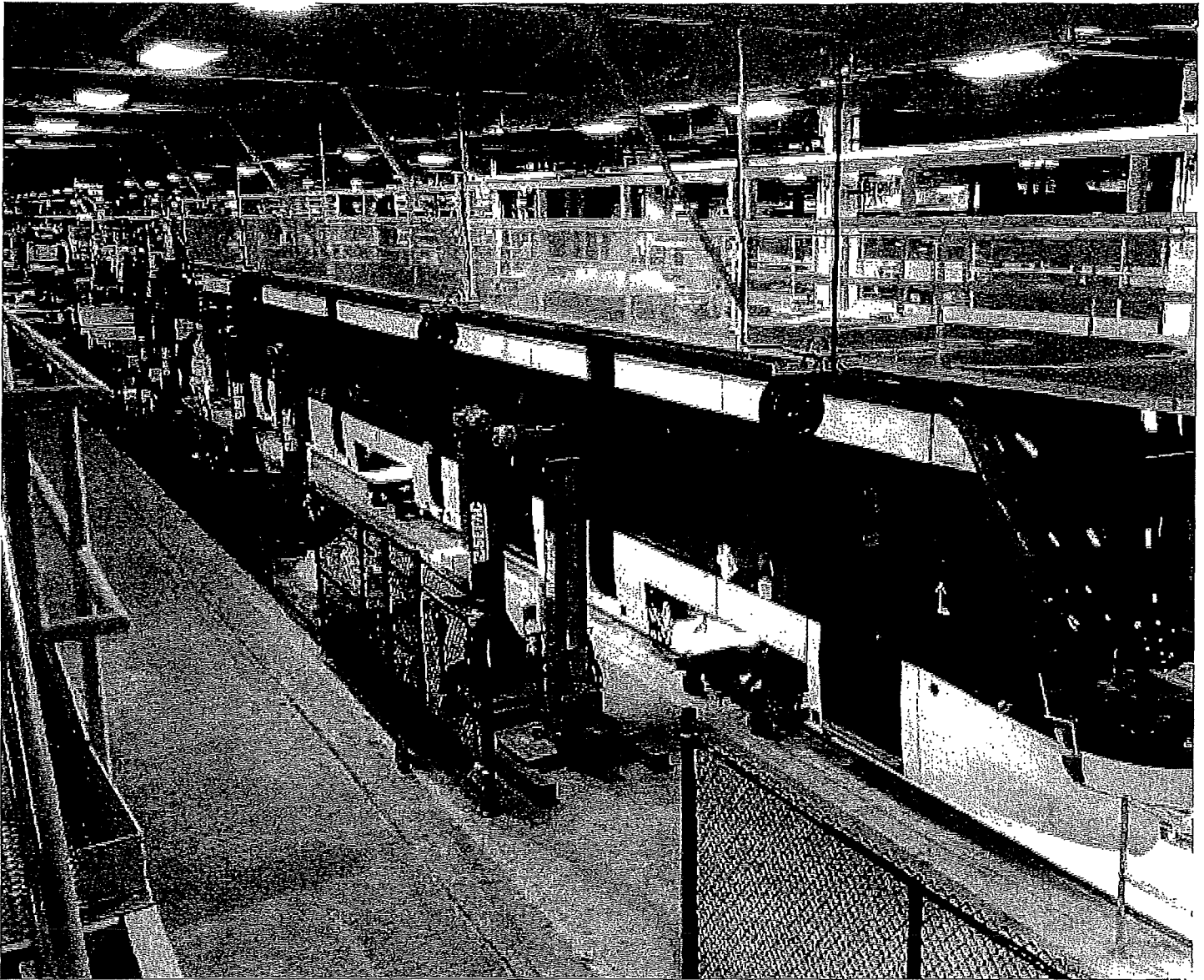
Good morning Hamilton Council

If Toronto can't get these costs covered, what makes you think that Hamilton can? Are you prepared to hike taxes to pay for the ongoing costs? I hope not!

Dennis Martin  
Binbrook

## Report reveals new transit lines' steep cost for Toronto

Councillor calls funding plan a 'house of cards' after getting bad news about bill for SmartTrack and LRTs.



of Toronto will be responsible for funding the operation and day-to-day maintenance of new LRT lines including Crosstown. Pictured here is a test vehicle for the Crosstown line. (BOMBARDIER)

**BEN SPURR**Transportation Reporter

**NNIFER PAGLIARO**City Hall reporter

in., Oct. 31, 2016

The city is on the hook for tens of millions of dollars in unanticipated transit costs, and the mayor may be unable to pay for his signature rail plan without breaking his pledge to not raise property taxes.

Those revelations are in a city report released Monday that details a proposed cost-sharing deal between the municipality and the province for \$11.4 billion worth of transit projects.

Both the mayor and the provincial government hailed the agreement as a milestone in efforts to expand the city's transit network.

Though it lays the groundwork for the delivery of new rail projects, under the proposed terms Toronto taxpayers would be responsible for the substantial operation and day-to-day maintenance costs of three LRT lines that the province is already building or planning to build on Finch West, Sheppard East, and the Eglinton Crosstown route.

The report also says a property tax increase of up to 3 per cent could be needed to pay for SmartTrack, the rail concept that formed the bedrock of Mayor John Tory's 2014 campaign.

And while the mayor pledged that SmartTrack could be built in seven years, the report suggests even the scaled-back version that's now being contemplated may not be completed until 2024.

Councillor Gord Perks, who has been chiefly critical of Tory's administration, slammed the deal. He charged that the city had capitulated to Queen's Park in order to pave the way for SmartTrack, which piggybacks heavily on the province's regional express rail plan.

"We've basically given in to everything the province has ever wanted from us in order to be able to name a few stations after John Tory's campaign pledge," said Perks (Ward 14, Parkdale-High Park).

Following a special session of the mayor's executive committee Tuesday afternoon, council will be asked to approve the agreement at its meeting Nov. 8, without a clear plan to pay for all the associated costs. Perks called the scenario "a financial house of cards."

The special session is necessary because the province requires a funding commitment on SmartTrack by Nov. 30.

Tory has repeatedly said that council needs to be honest about what is necessary to pay for large investments, calling a recent trend of approving capital projects just for the gratification of announcing them without a dedicated way to pay for them a "fraud" on the public.

"This agreement means that after years of talk, indecision and delay, we are actually getting on with building the transit Toronto residents so badly need," Tory was quoted as saying in a release.

Transportation Minister Steven Del Duca said the agreement builds on the province's "significant investment" in Toronto, which includes \$3.7 billion for regional express rail and \$7.84 billion for new LRTs.

"There was always a general understanding that there would need to be a discussion around operating and maintenance . . . we've included that in the conversation over the last number of months and we've arrived, I think, at a great spot," he said.

The report marks the first time that city staff have clearly spelled out that the province won't pay for the operation of the Eglinton Crosstown, Finch West, and Sheppard East LRTs.

The city entered into an agreement with the province in 2012 for the projects, and a city report that went to council at the time said that Metrolinx, the provincial transit agency, would be "responsible" for their operation and maintenance, leading many at city hall to understand the Ontario government would pay those costs.

But city staffers now say that there is nothing in the original master agreement that compels the province to pay for operations and maintenance.

The city would also be responsible for operating and maintenance costs associated with SmartTrack and the proposed Eglinton West LRT.

"The one thing that's very clear is that there's been a longstanding debate over what revenue tool the province could find to pay for transit priorities. They found one: It's called the city of Toronto," said Councillor Josh Matlow (Ward 22, St. Paul's).

Initial estimates indicate the costs of operating and maintaining the four LRTs could be more \$100 million a year, assuming they all enter service by 2026. The Eglinton Crosstown alone is expected to require a \$39-million annual subsidy when it opens in 2021.

The report doesn't propose a funding source for those costs, although some of the expenses could be offset by fare revenue from the LRT projects, which the city would be allowed to retain, as well as savings the TTC would accrue by running less bus service.



TTC chair Josh Colle said he would push the province to contribute to transit operating costs "whenever I get a chance." But he said council should come to grips with the fact that "we're going to have to find funding sources for these things."

With a debate on creating new revenue tools expected at city hall this fall, Colle said "people are going to have to step up in this chamber and this building and put their money where their mouths are."

In addition to operating costs, the city would also pay for building up to six new stations on the Stouffville and Kitchener GO corridors that are being branded as SmartTrack stops. That's down from the 13 new stops Tory promised voters.

The city would also foot the bill for the construction of the Eglinton West LRT, which would have up to 12 stops between Mount Dennis and Pearson airport and replace the heavy rail line that Tory had originally proposed as part of SmartTrack.

The total cost of those projects would be \$3.7 billion. The city is hoping to get contributions from Mississauga and the Greater Toronto Airport Authority, and staff also assumes that the federal government will contribute a third of the funds. That would bring the city's share closer to \$2 billion. However, the city hasn't received any firm commitments from those other jurisdictions.

Importantly, the report confirms that tax increment financing, the funding mechanism Tory said during the campaign would pay for SmartTrack, would be insufficient to cover the full costs of the project.

Instead, a mixture of TIF revenue, development charges, and "property tax increases or equivalent sources" could be required. The city could also sell off assets to pay for the costs.

Depending on how the project was financed, staff estimates that the tax increase could be 2 or 3 per cent. It would need to be in place for about three years and wouldn't be implemented until about 2022 at the earliest.

In an emailed statement, the mayor's spokesperson Amanda Galbraith insisted "we will not raise property taxes to pay for SmartTrack" and that the costs would be paid for "using other available revenue sources."

Tory has said he's open to exploring a partial sell-off of Toronto Hydro to pay for new infrastructure, but he's yet to endorse any revenue tools that would raise enough money for the unfunded transit lines. Galbraith said "we'll be having a full discussion about new sources of revenue this fall."

Pilon, Janet

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Subject: Hamilton LRT

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

From: Brian Jasson

Sent: March-18-17 11:48 AM

To: Office of the Mayor

Subject: Hamilton LRT

Mayor,

I can't understand why with ridership on the HSR B-line down over 400,000 rides in 2016 and the decrease in ridership continuing in 2017 you continue to support the Hamilton LRT when in fact you should concentrate on improving the deteriorated HSR.

If you continue this madness you'll loose the election in Oct 2018, but Metrolinx has probably guaranteed you a job somewhere. Corrupt liars!

Brian Jasson

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This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

**Pilon, Janet**

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**Subject:** Just Venting.....Again

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**From:** mflorio1

**Sent:** February-10-17 7:17 AM

**To:** Collins, Chad; Eisenberger, Fred

**Subject:** Just Venting.....Again

1. We do not want the LRT down here at Eastgate. Wasn't it enough the last two years we had to put up with Dufferin Construction. 2. Those two knuckleheads yesterday Whitehead and Green. Make the entire city council and city look like a joke. 3. I don't know how ridership is declining on HSR. Every bus I get on is packed. I can tell you I have only had one late bus in the last year. 9 out of 10 bus drivers are polite and go out of their way to help people. I wouldn't do that job for 50 dollars an hour. And last Priel and the employees taking the city van. They don't make enough money they have to rip the taxpayers off.

Sent from my Galaxy Tab® A

Pilon, Janet

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Subject: L.R.T.

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From: b m eck

Sent: January-03-17 1:58 AM

To: ;

Subject: L.R.T.

**To all the folks that believe the LRT is the way to go, please take time to read the article in today's [Monday Jan 2nd] Spectator written by Jim Young on page A9 in the first section. He has done his homework & says we are about to build a white elephant that is over 200 years old in technology. A waste of money & it won't stop at the \$1 billion mark either ! He offers other proven methods at next to no cost comparatively to us. Please wake up & cancel the WHITE ELEPHANT that will make us a laughing stock !! READ JIM'S ARTICLE ON PAGE A9, HAM. SPECTATOR MONDAY JAN 2ND.**

Pilon, Janet

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Subject: LRT - Let's have a referendum

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

From: Angie Harrington

Sent: October-31-16 4:52 PM

To: recipients@lrthamilton.com

Subject: LRT - Let's have a referendum

Hello Mr. Mayor and Councillors

Along with thousands of Hamiltonians, I'm in favour of calling for a referendum to discuss critical issues with the proposed LRT.

Based on hard facts from other LRT's around the world, there are many unanswered questions with regards to our LRT proposal.

We're all in favour of a greener, cleaner Hamilton with a modern zero emission transit solution, but there are far too many concerns to proceed with the current plan.

Plus, hundreds of thousands of people are completely unaware of the changes that are about to happen to their city.

Kindly hear us out, and call a referendum.

We all want what's best for Hamilton.

Thanks.

--

Angie Harrington

**Pilon, Janet**

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**Subject:** LRT - Thorough analysis

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**From:** Michael Pawlowski

**Sent:** December-07-16 3:08 PM

**To:** Office of the Mayor; Collins, Chad; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; [brenda.johnson@hamilton.ca](mailto:brenda.johnson@hamilton.ca); Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** LRT - Thorough analysis

December 7, 2016

Dear Mr. Mayor and Hamilton Councillors,

Regarding the LRT, the ongoing confrontation is once again destroying the fabric of our community. You must so enjoy making this city the 'laughing stock' of the country. You did it with the Red Hill Valley, and you seem intent on doing it again.

The debate and opinions regarding "LRT" are not restricted just to these recent years or this decade. The idea was first proposed in October of 1977, when John Agro, Q.C. prepared and presented plans to revitalize the corridors of Barton and James Streets. The suggestion was rejected then although no valid reason was ever presented. No doubt cost at that time was a factor.

Mr. Agro's plan was for an 'Elevated Rail Line' from Eastgate Mall, north on Centennial to Barton, then west on Barton to James, north on James to the city core, then west on King going through Westdale to McMaster. He recognized the importance of rapid transit to Ivor Wynne Stadium, Hamilton General Hospital, McMaster Medical and the university. Part of his plan allowed the possibility of using available land in the east end for apartments, perhaps a college or university campus, or another medical facility. The commercial districts of Barton and James had much to benefit from his design. Mr. Agro considered it essential to keep traffic flowing on both King and Main Streets, especially on the latter.

To clarify, he showed me the diagrams in October 1977. As a supervisor with an insurance company and with his firm being our preferred defense counsel, our meetings were quite regular.

Six years later, the City of Hamilton refused to accept a 'total freebee' when an engineering and transit firm offered free of charge to install an above ground elevated train-transit system from Walnut and King to Limeridge Mall. The intention of the engineer was to test the system that had worked elsewhere. "We the People" refused the generous offer. If you wanted to ride the transit system offered to us, you then had to travel to Vancouver's Expo 86 to ride the train. It was free and we rejected it!

Similarly, the present LRT is being offered to us. TAKE IT!

But if I may continuing with this analysis, affirm the reservations I have concerning the present-seemingly-accepted-proposal.

1. If installed, it must be extended east to Eastgate Mall and not stop at DeWildt's Traffic Circle. If it isn't, we can assure you that there is a snow ball's chance in hell that residents east of the traffic circle will not climb aboard two public transit vehicles to get downtown. We stopped that requirement in 1983 with the inauguration of the BeeLine. Why should we consider returning to our primitive civic culture?
2. The LRT, that is available in Toronto between Union Station and the Exhibition, has its obvious failings:
  - a. If it's so wonderful why was the system abandoned for east-west downtown transit?
  - b. The cost of maintaining the tracks and elevated-concrete can become horrendous
  - c. Operation is restricted and at times prevented in ice and snow when tracks are not thoroughly cleared
  - d. Maintenance of transit shelters can be grossly significant
  - e. Customer parking in front of businesses is restricted
  - f. Rider satisfaction is reduced with the reduced number of stops
  - g. Liability claims will escalate with more serious accidents. The speed and force of these units will not just injure, but end the lives of pedestrians. Pedestrians crossing streets will more likely trip on the elevated concrete and tracks. More passengers will fall getting on and off the cars as the units are not equipped to adequately lower themselves to accommodate the physically challenged.
  - h. The Collective Bargaining Agreement will have to be reviewed to identify any issues regarding LRT operators

My first encounter with the Toronto LRT was frightening. We had parked our car at Fort York intending to go the Exhibition. When we started crossing the LRT tracks the train was more than two blocks away. In spite of all of the pedestrians around us crossing the tracks at the same time, the train barely missed us. Two blocks in four seconds is an outrageous speed. Whatever you decide, please consider Hamiltonians.

Stop the delay. Get rid of your committees and sub-committees. Avoid their incompetence and indecisiveness.

In 72 hours as a council, you can made a decision. Isn't that enough time?

Thank you.

Michael Pawlowski

Pilon, Janet

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Subject: LRT

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**From:** Brennan Benoit  
**Sent:** March-16-17 8:38 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Good Morning,

With all of this debate surrounding LRT, I think it is a huge mistake. I understand this money is only for LRT and we will lose it if we do not go that route, however, there are much bigger priorities. I would like to see that money, or more money, go to the following areas

Better bus service  
New bus garage(whether expanding the current MTC or building a new one close by)  
New buses  
Better bus shelters

Here is the biggest, most important one: Investing in our roads. Re-paving, for example. Some of the roads are brutal.

I would also like to see bylaw beefed up, with bylaw officers available 24/7. I would also like a revision of the snow clearing bylaw so we do not have to clear our own sidewalks and the city does the sidewalks on all streets.

Also, I would like to see a bylaw which states if more than 10cm of snow falls there is an overnight parking ban. There is to be ZERO parking, so to allow the plows to do their jobs. Ottawa has something similar whereby if 7cm or more falls there is an overnight parking ban.

Thank you for taking the time to read this email. Have a great day Fred and Laura!



**Pilon, Janet**

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**Subject:** LRT

**Importance:** High

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**From:** Eudora Benjamin  
**Sent:** February-01-17 6:56 PM  
**To:** Skelly, Donna  
**Cc:** Office of the Mayor  
**Subject:** LRT  
**Importance:** High

Dear Councilor Skelly,

This email is regarding the LRT.

The more I hear about this, read articles and foresee the bedlam that this project will cause in Hamilton, the more I am convinced that we do not need LRT. Even after investing 1 billion dollars, how will this be maintained? Tax payers, right. I think about living here in Hamilton. Our family have been here for almost 27 years. Ontario has got me thinking how much 'more' do we give in taxes or utilities or to live. What does the future hold for us and many other families who will be saddled with this burden for decades to come? Why can't Hamilton make a pitch to the province to use those funds one year at a time for the upkeep of the city? Before even talking about the LRT, Councilors and city staff should go around having a look at the roads in Hamilton. There is much to be desired! Leaving so many issues unattended and focusing on the LRT makes no sense. I know Hamiltonians will carry the burden of the LRT plus the usual budget to keep our city up and running.

Take other examples around Ontario where the LRT was or is a nightmare. My request is that the LRT be scrapped. We don't need it. We have a good transportation service received through HSR. What we need is more HSR buses, top notch fast connections and go for it! HSR service is good, make it even better. Please put it to further use. Increase routes, connections and the problem will be solved. Even if all problems via HSR are not solved, it pales in comparison to what is in store for us via LRT. There is way too much money at stake here for Hamiltonians. Pressure groups are thrilled that they will get piece of the pie (of the dollars). They will long be gone; we will be stuck with carrying this expense for decades to come. After hearing several complaints, Councilors should not vote in favour of the LRT.

Thank you for your time. Thank you for the way you serve the people of Hamilton.

Sincerely,

Mrs. Eudora Benjamin

**Pilon, Janet**

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**Subject:** LRT

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**From:** SP Design

**Sent:** March-19-17 1:24 PM

**To:** Office of the Mayor

**Subject:** LRT

Dear Mayor Eisenberger: RE: LRT: As a citizen of hamilton for over 55 years, I am submitting my opinion and comments about LRT since I truly and firmly believe that LRT would not be a good thing for Hamilton and would ruin the City if it goes ahead, and people who support it would forever regret it, particularly those who are in a position to stop it. I trust that you will respect my opinion on LRT, as I would yours, and that you will review and consider the comments that I have made below....How can LRT be a good thing when, compared to using quiet pollution-free battery-operated "express" buses that would share the streets with other traffic....

- 1) it would cause huge disruption to traffic, businesses and many other things, including peoples' lives, during construction which would take many years;
- 2) it would put people out of business during construction since it would be difficult to get to them;
- 3) it would put people out of business after construction since LRT would go whizzing past them;
- 4) it would require a costly underpass at the railway tracks on King Street East;
- 5) it would require a costly new bridge over Hwy,. 403;
- 6) it would require a costly separate garage to service and store the vehicles;
- 7) swing down barriers or railway crossing signs, flashing lights etc. would be required to stop traffic at cross streets, and since the vehicles would require a significant amount of lead time to get to the intersections , people's time would be wasted;
- 8) it would take away needed traffic lanes... cars are here to stay, but in the future, more cars will be electric which will reduce noise and pollution. LRT would not eliminate or reduce the need for cars.
- 9) it would take away needed parking spaces in front of businesses;
- 10) you would not be able to turn left into business parking lots and driveways due to the elevated islands, and you would need to go past your intended destination to a cross street located many streets apart and then make a U-turn or drive thru residential areas to get to the other side of the tracks and to your intended destination;
- 11) you would be dropped off in the middle of the street and would need to cross traffic lanes to get to the sidewalk whereas buses drop you off at the sidewalk which is much better/safer for kids and others;
- 12) at McMaster University, you would be dropped off in the middle of the street (or maybe the sidewalk at this stop?), and you would have to walk further to get to the hospital entrance or other buildings on campus whereas buses take you right into McMaster and closer to buildings;
- 13) those beautiful trees in the island in front of McMaster, and planters and flower beds at other locations along the route, would be all destroyed and replaced with railway tracks;

- 14) there would be hundreds of poles located every 100 ft or so along the entire route, with brackets etc. to support the overhead power lines and support cables to support the power lines and these poles and the maze of overhead brackets, lines and cables would be very unsightly and "ugly" and are things that you would expect to see on an industrial site, not something at the middle of main streets of a City;
- 15) It would be much more difficult for older and disabled people since the LRT stops are much farther apart than bus stops, so they will need to walk much further to get to where they want or need to go;
- 16) if you live or drive down many streets that cross King and Main, you would not be able to cross and continue on the same street due to the elevated islands and exclusive right of way that LRT would have, and therefore you would need to go many blocks to get to a cross street to get back to the street that you were on, and the same applies when you return to the street that you were on;
- 17) continuous barriers or fences would (or should be) provided along the entire route to keep kids and others from "jumping the tracks" as this would be dangerous due to the fast moving vehicles going in both ways, and these barriers would be visually obstructive and unsightly;
- 18) you would have to walk many blocks after getting off LRT to get to places located between the stops which are quite far apart; whereas buses can stop at every street;
- 19) rails in the roadway would be annoyances to cars and bicycles crossing them;
- 20) loading platforms would be required at the middle of the streets which would take away even more space required for traffic;
- 21) it would be necessary and inconvenient to transfer from the LRT to buses when going somewhere perpendicular to the LRT "straight line" route; whereas buses can turn and go up or down cross streets to get you closer to where you are going without the need to transfer;
- 22) King Street is much too narrow in the International Village between Wellington & Mary Streets for LRT which would take up most of the space and parking and/or traffic lanes (or both) would be lost;
- 23) it would do nothing more to reduce noise and pollution than battery-operated buses can do and these buses can easily be re-charged over-night when they return to their garage every day for cleaning and servicing;
- 24) Hamilton would lose revenue from its most profitable bus route;
- 25) It would be a huge cost to pay for something that buses can do, and do better, at a mere fraction of the cost and without all the disruption and grief that LRT would certainly cause.

It is my firm belief and opinion that LRT is an ill-conceived idea for inner City transit and does not belong running down the middle of main streets of a City, including ours, and that it is in the best interest of Hamilton to stop it!

Stephen Parazader, Dundas, Ontario

Pilon, Janet

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Subject: LRT joke

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**From:** Mike Beutel

**Sent:** February-03-17 4:02 PM

**To:** Whitehead, Terry; Office of the Mayor

**Subject:** LRT joke

I swear you guys did exactly what occurred in this Simpson's episode; the writers knew what was up.

<https://www.youtube.com/watch?v=taJ4MFCxiuo>

M

**Pilon, Janet**

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**Subject:** LRT Fiasco.

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**From:** James Boyd

**Sent:** February-09-17 6:39 PM

**To:** Green, Matthew

**Cc:** Andrew Dreschel; Office of the City Manager; Economic Development; HSR Customer Service; Office of the Mayor; Hickey-Evans, Joanne; VanderBeek, Arlene; LRT Office; Whitehead, Terry

**Subject:** LRT Fiasco.

I just watched the video on the Spectators web site of you interrupting Councillor Terry Whiteheads organized event at City Hall. You owe Councillor Whitehead a written and public apology for your rude and ignorant interruption. If you want to promote LRT, organise your own press conference.

You and the others who support LRT owe it to yourself and the citizens of Hamilton to re-examine the viability of this backward technology. You are blinded by the \$1 billion offer from the province, and failing to look at the reality that LRT type systems are not a viable solution for Hamilton. The majority of Hamiltonians will NEVER use this "Track to Nowhere." If I, as a resident of Dundas needs to go to say the General Hospital, do you honestly think that in the middle of January, I am going to take a bus from Dundas to McMaster, get on the LRT, get off at Wellington, and wait for another bus to the General? This applies to Mountain residents, Ancaster residents, Stoney Creek Residents, etc., etc. LRT will only serve a very small percentage of the population, primarily in your Ward!!!

Please do yourself a favour and open the following link. The LRT in Edinburgh is a fiasco, and I predict Hamilton's experience will be identical.

Over budget and VASTLY underused / another train to nowhere !

<http://www.bbc.com/news/uk-scotland-edinburgh-east-fife-38460769>

By 2020, self driving, electric powered cars and busses will be a reality. China is already investing in this technology. Hamilton should do the same. Ripping up a major traffic artery to install 1850's technology is the epitome of insanity!!

James W. Boyd  
Dundas.

**Pilon, Janet**

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**Subject:** LRT Project - City Motel Transit Hub  
**Attachments:** City Councillors Nov 8th.docx

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**From:** John McGreal

**Sent:** November-08-16 9:57 PM

**To:** Office of the Mayor; aidan.john@hamilton.ca; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Cc:** John McGreal

**Subject:** LRT Project - City Motel Transit Hub

Hello Councillors,

Please see attached information and my opinion on the LRT Project and City Motor Hotel Transit hub.

Thank you,

John McGreal

City Councillors/Committee

Hello Councillors,

Subject : LRT Project/City Motor Transit Hub

1) Does Judi Partridge have a point in her comments on Sub-Committee?

LRT meetings are posted eg. Sub-Committee Meeting Report 15-001  
Wed. Sept. 23, 2016 10.30 AM. Council Chambers

She should check on GIC Meetings

2) She's right on communication of information has changed from 2005  
BRT a letter sent to Federal Government for funding (BRT) by Mayor  
Dilanni letter forward Dec. 18 2006 Mayor Fred Eisenberger

City position funding for (LRT B-Line) from Eastgate Square / McMaster  
/GO Transit Bus approved by Council

There have been 65 reports on (LRT) (BRT) it's time to make a decision on  
(LRT) e.g. Reports

a) Don Hull presentation Oct. 13 2011 GIC Meeting

b) 7.2 Aug. 10, 2015 Fostering The Light Rail Transit (LRT) Project CM  
15014 presentation approved by Council.

3) Change to 55 Queenston Road (City Motor Hotel) site zoning by-law  
#05-200 (PED 14186). Approved Sept. 16 2014 for redevelopment  
opportunities for WARD 4 City paid \$2.2M for lands Ward 4 citizens  
believed is was happening (Tom/McNally) report Concept 3

The site will be transit hub ?

Question; Should this PLAN change return to Planning Committee to be  
approved ?

In my opinion communication of information of LRT is not release to public until change made on the original plan.

Eastgate Square to McMaster/GO Transit Bus/LRT B-Line.

A-Line BRT from Airport to Waterfront stay as BRT until phase 11

A-Line services Hunter GO station/James ST.GO station within 1 block from GO Stations

B-Line BRT from Eastgate Square to Confederation GO Train Station(2019)

Implementation of the B.L.A.S.T. an lobby Federal/province Government for Hamilton \$\$ for funding of transit infrastructure which Liberals are promoting.

I've been involved with (BRT) to (LRT) since 2008 I support (LRT)original plan Eastgate Square/McMaster and the B.L.A.S.T. system.

Please reply,I will state my views indetail with LRT Committee Chair J Faff/Vice Chair A Johnson/ P Johnson City LRT/Metrolinx A Hope

P.S.has a surety be done ridership of B- Line one on one at presented Transit Hub I have 2011 and 2016 opinions

Respectfully

John McGreal

(cc)



Pilon, Janet

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Subject: LRT

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**From:** ANNE  
**Sent:** January-19-17 5:51 PM  
**To:** Johnson, Aidan  
**Cc:** Office of the Mayor  
**Subject:** LRT

Hi Aidan – I was interested in two articles this week – one in the Spectator on Monday where you advocate eliminating bike lanes on Dundurn to widen the road, and the second article from The Silhouette which appeared on Facebook today through the Ainslie Wood Community Association website. The two articles contradict each other and it is obvious that the plans for the LRT need far more consideration than already given.

As I have mentioned to you before, I am not a fan of this LRT project and I feel the money could be better spent improving the current HSR bus system. Just because Kathleen Wynne waves a \$1b cheque to the city, doesn't mean we have to accept it. If she is serious about improving transportation, then the same budget should be offered to increase the bus system.

The Spectator article goes to the very heart of the issue as to the reasons for the need of the LRT in the first place. If it is necessary to eliminate bike lanes on Dundurn to widen the road for the increased traffic in the west end due to the LRT, then this actually argues for cancelling the LRT. The LRT is supposedly designed to get cars off the road, and yet the planners already accept that it will increase traffic especially at the intersection of King and Dundurn. Obviously the LRT is not going to do the job. And while the city is anxious to promote the bicycle as an alternate means of transportation, you plan to eliminate one of their bike paths.

Then in the Silhouette article, you say you *have worked successfully for a \$1 billion investment to build light-rail transit (LRT) in Hamilton – a potent alternative to cars*. This is the exact opposite stand to the one taken in the Spectator article. So which is it to be?

If we really have to proceed with this ludicrous plan, why not build the LRT on Main Street or better still, elevate the entire system above ground? The latter would solve all the problems of road widening, increased traffic and tunnels under railroad crossings. If that is not possible, then Main Street is a much better alternative. It is a wider road and can afford to lose 2 lanes to an LRT system. At Main and Dundurn, the only issue would be traffic approaching from the Hwy 403 westbound ramp (which would not affect an LRT line on the south side of Main) and the eastbound traffic merge from Hwy 403 from Brantford. For the section over the 403, an additional bridge for the LRT could be constructed alongside the pedestrian bridge on the south side of the eastbound lanes of Main Street. With this plan, all the issues with King Street westbound through the city would be eliminated, and the area through the international village would be protected. And a Main Street LRT system would not affect as many businesses as a line through King Street. It would also make for easier access at the terminus at the Queenston Traffic Circle. Having said that, to end the LRT at the Queenston Traffic Circle is ludicrous – there is nothing there except a Tim Horton's and a car dealership, and passengers wanting to continue down Main Street or to Eastgate Square will have to transfer to a city bus anyway.

I personally visit my family regularly in the east end of Hamilton and I would be one of those people having to transfer if I used the LRT. I am not prepared to do that when I can drive directly there so I wouldn't be using the LRT to visit them. When returning from their house, I use Cannon Street all the way to Dundurn so the increase in traffic there is going to affect me also. If I took the LRT home, I would still have to transfer to a bus at McMaster. The same argument applies for my regular visits to Ottawa Street fabric alley – an LRT terminus on either Main or King would be a long walk to that area, and I can drive straight from Ottawa Street via Cannon to west Hamilton.

This entire plan needs a thorough reconsideration at the council level. First consideration is the cost to Hamilton taxpayers because as we all know, projects are not completed on time and always go over budget. Second consideration is to either elevate the LRT, or move it to Main Street. The best plan is to scrub the idea altogether and improve the HSR, not to mention the state of the roads in this city.

I know you are hell-bent on seeing this project to fruition but other considerations have to be taken into account and clearer heads must prevail before a shovel goes in the ground or any properties are expropriated. I look forward to your comments on the reasons for my objection to the LRT. I have copied the mayor on this email as I feel the taxpayers need to be heard on this issue and would like to hear his views on the subject.

Best regards,

Anne van Dyk

(dd)

**Pilon, Janet**

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**Subject:** NO LRT IN HAMILTON?

**Importance:** High

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**From:** Jim Peters

**Sent:** January-27-17 4:37 PM

**To:** Office of the Mayor

**Cc:** Pearson, Maria

**Subject:** NO LRT IN HAMILTON?

**Importance:** High

**To:** Mayor Fred Eisenberger

I am copying you in on the email I have just sent to my friends and associates.

If you can provide any additional information to the questions below it would be appreciated.

It also became evident that the councillors that attended last night's LRT event feel that they have no additional avenues to stop this project because of the failed vote in council.

My question to you what avenues exist to obtain clearer answers before this project proceeds.

Thank You,

Jim Peters

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**From:** Jim Peters

**Sent:** January 27, 2017 4:16 PM

**To:** Jim Peters

**Subject:** NO LRT IN HAMILTON?

**Importance:** High

Hi,

Lynne & I attended the local meeting last night explaining the proposed LRT (light rail transit) for Hamilton.

I would urge you all to familiarize yourself with the project and get involved in stopping this travesty. I do not use this word lightly;

"Perversion of, distortion of, misrepresentation of, a false absurd or distorted representation of"

to describe the proposed LRT HAMILTON project. Why?

We the tax payers are being asked to;

- Spend 1 Billion dollars for only 11km of light rail trains
- It is done on the pretext that this will help to prepare Hamilton for future growth
- Totally disrupt vehicle traffic from McMaster University to the Queenston traffic circle
- Totally disrupt commercial businesses in the downtown core during construction

- Construct an overhead hydro wires for power to the trains
- These disruptions will not only be during construction but forever because the roadway will be changed permanently
  - A concrete barrier will be built in the centre of the road on both sides of the two sets of LRT track only broken at certain intersections
  - With two sets of tracks plus a concrete wall on both sides it will mean that no street parking will be available
  - The majority of money will be spent on “moving the current infrastructure so it does not lie under the LRT tracks” i.e. sewers, water, water hydrants, hydro, any communication lines, all being paid for with tax payer money
  - However some infrastructure will be still be under the tracks because of any north south intersections

In my opinion this is a distortion of the true reason for this build.

- If the only reason for this project is to prepare Hamilton’s public transit for future growth there are better ways to meet that need
  - Battery Electric Busses that exist today that can be purchased at far less than the billion dollars
    - Future upgrade to driverless vehicles to reduce operation costs
    - Does not require concrete barriers or overhead hydro wires (i.e. expensive hydro operating costs will be reduced)
    - Existing bus stops can be maintained to accommodate all existing bus stops to accommodate senior mobility
      - Under the LRT the number of stops will be reduced causing longer walking to and from bus stops
    - They are full mobile and not tied to a track therefore can be used anywhere in the city not tied to a track
    - The buses come in various sizes and can be assigned by actual ridership to minimize capital costs
    - Does not cause any issues for emergency vehicles
    - Does not require specialized snow removal equipment to remove from tracks and then from roadway
- Electric buses do not leave itself open to possible large cost overruns that are likely because of the complexity of the build LRT build

So what is the true purpose of LRT proposal?

- Is it really to provide moneys to rebuild the downtown infrastructure?
- Is it to transfer accountability from the public domain to the private sector and into private ownership

- The current proposal states "At this point the expectation is that the procurement of the Hamilton LRT project will see the successful private-sector bidder operating and maintaining the LRT"

So because the answers are not clear cut but hold significant impact for Hamilton I would suggest the following

- Send this email to as many of your friends as possible to make them aware
- Sign the petition at <http://nolrthamilton.com/>
- Contact your councillor: 905-546-2489
- Contact the mayor [mayor@hamilton.ca](mailto:mayor@hamilton.ca)
- Contact Kathleen Wynne  
<https://correspondence.premier.gov.on.ca/EN/feedback/default.aspx>
- Request the truth, we don't want political spin, we want a full understanding of how and why our money is being spent

Jim Peters

**Pilon, Janet**

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**Subject:** Please - No LRT in Hamilton

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**From:** Brian Perro  
**Sent:** January-21-17 4:10 PM  
**To:** Office of the Mayor  
**Subject:** Please - No LRT in Hamilton

Dear Mayor Eisenberger;

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

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

Sincerely;

Brian Perro

Sent from Mail for Windows 10

**Pilon, Janet**

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**Subject:** \$1,000,000,000 (That's a billion of my tax \$) Insanity

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**From:** Harold Schulz  
**Sent:** January-19-17 3:43 PM  
**To:** Office of the Mayor  
**Cc:** Ferguson, Lloyd  
**Subject:** Re: \$1,000,000,000 (That's a billion of my tax \$) Insanity

Dear Mayor:

If you are so confident, put the vote to a referendum and I will shut up.  
Until the people have a direct say, your argument that the project in its current form has been endorsed by three elections holds no water to me.

It is also interesting that you do not answer my concerns that King Street West will be down to one lane!

But I commend your office that you at least acknowledged my email - you are the only one that responded - so much for having a representative democracy when my elected officials will not respond not even my own councilor, Lloyd Ferguson.

On Thu, Jan 19, 2017 at 12:45 PM, Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

Hi Harold, thanks for reaching out again. The LRT has been endorsed by Council as a project as far back as 2006, or 3 elections. Every Mayor that has won, including myself twice, has run on a pro-LRT platform. Residents voted, and the numbers in my office communications show 90% support for the project.

Of course, construction is never convenient, but once this is built, we are going to wonder why we didn't do it sooner. We knew that the traffic patterns would change, and now we are seeing more of that detail. We are also working to minimize the disruption and support businesses during construction. Regarding the costs, the Province is responsible for cost overruns as per our agreement of understanding with Metrolinx.

Cheers,

Fred

Fred Eisenberger  
Mayor  
City of Hamilton  
[905-546-4200](tel:905-546-4200)  
[@FredEisenberger](https://twitter.com/FredEisenberger)

**From:** Harold Schulz  
**Sent:** Monday, January 16, 2017 7:34 AM  
**To:** Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Office of the Mayor; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Green, Matthew; Pasuta, Robert; Merulla, Sam; Whitehead, Terry; Jackson, Tom  
**Cc:** Ted McMeekin, MPP; [filomena.tassi@parl.gc.ca](mailto:filomena.tassi@parl.gc.ca)  
**Subject:** \$1,000,000,000 (That's a billion of my tax \$) Insanity

Dear Mayor and Councillors:

A report in today's Spectator indicating a pending traffic nightmare being created by the proposed (yet unapproved by the citizens of this city) LRT shows just how insane this project really is.

**ONE LANE OF TRAFFIC HEADING WESTBOUND OUT OF DOWNTOWN ON KING STREET -  
when there currently are 5 lanes**

We are using 20 year old technology that comes with a huge hydro bill and this will destroy vehicular traffic downtown (which of course is the goal of some) and businesses from one end of the line to the other.

This is insane - please wake up before it is too late.

PS: And remember when this project is complete, it will have cost \$1,200,000,000 at least

--

Harold Schulz  
Ancaster, ON

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



**Pilon, Janet**

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**Subject:** I am against LRT

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**From:** Office of the Mayor  
**Sent:** November-21-16 9:55 AM  
**To:** 'brad germain'  
**Subject:** RE: I am against LRT

Hi Brad,

Thanks for reaching out to me. My staff and I have ensured that every email, call and letter has been responded to on this file. The questions you are asking are important ones, however until the contract is tendered and awarded, it would be difficult to say with certainty with the level of detail you are seeking. Those details for any project would need to be worked out with the contractor, Metrolinx and the City to coordinate the trades once it's awarded. To give answers to people when the information is not yet known would be disingenuous, and potentially very frustrating later if anything changes.

What I can share is that we are committed to mitigating the impact to businesses, and communicating with them – much like during the Concession Street construction last year – the timelines and what is happening when. There is also a soon to be announced resident initiative that aims to promote the businesses during the construction phase, and also communicate real-time construction data via social media and online. We do know that the whole route will be done in sections, and staff, groups and residents have brought forward the concerns and we have heard you.

Construction is always a headache, however both King and Main both need to be reconstructed anyway as the infrastructure below has reached the end of its life. That would be included in the cost of Phase One of the LRT project. That is \$6million per km that the City will not have to pay for the same construction window.

The project will need to come in on budget and on time – that is the agreement that the City signed with Metrolinx. The concerning aspects that have held up other projects (Bombardier vehicles, city-portion of funding) do not exist in our project, so we are confident that this will happen.

For your reference, to date my office has received 3277 (90%) communications for building the LRT and only 348 against, which includes calls, emails and letters. There were 2 petitions circulated – one for and one against. The “No” petition was submitted to Council with 414 signatures. The “Yes” petition had nearly 1400. There is widespread support across the City, and I want to hear from people like you who are concerned so that we can understand those concerns, address them, and offer the facts and information about the project.

I hope I've done that, and anytime you would like to talk about this, please let me know.

Cheers,  
Fred

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

**From:** brad germain  
**Sent:** Sunday, November 20, 2016 1:39 PM  
**To:** Office of the Mayor  
**Subject:** I am against LRT

Hello, my name is Brad Germain. I just wanted to tell you that I am against the LRT plan in Hamilton. I'm 37 years old and manage Cheapies Records on King St. I don't know if you have time to read individual emails, so I will be brief. The LRT will force Cheapies to close, as we can't sustain a 30-70% loss in sales for a undetermined time during construction. The fact that the metrolinx staff still can't answer simple questions about how long the construction will take in each section, and how long the sections will be, is very concerning to me. How many blocks will be ripped up at a time? Will the sidewalk be ripped up? Will we have any front door access? How do we still not know this? Can you really ensure this project will come in on budget, and on time? I feel bad for all my co workers who will have to find new jobs, due to no fault of their own. I've already spoken to reps from Metrolinx, so no need to forward this to them. I just want you to know that almost all of my friends are against this project. If there is huge public support for this, I haven't heard it in any of my social circles. It's sad to me to think of downtown not having this cultural landmark.

Brad Germain

(hh)

**Pilon, Janet**

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**Subject:** I thought the \$1Billion for LRT was cast in stone?

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**From:** Lee Fairbanks

**Sent:** January-19-17 2:15 PM

**To:** Office of the Mayor

**Subject:** Re: I thought the \$1Billion for LRT was cast in stone?

Thanks for the update, Fred. Just checked out the BLAST plan, and that's fine for dealing with arterial transit routes to impact the wider area of Hamilton.

My point however is that the \$1 Billion in outside money would be best spent all downtown to help people get around from one place to another. So we could take the BLAST system into downtown, but then how do we get from one part of the core to another? If I want to go from Locke St. to Upper James to Bayfront to Theatre Aquarius I'm looking at trying to figure out schedules and stops for 3 or 4 different lines. I'll just drive my car, thanks. If there was one integrated people mover system that continually circulated throughout these areas I could just get on and off as they went by, say every 10 minutes.

For tourists it would be a huge boon, and for we sub-urbanites it would encourage us to stay downtown and shop, and for those 10,000s who are supposed to live downtown it would make the whole city core their neighbourhood.

Do you see my point?

Lee Fairbanks

On Jan 19, 2017, at 1:51 PM, Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

You're welcome Lee. As you may know, the plan is upgrade the entire transit network at the same time, and begin to build the BLAST network for Rapid Transit. Eventually the bus connections will lessen and the whole system will be very efficient.

Fred

Fred Eisenberger

Mayor

City of Hamilton

905-546-4200

@FredEisenberger

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**From:** Lee Fairbanks

**Sent:** Thursday, January 19, 2017 1:01 PM

**To:** Office of the Mayor

**Subject:** Re: I thought the \$1Billion for LRT was cast in stone?

Thanks Fred:

I would spend ALL of the money downtown for transit. Maybe start at Gage Park so City Slickers can find some green space there, connect to the Bayfront for obvious reasons, then connect James North and South to St. Joe's with the core, connect Locke St. and end at Dundurn. Maybe add Ottawa St later, and Barton, later. Make it scalable, but put it all downtown to move people around when they get there or if they live there. A straight line from East to West will have minimal impact in supporting intensification. Too many bus connections required.

Lee Fairbanks

On Jan 19, 2017, at 12:39 PM, Office of the Mayor  
<[mayor@hamilton.ca](mailto:mayor@hamilton.ca)> wrote:

Hi Lee, the monies are earmarked under the Big Move Ontario for Rapid Transit – that includes Light Rail, Bus Rapid Transit, heavy rail, subways, etc, so long as it is a high-capacity system and normally have an exclusive right of way. Council asked for and received the \$1 billion for the B-line, and A-Line spur. We don't have all the information yet about the changes, and will have to wait until the Province makes its announcement and the LRT team and Council can dig into what it is going to look like.

There are public information sessions – more information can be found here: <https://www.hamilton.ca/city-initiatives/priority-projects/community-engagement-lrt>

The LRT project is going to support the intensification downtown, and also help uplift other areas. That is one of the primary reasons Council has supported this project since 2006.

Cheers,  
Fred

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

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**From:** Lee Fairbanks  
**Sent:** Sunday, January 15, 2017 9:27 PM  
**To:** Whitehead, Terry; Partridge, Judi; Jackson, Tom; Ferguson, Lloyd; Farr, Jason; Merulla, Sam; VanderBeek, Arlene; Pearson, Maria; Conley, Doug; Johnson, Brenda; Johnson, Aidan; Green, Matthew;

Pasuta, Robert; Collins, Chad; Skelly, Donna; Office of the Mayor

**Subject:** I thought the \$1Billion for LRT was cast in stone?

Well, well, well. After a year of being told that the \$1Billion LRT project was cast in stone and could not be used for anything but LRT—the Province simply switches \$150 million from LRT to buses.

A council vote to change LRT would require a 2/3 majority, but here we are with no council vote at all, not even City consultation. Mayor Fred says he “assumes” that Metrolinx knows what they are doing. Meaning our councillors don’t.

So if we can change \$150 Million, why not the whole \$1Billion?

With new public input it is apparent there are better, more popular choices than costly electric on-the-rails trains with overheads wires. A fact that Metrolinx now accepts.

How about ditching the cross-city route completely - since almost no one would use the whole route from east to west anyway, and using the remaining \$850 Million to build an inner-city people moving system?

People could go from Locke St. to James North, to International Village, to James South to the Bayfront on a dedicated inner-city transit system.

Maybe a monorail or driverless mini battery-operated bus system would be a better city-building infrastructure project?

With the City supporting the continued intensification of residential and commercial downtown, wouldn’t a transit system that supports this be the better way to go?

Lee Fairbanks

Pilon, Janet

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Subject: LRT - Let's have a referendum

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

From: Office of the Mayor

Sent: December-01-16 9:13 AM

To:

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

Hi Patrick,

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

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

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

Please let us know if you have any further questions.

Regards,

Laura

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

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

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

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

From: pkeller

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

To: Office of the Mayor

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

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

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

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

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

Sent from my iPhone

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

>

> Hi Patrick,

>

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

>

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

>

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

>

> We have had 3 municipal elections, during which all major candidates have had some stance on Rapid Transit. In every election, the pro-LRT candidate has won the Mayoralty. A referendum at this point is a bit disingenuous. A referendum would also require a 2/3 vote of Council, and in Ontario there would need to be a 50% turnout of registered voters voting on the item for it to be binding. For reference, the 2014 municipal election had a 34.02% turnout. For reference, our office has received 3277 (90%) communications for building the LRT and only 348 against, which includes calls, emails and letters.

>

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

>

> Regards,

> Laura

>

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

>

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

> Hamilton | Hamilton City Hall

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

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

>

>

>

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

> From: pkeller

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

> To: Office of the Mayor

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

>

> Will Fred take personal responsibility when this implodes?

>

> Sent from my iPhone

>

>> On Nov 18, 2016, at 2:58 PM, Office of the Mayor <mayor@hamilton.ca> wrote:

>>

>> Thank you for reaching out to Mayor Fred Eisenberger. We hear that residents of Hamilton are concerned about the LRT project, and would like to take this opportunity to speak to and answer your concerns.

>>

>> LRT is all about rapid and reliable transit. With traffic increasing on our roads in the coming decades the segregation of the LRT will ensure that the transit travel times are consistent forever. For those wanting to avoid the increasing congestion in the lower city the LRT will offer a reliable way to get to get to jobs and other key destinations along the route from transfer points along the LRT route.

>>

>> In 2015, the HSR ridership was 21.86 million. Along the Main/King/Queenston corridor the ridership was just over 9 million. Ridership projections from the 2011 project report indicated that this corridor could support LRT as the technology for rapid transit. We have a long-range vision for a rapid transit network referred to as the B-L-A-S-T network. This network connects the east and west ends of the city, links downtown Hamilton to the Waterdown Commercial district, connects the waterfront to Hamilton Airport and also links the Ancaster Meadowlands to the Centre on Barton (Centre Mall). This is phase one of the overall BLAST network implementation and investing in Transit for Hamilton.

>>

>> In fact, the majority of the rapid transit system will be built in suburban areas. Whether those systems are LRT, Bus Rapid Transit or some other technology is part of the planning work to come. The highest current (and future) ridership is along the B-line and that is why the first rapid transit project is occurring there and will use LRT technology. Hamilton's growth planning also calls for more intensification in the lower city meaning that over the next 25 years more and more people will be living and working there.

>>

>> City Council has approved a 10-year transit strategy that will see more buses added to the system and improvements to service. The strategy also calls for a new maintenance and storage facility. HSR continues to look at ways to ensure the fleet of buses is as environmentally sustainable as possible within the current budget constraints.

>>

>> Why not less expensive green technology? i.e. electric and hydrogen buses?

>> Currently, electrically powered buses are not the most cost effective option, especially given Hamilton's topography. Windsor recently cancelled a pilot after the buses came back at over a million per vehicle, and Whistler ended their pilot due to ongoing maintenance costs that were far above the costs allotted, particularly the wear of the vehicles and batteries from going uphill.

>>

>> How much is this REALLY going to Cost? We Taxpayers are responsible for all operating costs and overruns. All profits go to Metrolinx.

>> The determination of who will operate and maintain the LRT will be negotiated over the next year to 18 months. Also, in the Memorandum of Agreement with Metrolinx, Metrolinx is responsible for any cost overruns, and the City of Hamilton will not be responsible for paying to relocate infrastructure required to be relocated as a result of the project, even if the costs exceed the project budget. While it is Provincial dollars being allocated to the project, there are no funds from the City of Hamilton and therefore no impact to the municipal tax payer.

>>

>> Transit & Noise Studies, traffic and environment impact: INCOMPLETE A



>> timeline of the project can be found here:  
>> <https://www.hamilton.ca/city-initiatives/priority-projects/lrt-timeli>  
>> n e-documents This will show that environmental assessments have been  
>> done, and more specific updated ones are underway, as well as site specific noise studies,  
as with any other infrastructure project. The Traffic Impact report was received by Council  
this past summer.  
>>  
>> King Street reduced to a single lane in each direction with NO  
>> PARKING King Street between John and Wellington Streets will have some traffic  
restrictions due to the narrow road with. Travelling eastbound, there will be one lane of  
traffic and side-running LRT on the north side of the street. Travelling westbound, traffic  
will divert around the area (north at Victoria Avenue and south at Wellington Street). while  
the short-term parking meters will likely be eliminated on King Street, there are 5 parking  
lots in the International Village, most with rates as low as \$4 a day.  
>>  
>> What Happens to emergency vehicles, DARTS, courier and GO buses?  
>> The LRT office is working with first responders to address any concerns with access and  
equipment. In an emergency, first responder vehicles would be able to use the dedicated LRT  
track and/or cross the tracks to move around traffic and access properties. LRT systems  
operate in hundreds of cities around the world and emergency vehicles are always accommodated  
in the design of these systems.  
>>  
>> The LRT office does not anticipate any major issues related to school buses, DARTS,  
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better understand bus routes. The roads and turning radius to side streets will accommodate  
buses where needed.  
>>  
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>> The B-Line currently has 15 paired stops, or 21 stops total, with the pairs on Main and  
King between Dundurn and Sherman split due to the traffic directions. Express and local bus  
service does operate along this corridor but it is not segregated from traffic and the  
current bus system will not keep up with projected population and ridership increases. The  
current proposed design will have 13 stops on the B-line and 5 on the A-line spur. On the 1-  
King route, this will impact about 38 stops, and the 5-Delaware and 51-University buses will  
continue to operate.  
>>  
>> Almost 1km between stops - what happens to the elderly and disabled in winter?  
>> The stop spacing is roughly the same as the current B-line Express bus and there will  
still be local bus services with more stops on parallel streets.  
>>  
>> LRT is actually far better in terms of boarding than other transit systems. The vehicles  
stop "flush" with the platform allowing roll-on, roll-off access. Wide doorways assist with  
getting on and off and the platforms themselves have ramps to allow for an easy transition to  
the pedestrian crossings. Some concern has been raised about the distance between stops and  
the impact that might have on some transit users.  
>>  
>> Hopefully, we've answered your questions and concerns. If not, let us know and we would be  
happy to respond to you. [www.hamilton.ca/lrt](http://www.hamilton.ca/lrt) for more information.  
>>  
>> Regards,  
>>  
>> Office of Mayor Fred Eisenberger  
>> City of Hamilton | Hamilton City Hall  
>> 71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5  
>> Phone: 905-546-4200 | Fax: 905-546-2340  
>>  
>>

>>

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

>> From: pkeller

>> Sent: Wednesday, November 09, 2016 9:14 PM

>> To: Office of the Mayor

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

>>

>> The LRT project is like installing a swimming pool in your backyard when the roof leaks in your home.

>>

>> Poor decision yet again.

>>

>> Sent from my iPhone

>>

>>> On Nov 9, 2016, at 11:22 AM, Office of the Mayor <mayor@hamilton.ca> wrote:

>>>

>>> Thank you for reaching out to Mayor Fred Eisenberger. We hear that residents of Hamilton are concerned about the LRT project, and would like to take this opportunity to speak to and answer your concerns.

>>>

>>> LRT is all about rapid and reliable transit. With traffic increasing on our roads in the coming decades the segregation of the LRT will ensure that the transit travel times are consistent forever. For those wanting to avoid the increasing congestion in the lower city the LRT will offer a reliable way to get to get to jobs and other key destinations along the route from transfer points along the LRT route.

>>>

>>> In 2015, the HSR ridership was 21.86 million. Along the Main/King/Queenston corridor the ridership was just over 9 million. Ridership projections from the 2011 project report indicated that this corridor could support LRT as the technology for rapid transit. We have a long-range vision for a rapid transit network referred to as the B-L-A-S-T network. This network connects the east and west ends of the city, links downtown Hamilton to the Waterdown Commercial district, connects the waterfront to Hamilton Airport and also links the Ancaster Meadowlands to the Centre on Barton (Centre Mall). This is phase one of the overall BLAST network implementation and investing in Transit for Hamilton.

>>>

>>> In fact, the majority of the rapid transit system will be built in suburban areas. Whether those systems are LRT, Bus Rapid Transit or some other technology is part of the planning work to come. The highest current (and future) ridership is along the B-line and that is why the first rapid transit project is occurring there and will use LRT technology. Hamilton's growth planning also calls for more intensification in the lower city meaning that over the next 25 years more and more people will be living and working there.

>>>

>>> City Council has approved a 10-year transit strategy that will see more buses added to the system and improvements to service. The strategy also calls for a new maintenance and storage facility. HSR continues to look at ways to ensure the fleet of buses is as environmentally sustainable as possible within the current budget constraints.

>>>

>>> Why not less expensive green technology? i.e. electric and hydrogen buses?

>>> Currently, electrically powered buses are not the most cost effective option, especially given Hamilton's topography. Windsor recently cancelled a pilot after the buses came back at over a million per vehicle, and Whistler ended their pilot due to ongoing maintenance costs that were far above the costs allotted, particularly the wear of the vehicles and batteries from going uphill.

>>>

>>> How much is this REALLY going to Cost? We Taxpayers are responsible for all operating costs and overruns. All profits go to Metrolinx.

>>> The determination of who will operate and maintain the LRT will be negotiated over the next year to 18 months. Also, in the Memorandum of Agreement with Metrolinx, Metrolinx is responsible for any cost overruns, and the City of Hamilton will not be responsible for paying to relocate infrastructure required to be relocated as a result of the project, even if the costs exceed the project budget. While it is Provincial dollars being allocated to the project, there are no funds from the City of Hamilton and therefore no impact to the municipal tax payer.

>>>

>>> Transit & Noise Studies, traffic and environment impact: INCOMPLETE

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

>>> <https://www.hamilton.ca/city-initiatives/priority-projects/lrt-timeline>

>>> in e-documents This will show that environmental assessments have

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

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

>>>

>>> King Street reduced to a single lane in each direction with NO

>>> PARKING King Street between John and Wellington Streets will have some traffic restrictions due to the narrow road with. Travelling eastbound, there will be one lane of traffic and side-running LRT on the north side of the street. Travelling westbound, traffic will divert around the area (north at Victoria Avenue and south at Wellington Street). while the short-term parking meters will likely be eliminated on King Street, there are 5 parking lots in the International Village, most with rates as low as \$4 a day.

>>>

>>> What Happens to emergency vehicles, DARTS, courier and GO buses?

>>> The LRT office is working with first responders to address any concerns with access and equipment. In an emergency, first responder vehicles would be able to use the dedicated LRT track and/or cross the tracks to move around traffic and access properties. LRT systems operate in hundreds of cities around the world and emergency vehicles are always accommodated in the design of these systems.

>>>

>>> The LRT office does not anticipate any major issues related to school buses, DARTS, couriers or GO buses. The LRT office is meeting with the relevant transportation groups to better understand bus routes. The roads and turning radius to side streets will accommodate buses where needed.

>>>

>>> LRT will only have 13-15 stops and eliminate approximately 33 B-Line stops.

>>> The B-Line currently has 15 paired stops, or 21 stops total, with the pairs on Main and King between Dundurn and Sherman split due to the traffic directions. Express and local bus service does operate along this corridor but it is not segregated from traffic and the current bus system will not keep up with projected population and ridership increases. The current proposed design will have 13 stops on the B-line and 5 on the A-line spur. On the 1-King route, this will impact about 38 stops, and the 5-Delaware and 51-University buses will continue to operate.

>>>

>>> Almost 1km between stops - what happens to the elderly and disabled in winter?

>>> The stop spacing is roughly the same as the current B-line Express bus and there will still be local bus services with more stops on parallel streets.

>>>

>>> LRT is actually far better in terms of boarding than other transit systems. The vehicles stop "flush" with the platform allowing roll-on, roll-off access. Wide doorways assist with getting on and off and the platforms themselves have ramps to allow for an easy transition to the pedestrian crossings. Some concern has been raised about the distance between stops and the impact that might have on some transit users.

>>>

>>> Hopefully, we've answered your questions and concerns. If not, let us know and we would be happy to respond to you. [www.hamilton.ca/lrt](http://www.hamilton.ca/lrt) for more information.

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

**Pilon, Janet**

---

**Subject:** LRT Project: Please Don't Drink the LRT Kool Aid

---

**From:** Mike Chiarelli

**Sent:** March-16-17 9:53 AM

**To:** Collins, Chad; Skelly, Donna; Jackson, Tom

**Cc:** Office of the Mayor; Whitehead, Terry

**Subject:** Re: LRT Project: Please Don't Drink the LRT Kool Aid

On Wed, Mar 15, 2017 at 1:39 PM Mike Chiarelli > wrote:

I sent this email to my council member, Mr. Whitehead and wished to share my sentiments with the rest of you.

Hello Terry:

As one of your constituents I commend you for your work to get behind the numbers re. the proposed LRT project.

My understanding is that Council had approved support for LRT on the condition that no taxpayer monies would be involved. This seems to be very unlikely as murky and vague details about costs and who pays for what continue to be unclear.

I cannot find one person who supports the LRT project. I have friends and relatives across the city including the lower escarpment, many business acquaintances, and an extensive network of friends. Even my neighbours, with successful businesses in the lower core, see no need for LRT and are afraid that their many years of building a business will be blown to bits during LRT construction and beyond.

There is no business case, no cost/benefit analysis conducted by a neutral third party that shows conclusively that benefits outweigh projected costs. The Metrolinx study itself, biased as it was, showed that the largest economic benefit was "time savings" NOT economic investment which represented a small portion of total economic benefits. Time savings are not a tangible benefit. Property values may increase but will drive out most of the existing residents who live on modest incomes along this route.

The route is problematic with low ridership, and poor prospects to draw more commuters.

The route ignores the real traffic issues in the greater Hamilton area (getting to and from the GTA, north/south congestion, highway congestion, and cross-mountain traffic).

The impact on car traffic in the lower escarpment will be monumental and choke off any desire to want to venture in the lower core unless absolutely necessary. Is there a contingency plan to move traffic efficiently east-west? I don't see one.. And the underused bike lanes are not helping the cause but that is another debate for another time.

Business losses will be huge. Ancillary investment minimal -- there is no attractive land or available land along the route for investment.

Those who believe that commuters to Toronto will use LRT to connect to GO services are dreaming --- unless such commuters enjoy a 2 hour plus commute one way every day. Almost all GO users prefer

Aldershot or Burlington Go stations due to free parking and ease of getting to and from home to destination. You only have to look at the paltry numbers at our Hamilton Go terminals.

I have worked as a transportation planner and economist in the past, have studied the Metrolinx reports, and have concluded that the project does not meet the shovel ready criteria and will cost Hamiltonians millions for years to come. Costs will very likely outweigh benefits.

Don't let the tiny minority of special interest groups with a very loud voice and privileged access to some of our Council leaders have the day. Listen to the majority. They are speaking - many of you just don't hear them.

Stop this LRT....Go BRT -- much better bang for the buck and cover entire region at fraction of cost. A phased in BRT approach that builds ridership, is flexible, and that may, one day, justify moving to LRT system (if that technology is still relevant) is the appropriate and prudent way to go.

I urge you to vote against this LRT project. I do not support it. None of my neighbours or business acquaintances support it.

Mike Chiarelli

Pilon, Janet

---

Subject: LRT

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

From: Renwick, William

Sent: January-13-17 3:54 PM

To: Green, Matthew; sam.merula@hamilton.ca; Collins, Chad; Jackson, Tom;  
donna.skelley@hamilton.ca; Whitehead, Terry

Cc: Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene;  
Pasuta, Robert; Partridge, Judi; Office of the Mayor

Subject: RE: LRT

Dear sirs/madams:

It is great to hear that LRT is starting to come off the rails; By which I mean that the serious concerns shared far and wide by Hamiltonians are beginning to be taken notice of by the powers that be! - municipal and provincial.

The spur is gone, the costs are mounting, the traffic problems are becoming ridiculous--especially with the idea of the Longwood rail-yard--seeing that this would tie up not only Main Street but also Longwood, both axes of the most important intersection in West Hamilton, and the only traffic connector to the west end.

Let's cut through all the mess, and go back to square one; put politics aside and look at what is practical, affordable, and sensible for the city of Hamilton.

And the answer to that looks to be busses - - or at any rate not LRT.

Sincerely yours,

PS beware of Metrolinx--they just spend our money.

And Mr Major, don't bother to send me your opinion again . . . I already know that!

William Renwick

Professor of Music

School of the Arts, McMaster University

<http://hmcwordpress.mcmaster.ca/renwick/profile/>

Pilon, Janet

---

**Subject:** Posted on No LRT in Hamilton

---

**From:** Office of the Mayor

**Sent:** December-22-16 2:42 PM

**To:** 'Ron Barrons'

**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** RE: Posted on No LRT in Hamilton

Hi Ron,

That is incorrect – a municipality must ask for and do the studies for the rapid transit projects, under the Provincial “The Big Move” plan. Metrolinx decides this based their benefits case analysis after a city submits their project for funding. We would be happy to ask a representative from Metrolinx clarify these details to you.

The Rapid Ready report information can be found here: <https://www.hamilton.ca/city-initiatives/priority-projects/rapid-ready>, which details the need for a higher order of transit in the years to come.

Regards,  
Laura

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

---

**From:** Ron Barrons

**Sent:** Thursday, December 22, 2016 12:10 PM

**To:** Office of the Mayor

**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** RE: Posted on No LRT in Hamilton

Hi Laura,

My understanding is the money going to “Kitchener-Waterloo, Guelph, Mississauga, London, Toronto or Brampton” has already been decided regardless of whether Hamilton causes the Ontario ‘debt’ to rise by another billion ‘plus’ dollars.

The bottom line is Ontario is broke, Hamilton is broke and I’m broke. If money needs to be spent, it needs to be spent fixing things in need and the transit system that runs along King street is not broken. Nowhere have I seen one King Street transit rider jumping up and down demanding the LRT.

It is only those looking, as you do, at that big pile of money who are promoting LRT. You don’t even offer any comment as to the need for this system, because there is none. It’s all money, money, money and borrowed money at that will be put on my credit card.

Ron



**From:** Office of the Mayor [<mailto:mayor@hamilton.ca>]

**Sent:** December 22, 2016 11:34 AM

**To:** 'Ron Barrons'

**Cc:** Johnson, Aidan <[Aidan.Johnson@hamilton.ca](mailto:Aidan.Johnson@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Green, Matthew <[Matthew.Green@hamilton.ca](mailto:Matthew.Green@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Skelly, Donna <[Donna.Skelly@hamilton.ca](mailto:Donna.Skelly@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Conley, Doug <[Doug.Conley@hamilton.ca](mailto:Doug.Conley@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Pasuta, Robert <[robert.pasuta@hamilton.ca](mailto:robert.pasuta@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** RE: Posted on No LRT in Hamilton

Hi Ron,

What is meant by that is that it is not funding by municipal tax dollars. The Province has been very clear that if Council suddenly decides we do not want the funding, that there will be no new deal and we will be starting all over again. So that \$1Billion of your Provincial tax dollars would then go to other cities waiting for Rapid Transit funding – Kitchener-Waterloo, Guelph, Mississauga, London, Toronto or Brampton – and Hamilton's new ask would be at the back of the line. As the Mayor has said, when we need it in 20 years, we would likely be paying for it ourselves.

The LRT project is being implemented in tandem with updating our transit system across the whole city.

Please let us know if you have any further questions or concerns.

Regards,  
Laura

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

---

**From:** Ron Barrons

**Sent:** Thursday, December 22, 2016 11:19 AM

**To:** Office of the Mayor

**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** RE: Posted on No LRT in Hamilton

Hi Laura,

Thanks for responding, I appreciate that.

Your first comment "The Province is funding this project" is one I find absolutely and continually silly, in that it somehow tries to suggest that we Hamiltonians are not of Ontario. We in Hamilton will fund 'our' LRT as those in other jurisdictions such as Mississauga or Toronto will fund theirs through provincial taxation. Sure, I accept a couple of dollars may come from Thunder Bay or elsewhere.

As for comments two and three, these are issues that you admit have not even been finalized or "agreed upon" so let's get all the cards on the table before burdening Hamiltonians with a very expensive toy train that I point out in my original email cannot be financially supported by what now appears to be a declining ridership.

Also, one needs only to look at yesterday's Spectator article "Progress on Burlington GO station going nowhere - Construction of the \$13.8-million project was expected to wrap up almost three years ago" to see how badly Metrolinx has failed on this one small project. This boondoggle is not something to be turned loose upon the main thoroughfare of our city where a billion dollars is involved with expected cost over runs.

As I have said many times, this LRT project in Hamilton is all about the movement of money and little to do with the movement of people. The mayor and those that support the LRT need to step away from the glow of that 'borrowed' pile of money. They need to start fixing a city badly in need of repairs along many avenues. There is much that needs to be done now.

Ron

**From:** Office of the Mayor [<mailto:mayor@hamilton.ca>]  
**Sent:** December 22, 2016 9:57 AM  
**To:** 'Ron Barrons'  
**Subject:** RE: Posted on No LRT in Hamilton

Hi Ron,

The Mayor asked that I respond to your email. The Province is funding this project, not the City of Hamilton. Maintenance will be covered in the tender for 25 years by the company that builds the LRT. And lastly, the City will not likely be the operator – Metrolinx will, though that has not yet been agreed upon.

Regards,  
Laura

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

---

**From:** Ron Barrons  
**Sent:** Thursday, December 15, 2016 5:09 PM  
**To:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Office of the Mayor  
**Subject:** Posted on No LRT in Hamilton

Given today's revenue on the 21,000,000 supposed full HSR yearly ridership, it would take over 20 years just to come up with the one billion dollars of projected cost just to build the LRT. This doesn't consider the borrowing costs, this doesn't consider the cost overruns, this doesn't consider the labour cost to run the entire system, or this doesn't consider the ongoing maintenance needed. Oh wait, forget the last one, as Hamilton never maintains anything, so I suppose in 20 years this billion dollar toy train will be worthless and we'll have a couple of billion dollars of addition debt to deal with.

**Pilon, Janet**

---

**Subject:** Pros and Cons of the Proposed LRT

---

**From:** Gaspare Bonomo  
**Sent:** November-24-16 10:37 AM  
**To:** Office of the Mayor  
**Subject:** Re: Pros and Cons of the Proposed LRT

Hi Laura,

I want to thank you and the staff at City Hall for taking the time to respond to my email.

It was a pleasant surprise. I will be reviewing the response and am sure to have a question or two.

Thanks again.

Gaspare

---

**From:** Office of the Mayor <mayor@hamilton.ca>  
**Sent:** November 23, 2016 10:06 AM  
**To:** 'Gaspare Bonomo'  
**Cc:** Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi  
**Subject:** RE: Pros and Cons of the Proposed LRT

Hi Gaspare,  
Please see attached the answers to the questions you have posed, and responses to your comments. Thank you for your patience as staff gave your email the utmost in attention to respond in detail to you.

Please let us know if you have any further questions.

Regards,  
Laura

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

---

**From:** Gaspare Bonomo  
**Sent:** Monday, October 24, 2016 12:24 AM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene;

Pasuta, Robert; Partridge, Judi

**Subject:** Pros and Cons of the Proposed LRT

As a property owner and property tax payer on several properties throughout the city I am forwarding to you a word document with 2 pages of questions and comments that exist in my mind about the proposed LRT.

I hope that you find the time to read what I have forwarded to you and find some value in doing so.

I am a Civil Engineer and have studied Transportation Planning and Construction Engineering and Management.

With utmost respect for what you do as a member of city council,

Sincerely,

Gaspare Bonomo, B Eng., M Eng.

(nn)

**Pilon, Janet**

---

**Subject:** We are being hoodwinked in Scarborough - it could happen to you

---

**From:** Karl Haab

**Sent:** February-24-17 1:48 PM

**To:** Office of the Mayor

**Subject:** RE: We are being hoodwinked in Scarborough - it could happen to you

Thanks for your answer. I hope you will do better than Kitchener-Waterloo which have a beautiful tract for an LRT but no cars. Or you might want to find out more about the St. Clair LRT In Toronto on the website 'saveyourbusiness.co' (co, not .com), and find out how many businesses were ruined by an LRT.

Sincerely

Karl Haab

---

**From:** Office of the Mayor [mailto:mayor@hamilton.ca]

**Sent:** Friday, February 24, 2017 12:03 PM

**To:** 'Karl Haab' <khaab@on.aibn.com>

**Subject:** RE: We are being hoodwinked in Scarborough - it could happen to you

Thank you for your email Karl. The City of Hamilton has studied rapid transit, and is implementing it in conjunction with a long-overdue update to our transit and transportation network.

Regards,  
Laura

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

---

**From:** Karl Haab

**Sent:** Thursday, February 23, 2017 2:43 PM

**To:** Karl Haab

**Subject:** We are being hoodwinked in Scarborough - it could happen to you

Text attached, enjoy

## Downtown cheap transit wackos invade Scarborough

Downtown activists Jessica Bell and Brenda Thompson alias TTC riders, have been trying to impose their downtown agenda on Scarborough for at least the last two years. You will understand downtown cheap transit freaks better if you are familiar with the cockroach theory. It suggests when a company reveals bad news to the public, there may be many more related negative events that have yet to be revealed. The term comes from the common belief that seeing one cockroach is usually evidence that there are many more that remain hidden.



Jessica and Brenda, and a few other misguided downtown lefty activists invade Scarborough to knock on a few doors and then forward their concocted stories **'that the residents of Scarborough like LRTs'** to dying newspapers and lefty politicians. They know very well that Scarberians actually hate LRTs. These fanatics are financed by labour unions and operate under misleading labels to present themselves as working stiffers or Scarborough residents who use LRTs

regularly when they don't. To make it look like they are actually from Scarborough they have now founded a new group 'Scarborough Transit Action' which recently disrupted the Mayor's executive meeting by walking in with large signs and crying foul. They are more persistent than cockroaches, they never quit and pop up everywhere. More recently Jessica has been lobbying Toronto's chief planner, Jennifer Keesmaat who is in charge of Toronto's war on cars and on businesses. Keesmaat shows a complete disregard for the rights of all Torontonians, by suggesting they give up access to their homes by car with her outrageous idea to ban cars on King Street in order to empower one percent of Torontonians who are cyclists. Jennifer is getting paid to serve all Torontonians and should look after all of them, not just her biker friends. She is so out of touch with the real world she should be fired as chief planner without delay.

It is difficult to believe the TTC riders claim that the supporters listed on their website would seriously support a stupid idea like wasting millions on LRTs that make gridlock much worse. Sadly, our Mayor John Tory's lukewarm denial that there is a war on cars does not fly. Anyone who still advocates building LRTs today, is indeed a person in short pants. Never underestimate the Power of Human Stupidity.

Please e-mail John Tory and ask him to fire Jennifer Keesmaat :  
[Mayor\\_Tory@Toronto.ca](mailto:Mayor_Tory@Toronto.ca). Thank you

**Jessica Bell**

Jessica is TTCriders' Executive Director. She is an instructor in advocacy and government relations at Ryerson University, and the former director of the California Food & Justice Coalition.

**Brenda Thompson**

Brenda is Co-Chair of TTCriders' Board of Directors. She is also the founder and director of Scarborough Transit Action, an advocacy group committed to bring rapid publicly-owned transit to Scarborough. Brenda doesn't say how she'll bring rapid transit to Scarborough when she advocates stopping construction of the Scarborough Subway.

If you don't want to receive more e-mails, just hit the reply button and type 'unsubscribe'. Thank you. Karl Haab

List of TTC rider sponsors:

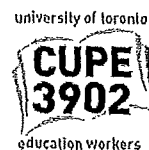
On attached list

# **our supporters**

## **Leaders:**



## **Contributors:**



University of Toronto  
Graduate Students' Union



## **Waitzer Family Fund**

## **Supporters:**





Pilon, Janet

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Subject: Wynnes promises

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

From: Reg Simser

Sent: February-08-17 7:51 PM

To: Office of the Mayor

Subject: RE: Wynnes promises

Thank you Fred for your reply.

Today Patrick Brown has promised that when elected, and no one sees any doubt that will happen, he will still commit to the billion dollars but will leave it totally in the hands of the municipality as to how that should be spent.

You know I'm sure that there is a much more cost effective way to move people from one end of this city to another. As I stated earlier, double decker electric busses would do the job in Hamilton with very little cost or disruption compared to LRT. Each time I read or hear of the latest developments with the LRT plan it sounds worse & worse. Last report I heard on Bill Kelly's show was that the bike lanes everyone said we needed, and cost millions to develop will be removed to accommodate the extra traffic LRT will force onto those very streets. From the very beginning, planning to use King St. with all the problems it offers instead of Main which is basically a straight line from McMaster to Queenston is, you know I can't even come up with the right word to describe this idiocy.

Fred you may not like referendums but this is a plan that just begs for a vote of the tax paying public. With the PC government OBVIOUSLY set to be our next provincial government I believe that a bus plan should be developed to see if the cost would be low enough to save significant dollars for repair of the mountain accesses. Put both plans on a referendum and allow us to decide this once & for all. This city needs to get our infrastructure into the 20th century, at least, and spending \$1,000,000,000.00 on an 11-12km stretch of road is such a waste of money. The city is responsible for over 6500km of roads and you think spending that amount on 12km is okay?

This type of decision making is exactly why so many Americans decided to vote for a narcissistic, homophobic, misogynistic, bigot to run their country. He promised REAL change. He promised to do what the PEOPLE want not the government nor the big business that would gain from this type of plan. Of course there are business people clamouring for LRT. They'll be able to advertise the fact and charge more for their rents. Residential tax payers pay the largest portion of taxes in the city & we deserve our say. Reports are that every open house meeting on LRT has been inundated by anti LRT people, Fred, that should tell you & the council, that the people that voted for each and every one of you are not happy with this plan. It matters not how many votes the council has had if the people disagree.

Sincerely,

Reg Simser

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

> From: Office of the Mayor <mayor@hamilton.ca>

> Date: February 3, 2017 at 3:16 PM

>

>

> Hi Reg,

>

> As Council has voted nearly 80 times at this point for Rapid Transit

> and LRT, as the population ages, there will be an increased need for better transit.

> This is the beginning of that plan that has been studied, assessed and

> voted on several times over the last decade, and is about future  
> development. We have also asked the Province re RHVP and the Linc,  
> and have yet to receive official correspondence back.

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

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

> From: Reg Simser  
> Sent: Sunday, January 29, 2017 7:13 AM  
> To: Office of the Mayor  
> Subject: Wynnes promises  
>

> I'm sure you know about Kathleen Wynnes latest attempt to buy votes for 2018.  
> First she backed Mayor Tory 100% when he suggested road tolls for DVP  
> & The Gardiner. Now because she thought she might lose some votes has  
> decided to veto the toll idea. She has now promised T.O more gas tax  
> money to pay for upkeep of roads the city are responsible to maintain.  
> My question to you and Hamilton city council is, "Where's the money  
> for the Linc and Red Hill Valley expressways?" If it's good enough  
> for T.O. it should be good for all municipalities, right?  
> So now obviously there has to be another increase in gas tax because  
> the revenue has already been earmarked for other projects, like  
> Hamilton's unneeded LRT project. I know that you & some councillors  
> think, "hey a billion dollars, let's not look a gift horse in the  
> mouth", but it's so damn obvious that this is a very poor idea. The  
> changes and disruption will not be worth the end result.  
> I keep hearing statements claiming that it will bring new  
> construction & taxes to the area but it's quite obvious that is  
> happening now without LRT. If one company says they'll build if LRT  
> goes through there are others that don't care, they want to invest here anyway.  
> Sorry for getting off subject but it's something I fear will be a huge  
> disaster, especially with provincial government involvement. If we've  
> learned anything the past few years it's that nothing is simple or  
> efficient when they're involved.  
> The main reason for this email is to make sure that we aren't left out  
> of the loop in response to Wynnes latest promise to Toronto. Whatever  
> assistance they get we should all get.  
> It's a good thing the prov. Gov. has a lot of spare cash to throw  
> around, oh, that's right they don't! Our children & grandchildren  
> will be paying for this governments decisions long after you & I are  
> gone. Something to think about, double decker natural gas busses. A  
> lot less hassle than LRT and much more flexible.  
> It is time for Kathleen Wynne to step down from the premiership, she  
> has clearly lost all perspective and rational thought.  
> Sincerely,  
>

Reg Simser

Pilon, Janet

---

Subject: Really?

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

From: stan habza

Sent: January-14-17 7:04 AM

To: LRT Office

Cc: Conley, Doug; letters@thespec.com; Office of the Mayor

Subject: Really?

Why instead of abusing our tax dollars for the LRT, you focus on getting the GO stations in place along the Greater Hamilton area such as Centennial Parkway, 50 Road and onward to Niagara Falls! This would address now and future traffic issues along the Q.E.W. from Niagara thru to Toronto! This is where you should be focusing the rapid transit movement!

The LRT project is going to disrupt the already fragile business section of Hamilton! To get people into the Hamilton proper core again you must have a positive attraction(s) to draw them there. Not two White Elephants ( Gore Park and Jackson Square) to view.

If you should ever ask anyone who has had a business with major construction near by that disrupts the traffic/ customers, they will tell you how negative an effect it has on their survival!

This LRT only services a small part of the tax base, I call it "Hamilton Proper." We, in all the outlying areas, will be paying once again for this project and really will it improve anything as far as traffic flow? I beg to differ, where as an improved GO train service between Toronto, Hamilton and Niagara Falls would be tax monies well spent. We could all enjoy this ride, and I do mean "ride".

And now the circus begins, cancellation of James St. portion, "biggest bang for the buck" as per Fred, what's next another Highway walkover from James st. North to Cootes Paradise?

Sorry ladies and gentlemen have a referendum on the LRT. I think you would be surprised to see the results, never mind the little info meetings in pre planned strategic areas.

Fix the roads, better HSR service in the Ancaster, Binbrook, Dundas, Stoney Creek and Waterdown areas along with GO service for those areas should be where your focus/attention and so called " Free Monies" be applied.

Thanks  
Stan Habza  
Stoney Creek

Sent from my iPad

Pilon, Janet

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Subject: So You Want to Build a Trolley...

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

From: Dennis Martin

Sent: March-21-17 11:02 AM

To: Office of the Mayor; Johnson, Brenda; Johnson, Aidan; Farr, Jason; Green, Matthew; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; Merulla, Sam

Cc: Carol Lazich

Subject: So You Want to Build a Trolley...

If you haven't already seen this, I hope it will be an eye-opener that Hamilton cannot support an LRT. If LRT proceeds, this article portends huge losses and very serious implications for increased taxes for Hamilton citizens.

Dennis Martin

Ward 11 taxpayer

<http://www.politico.com/magazine/story/2017/03/5-things-every-trolley-craving-mayor-should-know-214915>

Sent from my iPad

Pilon, Janet

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**Subject:** The Abu Dhabi-Dubai Hyperloop Will Soon Be Reality | Science & Tech - BabaMail

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**From:** Mark Greenwood

**Sent:** November-10-16 9:40 AM

**To:** Office of the Mayor; VanderBeek, Arlene

**Subject:** The Abu Dhabi-Dubai Hyperloop Will Soon Be Reality | Science & Tech - BabaMail

<http://www.ba-bamail.com/content.aspx?emailid=23304>

## The Abu Dhabi-Dubai Hyperloop

Two of the seven Arab Emirates, Abu Dhabi and Dubai, are on their way to building the world's first hyperloop mass transit system linking their two capital cities to reduce a two-hour journey between them to just 12 minutes.

If you're wondering what a hyperloop is, it's essentially a massive tube through which pods (think of train carriages, only smaller and not hitched to one another) can travel between two or more points. Inside the tube, the air pressure will only be a fraction of the amount of what it is just out and about in the regular environment.



This allows for friction to be reduced, and thus the pods have the ability to move faster through the tube. The pods won't be connected to any tracks – rather they will ride on a cushion of air. In fact, the proposed Abu Dhabi-Dubai hyperloop will see pods traveling at an astounding 760mph.

While it's still on the drawing board a feasibility study for the new mass transit system is being conducted by Hyperloop One, the world's foremost company developing the technology, in conjunction with the Dubai Roads and Transport Authority.

Next year, a full-scale prototype of the hyperloop system will be constructed in the Nevada desert, USA, to see if the concept translates well into reality.

**View how the system works here:**

[having trouble playing this movie? click here](#)

Content and Image Source: [TechCrunch](#)

**Pilon, Janet**

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**Subject:** FW: Wireless trackless Electric buses instead of LRT

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**From:** John T  
**Sent:** January-06-17 10:11 AM  
**To:** Office of the Mayor  
**Cc:** John Tavares  
**Subject:** Wireless trackless Electric buses instead of LRT

Hello,

We are private residents of Hamilton and we want to propose an alternative to the LRT. If the one billion dollars from the province can be used for any type of green transit, we would like to propose looking into lithium ion battery powered electric buses.

Unlike the LRT which uses tracks and cables that would tear up the roads and clutter up the city, Electric buses are just like normal buses except they are 100% electric and 100% clean.

These buses can be charged at a charging station at night or they can be charged wireless when they stop at bus stops.

Many European countries use electric buses in their transit system and Windsor, Ontario is looking to implement an electric bus transit system.

LRT is an outdated 19th century technology that is expensive to maintain and expensive to run while electric buses are far less expensive to maintain and run and it's a 21st century technology.

We do not sell electric buses nor do we represent any sort of electric bus company -- we are just some residents who are concerned for Hamilton.

If we want our city to be known as a City of Innovation and a city that's making a turn towards modernization then we think it would be better to use a 21st century technology rather than the 19th century technology. We believe that investing in the latest technology would send a positive statement to the rest of the province and Canada.

Best Regards,

John & Lindsay Tavares

This is the submission of Kevin Love of the City of Hamilton for the Addendum to the Environmental Project Report for the Hamilton Light Rail Transit project.

I recommend that protected bicycle lanes be included in this project, as was done with the Eglinton Crosstown LRT project in Toronto. For details, see:

<https://www.cycleto.ca/protected-bike-lanes-eglinton>

Please note the photograph in the linked web page of the concrete protective barrier. I am proud to have worked in a Hamilton manufacturing plant. If there was only a painted line between human beings and dangerous moving machinery, the Ministry of Labour would shut us down in a heartbeat. People on our streets deserve no less protection.

In order to provide the necessary right-of-way for this human safety, I recommend that one or more existing motor vehicle lanes be removed. This is very important because right now:

1. An average of 93 people are poisoned and killed by motor vehicle operators every year in the City of Hamilton.
2. Every year, an average of 358 people in Hamilton are hospitalized because they were poisoned by motor vehicle operators.

These numbers were determined by the City of Hamilton Public Health Services working in cooperation with the Ontario Ministry of the Environment and private sector partners. Source:

<http://www.cleanair.hamilton.ca/downloads/CAH%20Report%202013%20-%20Final.pdf>

In addition to these poisoning deaths and injuries, motor vehicle operators also:

1. Crush and kill an average of 16 people per year in the City of Hamilton.
2. Motor vehicle operators also crush an average of 1,824 people per year and inflict non-fatal injuries.
3. The average annual cost of motor vehicle collisions is \$608 million.



These numbers were taken from the City of Hamilton's Vision Zero web page at:

<https://www.hamilton.ca/streets-transportation/driving-traffic/vision-zero>

The solution to this serious problem of death and injuries is by a transportation mode shift to walking, cycling and public transit. This can be done by making walking, cycling or public transit the fastest, easiest and most convenient way of safely travelling from A to B for where people want to go in Hamilton.

By removing one or more current motor vehicle lanes from the LRT right-of-way and replacing them with protected bicycle lanes, we can make a big step forward in human safety. This action not only helps make cycling a safe way of fast, easy and convenient transportation. It also reduces the street's motor vehicle capacity, thereby eliminating both poisoning and crushing deaths and injuries.

**Pilon, Janet**

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**Subject:** Move ahead with LRT!

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

From: Hans.stief

Sent: March-21-17 10:26 AM

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

LRT is critical to reducing congestion and improving connectivity within the city of Hamilton. Our population is growing and if we wait on this we will end up behind where we need to be. Please approve the Environmental Assessment Ammendment.

I live in east Hamilton and I support building the LRT!

Hans

Hans Stief

Pilon, Janet

---

Subject: LRT vote March 28

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

From: Dorte Deans

Sent: March-21-17 1:34 PM

To: Office of the Mayor

Subject: LRT vote March 28

Dear Mr Eisenburger

I have fully supported the LRT for ten years and do so now, as I know you do. I am very concerned about the ongoing fight to stop the project, as I see LRT as a way to support the success of Hamilton into the future. Not to mention it will be more Eco-friendly than the buses.

I wish you well in the upcoming debate.

Dorte Deans

Sent from my iPad

**Pilon, Janet**

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**Subject:** LRT requires YOUR support.

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**From:** Peter Malysewich

**Sent:** March-21-17 10:24 AM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; info@hamiltonlightrail.ca

**Subject:** LRT requires YOUR support.

AS a Stoney Creek resident, I resent being forced to use my car to get anywhere in this city.

LRT needs to be implemented, expanded and augmented to bring this city together rather than fiefdoms of developer's profit centres (subdivisions).

You have created a city that has a network of roads that are expensive to maintain and immediately clog up with every new expansion.

Let's stop playing the game of diluting the city core and making it inaccessible.

Let's focus on bring us together rather than fighting amongst yourselves for the spoils.

Support the LRT.

**Pilon, Janet**

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**Subject:** LRT Presentation Thursday Jan 26 at Cardinal Newman HS in Stoney Creek

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**From:** Wakeman, Kathy

**Sent:** January-27-17 9:26 AM

**To:** LRT Office

**Cc:** Pearson, Maria; Conley, Doug; Office of the Mayor; Kathryn Wakeman

**Subject:** LRT Presentation Thursday Jan 26 at Cardinal Newman HS in Stoney Creek

Hello Paul: I would like to apologize for walking out of your presentation during "question period" last night ( I am the lady in the bright orange sweater!). The man who was yelling and waving his arms frightened me, like a bad marriage!!! I am embarrassed to think this may be one of my Stoney Creek neighbours.

I think the information you presented was interesting and helped me to understand the complexities of this initiative. I look forward to a future where I can take a rapid train to downtown to see a play or have a unique dining experience. I would love to get the train at Eastgate, but you explained that is still in the future planning stage!

Thank you for your professional manner and attempts to control the audience.

Regards, Kathy Wakeman

**Pilon, Janet**

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**Subject:** LRT debate on TVO

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**From:** Dwight Pollock

**Sent:** January-25-17 8:19 PM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** LRT debate on TVO

I recently watched the TVO episode featuring Councilors Green and Whitehead. I found both to be quite civil and respectful and presented their points clearly.

My issue with this is WHY IS THIS DEBATE OCCURING on live TV. I understand you both need to get your point across. But as Mr Paikin stated we should look at the Brampton example closely. What I witnessed was infighting for all of the province to see, not just readers of the Hamilton Spec.

If we lose this money, it will be a black market on ALL OF COUNCIL, not just Mr Whitehead.

Conversely if the project is a go (as it seems to be according to Councilor Green, I myself am skeptical of this statement at this phase in the project), it is a Kudos to ALL OF COUNCIL not just Mr Green.

Please continue to debate, and continue to keep it civil and informed. But I urge you come to a focused and aligned stance for all of council, For I fear we are trending toward Brampton's catastrophic mistake.

Dwight Pollock C.E.T.(3rd Class Stationery Eng)

**Pilon, Janet**

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**Subject:** Concentrate on the benefits of improved public transit with LRT

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

From: serniee

Sent: March-21-17 10:26 AM

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

Subject: Concentrate on the benefits of improved public transit with LRT

While I realize that construction of the LRT will create much havoc, for many years -- in the long run we must move forward and commence building the LRT.

I think the benefits of improved public transit in Hamilton will make the City a better place to live and work. Hopefully people will realize that they no longer need cars for many of their day-to-day activities and join the rest of Hamilton who already use public transit, ride a bike, or even walk!

I believe that the LRT will contribute to making Hamilton a more user-friendly and pedestrian-oriented city.

Edward Sernie

**Pilon, Janet**

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**Subject:** Don't drop the ball.....

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

From: mary\_anne

Sent: March-21-17 2:48 PM

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

I live at First Place and as a woman entering my senior years I implore you to go forward on the LRT. As seniors we eventually have to give up our vehicles and licenses and then we have to resort to public transportation to get to appointments, shopping and even an odd evening out to socialize. I watch my fellow tenants as they try to maneuver the system as it stands today. Not good enough for a city of this size. We deserve better and with the province offering to help, we need to take advantage of this and have a better and cleaner transportation system installed. Enough of not looking forward, enough of dragging of the feet. This has been offered to us and we need to take advantage of it, now. Not later. It won't be available then and you will have dropped the ball. I really don't understand why there is opposition to improving our city, our quality of life.

Mary Anne Ablitt-Blain



**Pilon, Janet**

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**Subject:** Don't miss the chance of a century!

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

From: Evan.aagaard

Sent: March-22-17 7:42 AM

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

Subject: Don't miss the chance of a century!

The LRT project is a must if Hamilton is to build itself I to a modern, livable, city of the 21st century.

Look no further than cities like Austin and Portland to find vibrant communities, thriving economies and proud citizens connected by the central nervous system of light rail.

With LRT Hamilton doesn't need to play second best to Toronto anymore. We can be our own unique destination city where thousands will want to live and work.

Build it!

Evan Aagaard

Pilon, Janet

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Subject: enough of the games

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

From: giannich

Sent: March-21-17 10:27 AM

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

it's time for Hamilton to think and act like a progressive city. But I do really think it should be installed on Main Street and turn that road into a complete street with 2 way traffic and LRT running down the middle

Gianni Charalambopoulos

Pilon, Janet

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**From:** John McGreal [jmcgreal42@gmail.com]  
**Sent:** March-16-17 7:53 PM  
**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Pasuta, Robert; Partridge, Judi; VanderBeek, Arlene; Conley, Doug; Pearson, Maria; Johnson, Brenda; Whitehead, Terry; Jackson, Tom; Merulla, Sam; Collins, Chad; Ferguson, Lloyd  
**Subject:** Fwd: attachments  
**Attachments:** March 16.pdf; GIC Mar 28 2017.docx

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

**From:** John McGreal <jmcgreal42@gmail.com>  
**Date:** Thu, Mar 16, 2017 at 8:21 AM  
**Subject:** attachments  
**To:** John McGreal <jmcgreal42@gmail.com>

Mayor and councilors could you reply on your position on LRT.

Respectfully John McGreal

Mayor Fred Eisenberger and Members of Council

LRT questions for GIC Meeting March 28 2017

1) With the cancelation LRT A-Line (spur ) by Transportation Minister Steven Del Duca In Feb. 2017 does council have a say where monies are allotted to complete the LRT B-Line from Queenston Circle to Eastgate Square Terminal as Rapid Ready Report Best Case Scenario ..

The Benefit Case Analysis #1 best value on investment was Eastgate Square Terminal to McMaster Terminal.# 2 Value on Investment was Queenston Circle.to McMaster .This was the original Rapid Ready Report until May 25 2015 Wynne's announcement of \$ 1B LRT B-Line from McMaster University Queenston Circle ,LRT A-Line from King /James to West Harbor Go Station /Waterfront not at A-Line BRT (Bus Rapid Transit )

Is the Memorandum of Agreement of March 8,2016 between Metrolinx and City of Hamilton void ?

2) By completing the original Rapid Ready Report LRT B-Line From Eastgate Square to McMaster University this route would be 90% complete.(B-line future development University Plaza to McMaster / Eastgate Square /Gateway S.C )

3)With the above reconsideration for approval .The site 55 Queenston Rd. (formerly City Motor Hotel ) could be redeveloped as approved by Council September 16,2014 (PED 14186) to be catalyst / renaissance of WARD 4.(Tom+McNally Report PED 14186 Concept # 1,2,3 ) worth a potential of \$30M by private developer . The LRT was to grow new development and economic benefits along LRT route.Queenston Circle is one of largest parcel of land for development.55 Queenston Rd. city own 1.3Acres ;for \$1.9M 75 Queenston Rd 3+ acres for sale Asking \$3.4 M

The Council of day had HIGH praise for the leadership of Ward 4 Sam Merulla on this file to come to fruition for the community . Check council meeting September 24, 2014 for comments

We feel if Transportation Minister and Metrolinx can change the scope of LRT project May 25,2015 to February 2, 2017 Four times , the Taxpayers and the City of Hamilton should have a say.

City Council hit the RESET button show LEADSHIP ask the questions and facts to approve the LRT B-Line Project from EASTGATE SQUARE to McMASTER UNIVERSITY. YES or NO The Mayors and Councillors have been debuting Rapid Transit BRT or LRT since 2007 ,7 Councillors and 1 Mayor have been debating around this table .to 2017 (10 yrs.)of the Council of the day.

Note ; Search Public Works Sept 15,2008 Rapid Transit Feasibility Study PW08043b survey by ward for LRT 60.2% ; BRT 11.8% ; Either one 21.6% What has Changed ???

Scott Stewart;JillStephen;Don Hull Report

Respectfully

John McGreal

## Question 5: Rapid Transit Type Preference by Ward



### Rapid Transit Preference by Ward

Legend ■ Light Rail Only ■ Rapid Bus Only □ Either One □ Neither



Pilon, Janet

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**Subject:** Getting on Board – a new Pembina Institute report

---

**From:** Lindsay Wiginton

**Sent:** March-15-17 11:35 AM

**To:** Office of the Mayor

**Subject:** Getting on Board – a new Pembina Institute report

Dear Mayor Eisenberger,

Ontario is in the middle of the biggest build out of transit in its history, and with such major investments at stake, it's important to get it right. While there's broad support for building out our transit network, like any infrastructure builds, transit projects meet many challenges on the ground, particularly in communities where rapid transit is new.

For our latest publication, "[Getting on Board](#)", we spoke with project teams, municipalities, businesses and local groups across four ongoing transit projects (Huronario, Waterloo, Hamilton and Ottawa) to understand the challenges and recipes for success. From best practices for engagement to creative land use planning tools, this report showcases examples that can be replicated in other communities.

We hope that regional and local leaders like you will find these examples useful, and that you'll share widely in your network.

Please find the report here: <http://www.pembina.org/pub/getting-on-board>

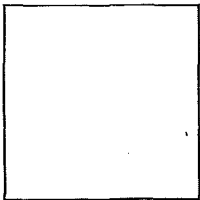
As always, we welcome your feedback and comments.

Best,

Lindsay

Lindsay Wiginton, RPP, MCIP  
Analyst, Transportation and Urban Solutions | Pembina Institute  
[lindsayw@pembina.org](mailto:lindsayw@pembina.org) | c: 514-743-9244 | t: 647-478-9563 ext. 210  
600-920 Yonge St, Toronto, ON M4W 3C7  
[www.pembina.org](http://www.pembina.org)

If you would rather not receive emails related to the Pembina Institute, just reply and let me know.



Pilon, Janet

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Subject: Help make this city great

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

From: David.janis

Sent: March-21-17 10:26 AM

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

Subject: Help make this city great

The LRT is so important to our city's future. It has my continued support, and I do expect our council to continue with the decisions of approval that they have already made.

Janis Topp

Pilon, Janet

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Subject: I support LRT

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

From: sirb.oana

Sent: March-21-17 10:26 AM

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

Please support the LRT and help make it happen. Hamilton needs it.

Oana Sirb



Pilon, Janet

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Subject: I support LRT

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

From: jmacaul

Sent: March-21-17 10:27 AM

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

We need to get more positive information out to the Hamilton general public regarding LRT. I am amazed at the number of people who know nothing about Hamilton LRT and how the city can benefit. When I ask my friends they do not know anything about it or they are against it for no good reason. I find the ones who are most vocal against LRT have not researched the project.

Jim Macaulay



KIRKENDALL  
NEIGHBOURHOOD  
ASSOCIATION

February 3, 2017

Dear Honourable Mayor, City Council and Hamilton LRT Office,

**Re: LRT and the Kirkendall Neighbourhood**

The Kirkendall Neighbourhood Association (KNA) wishes, first, to *re-affirm* its enthusiastic support for the Hamilton Light Rail Transit (LRT) project. We believe that LRT is an opportunity that our growing City cannot afford to lose. Having said that, the purpose of this letter is not to restate LRT's many fundamental benefits. Nor do we wish to comment here on issues relating to streetscaping or the integration of the Operations Maintenance Storage Facility (OMSF) into the west-end of our neighbourhood. We have already submitted detailed feedback on these issues which we hope your team found useful. Instead, the intent of this letter is to explore a few concerns that continue to be raised about the project and provide our comments on them as key stakeholders.

**Traffic:** We understand that both during and after construction, traffic patterns around the City will change and in some cases, congestion will increase. However, the fundamental purpose of the LRT project is to build a more sustainable future City of Hamilton – one in which the movement of people is multi-modal and *less* centered around single-occupancy vehicle use. As such, we *firmly* caution the City and Metrolinx against any attempt to maintain the status quo of traffic volumes at the expense of the sustainable future City which we are aiming for. We must not simply increase traffic volumes 'here' to replace a loss of volume 'there.' That would be missing the point. We must not make any roads faster, noisier and less safe in a knee-jerk attempt to mitigate the growing pains that will accompany LRT. In fact, the Metrolinx Business Case Analysis specifically points out that wide, fast streets and a hostile pedestrian/cycling environment will prevent LRT from reaching its potential.

**Cycling Infrastructure:** Cycling infrastructure should not be sacrificed for LRT – much less to accommodate the status quo of traffic volume displaced by LRT. Cyclists are already some of the most vulnerable road users and the City has fallen far behind in its obligations under its own Cycling Master Plan. Cycling, unlike driving, is symbiotic with LRT and transit use and should be encouraged, not discouraged within the scope of this project. Any existing or planned cycling infrastructure which *unavoidably* conflicts with LRT must be immediately replaced and such replacement should be used as an opportunity to consult with the cycling community so as to enhance and modernize Hamilton's struggling cycling infrastructure.

**Main Street Two-Way:** We support the Metrolinx Business Case Analysis recommendation to convert Main Street to two-way. The City's transportation system is the sum of its parts and Main/King are fundamentally linked today. With LRT, retaining Main Street in its current configuration as an eastbound high-flow traffic artery will create a fundamental imbalance in this system, which we believe will likely lead to westbound truck and vehicular traffic infiltration onto side streets in Kirkendall, Strathcona and Durand including Aberdeen Ave. As stated above, the intent of LRT is to be a catalyst for a more sustainable transportation system in Hamilton. Ignoring Main as part of the LRT project is a lost opportunity and we believe will create operational and safety problems for our neighbourhood in the future.

**Construction Disruption:** We acknowledge that construction is going to be hard for everyone. It's going to be loud, dirty and cause vibrations all along the proposed line. However, we firmly believe in the virtues of this project and we understand that building a better city takes a lot of, well... *building!* We wish to voice our willingness to endure the headaches that will undoubtedly accompany the construction of a project of this magnitude and importance. With respect to the OMSF, the construction of a sound barrier to the east of the development *before* construction starts will help mitigate disruption to neighbours.

**Effects on Business:** Construction will be hard on business and this issue deserves a great deal of attention and sensitivity. Construction must be undertaken in a way that minimizes disruption and we encourage you to consider loan or grant programs for small businesses which could help some stay afloat during construction. Additionally, we plan to encourage our residents to shop at businesses along the LRT route during construction.

Thank you for taking the time to review our letter. We look forward to a continuing dialogue with you and regarding these issues.

Kirkendall Neighbourhood Association



Core Urban Inc.

CORE URBAN INC.  
136 Kenilworth Ave N  
Hamilton, On, L8H 4R8  
Tel: 905 543 1579  
Fax: 905 543 1909

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March 24/17

To whom it may concern,

I would like to reaffirm Core Urban Inc. as a strong supporter of LRT as well as the proposed Bay Street stop. As developers, especially in the lower city we face many challenges with parking. LRT is a generational opportunity we are counting on to provide quality transportation options to our existing and future projects that add density to the core.

Our commercial Tenants employ hundreds of people that are also anticipating LRT as there transportation of choice into the future.

We are strong supporters of Hamilton. We will continue to invest in our community; our hope is that our City will do the same with this infrastructure.

Sincerely,

Steve Kulakowsky

Core Urban Inc.

LRT Hamilton is a transformative project which addresses no compelling need or requirement, at least none that could not be addressed in a manner I would consider far more fiscally responsible. It is a concept which radically alters current transportation models, while effectively ignoring the input of the current systems largest user segment (motorists).

With the Government of Ontario apparently committed to 100% responsibility for any associated capital cost's for the project, ambiguity concerning fares...how much?...who collects?.....who benefits?.....creates unsettling uncertainty. What are we really getting here, an investment? Or a loan? I believe current leadership has failed to frame this aspect accurately, blinded by personal agenda, and unwilling to draw any attention to real or perceived weakness or concern expressed in consideration of this undertaking.

I have visited the City's web page devoted to addressing FAQ's concerning LRT Hamilton. Many (most) of my questions are addressed professionally, and I congratulate those involved for the time and energy expended. However, important questions remain unanswered, and given the scope, interest, and energy expended, I feel these unresolved concerns serve to feed concern, alarm and mistrust.

- 1) If LRT's capital costs are covered 100% by the Province, why would we need to charge a fare? (Imagine what would happen to ridership levels if this were actually "free")
- 2) How much is the fare?
- 3) Who will collect and own the fare revenue?
- 4) Will fare revenue be re-invested in the system?
- 5) Will fare revenue fund HSR?
- 6) Is Hamilton Health Sciences intending to shutter its Mac children's campus?
- 7) What measures have been commissioned or studied to accommodate automobile traffic currently using King St. which will be displaced?
- 8) Which HSR routes will be "paralleled" to accommodate LRT? Are any associated costs for by this requirement funded fully by the Province?
- 9) Do projected ridership forecasts for 2031 and 2041 respectively recognize that current totals are falling, trending downward, 2 years consecutive? If so, when do totals reverse? If not, why?
- 10) Respecting the bid to construct the project, when does the bid officially open/close?
- 11) What other recent projects have received their LRT vehicles on schedule? Why are we optimistic in the face of demonstrated concerns?
- 12) Concerning the monies spent to date, estimated at \$60-70 million, how have they improved local transit service delivery?
- 13) When is someone-anyone-going to confront and address area rating and its impact on system performance? Creating political alliances which serve to fail

current users while ensuring the support required furthering this particular initiative hardly engender convincing universal appeal. It fails the sniff test.

Of my concerns respecting conduct, I refer to the Mayor's city supplied twitter account, dated 2/11/17 (9:06 a.m.) messaging the Publisher of "Raise the Hammer" in response to the caption "Time to stop rewarding the Whitehead Circus" to which Mayor Eisenberger replies "exactly Ryan! It's a constant cry for attention" Supporting obsessive, angry misconduct directed toward a colleague is itself objectionable, diminishing the Office by removing any hint of objectivity.

Further, Mr. Green's conduct at City Hall on Thursday February 9<sup>th</sup>, 2017 was disturbing. "The circus proper" began when Green steps up to the podium to present his counterviews. Quickly the scene devolves into chaos, with Green attempting to make a statement without success, attempting to debate before eventually reconsidering, finally calling for security. Do such actions foster open, respectful engagement? An observer from the Hamilton Spectator characterized Green's conduct as "politically arrogant" and "immature" I concur.

Consistent with a pervasive air that those in favor possess superior intellect and morality, these examples of leadership on display alienate, divide and diminish the community they purport to serve. The notion that any sort of constructive criticism is something akin to treason, unwelcome and of no benefit is insulting to many.

I believe both examples are violations of the "Code of Conduct" both individuals have sworn to uphold. I believe this sort of conduct is petty, lacking respect and professionalism. I believe such conduct undermines support for the project and emboldens opposition.

These concerns prohibit my support for LRT Hamilton. I appreciate your consideration in this regard

Sincerely

Jim Graham,

Pilon, Janet

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Subject: build a better city

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

From: Mgrant

Sent: March-21-17 10:27 AM

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

Full support for LRT in Hamilton!

Matt Grant

Pilon, Janet

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Subject: together, we can achieve this dream

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

From: mleaist

Sent: December-04-16 7:15 PM

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

LRT is the starting point on a very important process of modernizing our overall transportation infrastructure in Hamilton. Although the construction phase will create some inconveniences, the overall benefits to the city are immeasurable. I call on all Hamiltonians to support businesses in the core that will have some challenges during the construction. Solutions to those issues are possible! Let's get behind this once in a lifetime opportunity to move Hamilton forward for all!

Melissa Leaist

Pilon, Janet

---

Subject: Together, achieve

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

From: spencerthibodeau

Sent: December-04-16 7:14 PM

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

As Hamilton continues to grow, our options for transit should grow too. HSR is awesome, but having a second option to get to a destination within Hamilton would be great (without having to use Uber or a traditional Cab [\$\$\$]). Not to mention \$1b funneled into the GHA economy. I look forward to seeing the first scoop out of a major road when construction for LRT begins.

Spencer Thibodeau



**Pilon, Janet**

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**Subject:** Today's Rapid Transit Announcement / Airport to Waterfront Question

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**From:** Barb Ontario Canada

**Sent:** February-02-17 3:13 PM

**To:** Whitehead, Terry; HSR Customer Service; Office of the Mayor; HSR Customer Service

**Subject:** Today's Rapid Transit Announcement / Airport to Waterfront Question

SO.....just exactly how does this route differ from what we already have ?

It's called the #20 bus from Hamilton Airport to Hamilton Waterfront and back. It is rapid transit, as it doesn't stop at every bus stop on its way to the downtown and to the waterfront. I use it frequently.

SADLY, It has NEVER run on weekends or on holidays; Very strange, since that's when a lot of people would like to get to the waterfront or to see the airport area, etc.

I'm very puzzled. It seems to me that the proposed LRT Rapid Transit Bus would simply amount to what we already have (?) Also, the present service (airport to waterfront) also gives Mount Hope a teeny bit of HSR coverage; that is welcomed but certainly could be improved of course.

Barb Baker

a 100% HSR BUS USER in Hamilton.;

**Pilon, Janet**

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**Subject:** Support Public Transit!

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

From: bhaffie

Sent: December-04-16 7:15 PM

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

I am in the process of offering on houses in the city, and one thing I notice is how poorly the public transit compares to other cities. The light rail system seems like a great option for stimulating the economy, improving quality of life, and doing it with minimal environmental impact.

Ben Haffie

Pilon, Janet

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Subject: Support for LRT

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**From:** Erinn Turnbull  
**Sent:** March-21-17 6:20 PM  
**To:** Johnson, Aidan; Office of the Mayor  
**Subject:** Support for LRT

Good day Aidan and Fred :)

Another LRT "milestone" is coming up next week, so thought I would send an email to express my very strong continued support for Hamilton LRT and BLAST.

Thank you for (and please keep up!) the great work you both have done in support of LRT.

Erinn Turnbull

**Pilon, Janet**

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**Subject:** SUPPORT LRT IN HAMILTON

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

From: gemini\_chick11

Sent: March-21-17 10:27 AM

To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-q@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DeIDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
Subject: SUPPORT LRT IN HAMILTON

Please support the LRT in Hamilton. The way to create a thriving and vibrant city is to invest in infrastructure, businesses and transportation options. The city should not, and cannot rely on the car alone.

Ania K

Pilon, Janet

Subject: Suggestion: Interchange between LRT near Gage Park

From: Mark Rejhon  
Sent: January-15-17 3:08 PM  
To: LRT Office; Johnson, Paul; Office of the Mayor; Andrew Hope  
Subject: Suggestion: Interchange between LRT near Gage Park

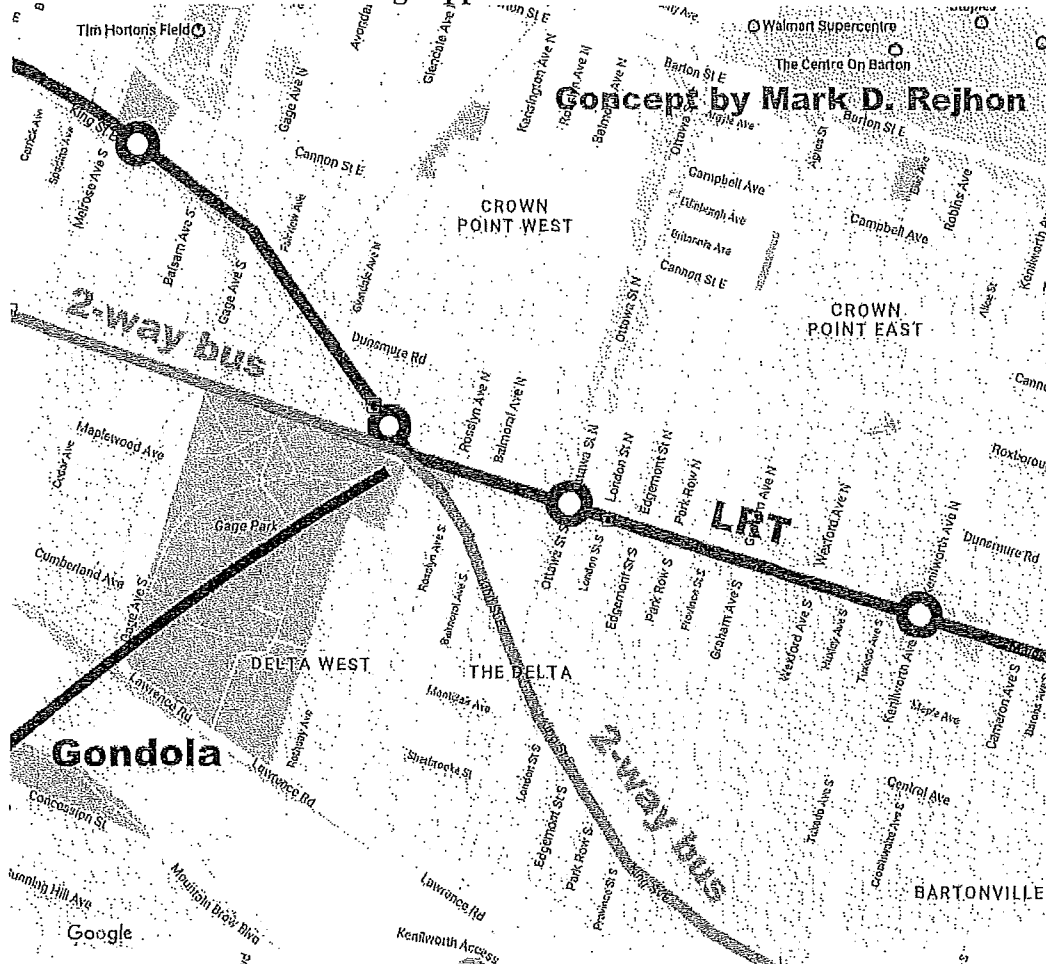
Hello!

Here is my suggestion for LRT interchange opportunities:

- For 2-way buses (HSR)
- For future small wheelchair-accessible mountain access gondola (likely privately-funded & run):

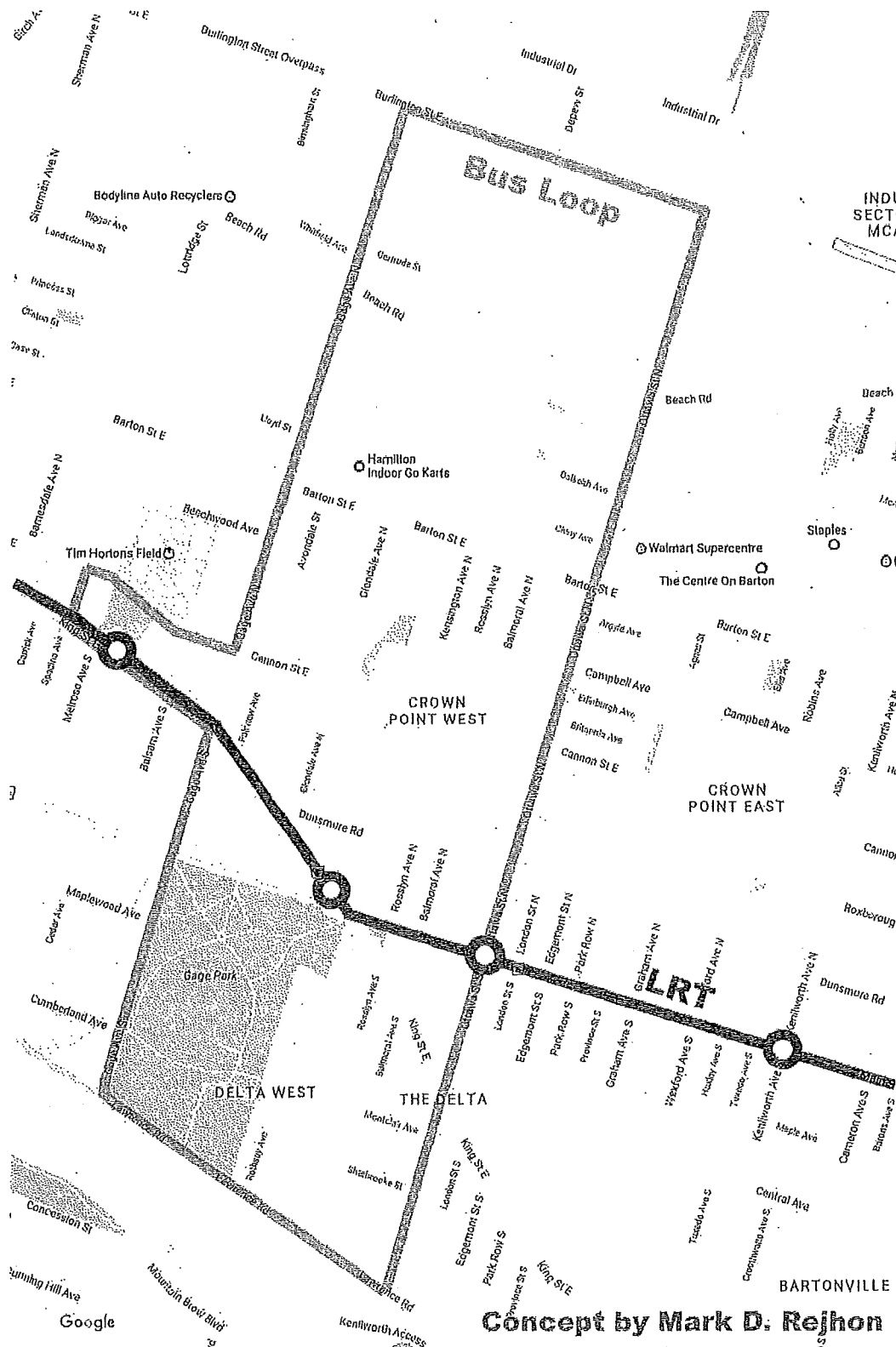
Two images are attached:

#### Delta LRT Station Interchange opportunities:



(One possible gondola alignment of a privately-funded-and-run gondola, say in 10 years)

#### Ottawa LRT Station + Scott Park LRT Station Interchange opportunities:



North-south buses are a little tricky because of the short distance between escarpment & waterfront. So a loop could be made to serve both Gage Ave and Ottawa Ave. The loop would be served in both directions. Scott Park Station would serve as a bus-changeover point for buses to enter/exit service, and driver change overs. It would interchange with two LRT stations conveniently, serving Gage Park, Scott Park facilities, Stadium,

Barton neighborhoods, steel piers, Centre Mall, Ottawa BIA, The Delta neighborhoods, etc. It would still interchange with the Main 2-way bus serving Delta at both King-Gage and Ottawa-King.

Thanks,  
Mark Rejhon

**Pilon, Janet**

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**Subject:** Short term pain for perpetual gain

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

From: dkfulton

Sent: December-04-16 7:14 PM

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

If we are not moving forward with mass rapid transit in Hamilton then we are moving backward as a community - especially considering the billion dollars available for the project. While this may be some short term pain for some of the businesses along the route, the long term gains will be felt for perpetuity. There is really no defensible argument against the LRT other than the attitude of the C.A.V.E. people. (Citizens Against Virtually Everything)

Dean Fulton



**Pilon, Janet**

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**Subject:** Note of Thanks - New Hamilton Transit Line

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**From:** Vijay Bathija  
**Sent:** February-06-17 9:20 AM  
**To:** Office of the Mayor  
**Subject:** Note of Thanks - New Hamilton Transit Line

Dear Mr. Mayor

I am writing to Thank you and the Transportation Minister and your teams for the new proposed rapid transit line to John C. Munro Hamilton International Airport. This will not only meet the demands for over 1100 employees who work at the airport, but also help promote the airport to potential travellers who travel on ULCC/LCC carriers and cannot afford taxis or private vehicles.

We appreciate all the efforts in this regard.

Sincerely,

**Vijay Bathija**  
President & CEO

John C. Munro Hamilton International Airport  
T: 905-667-8776 C: 905-518-7399  
E: [vbathija@flyhamilton.ca](mailto:vbathija@flyhamilton.ca)



*Cuba – Cruise – Dominican – Florida – Jamaica – Mexico*

**New proposed transit line connects waterfront to Hamilton International Airport**

CHCH.com

The province is moving forward with planning for a Bus Rapid Transit (BRT) line that would connect the Hamilton waterfront to Hamilton International Airport. Transportation Minister Steven Del Duca joined Mayor Fred Eisenberger outside of Hamilton Go Centre to make the announcement shortly after 9 a.m. on Thursday. The 16 km BRT line replaces the proposed 2 km Light Rail Transit (LRT) spur line. Del Duca says the decision was based on feedback from the public and providing "as much transit to a broader area" is priority. The line would also connect to Hamilton Street Railway (HSR), the future LRT line, GO Transit buses, and the Hamilton Go Centre and West Harbour Go Stations.....

**Proposed transit line would connect Hamilton Waterfront to airport**

Hamilton Spectator

The province has announced plans to replace a James Street LRT spur line with a bus rapid transit service stretching from the harbour to airport. Transportation Minister Steven Del Duca said plans remain unchanged for a 11-km light rail transit line running east-west between McMaster University and the Queenston traffic circle. But he said the a-line change was made in recognition of Hamilton residents' desire for improved transit on the Mountain as well as technical problems with the original LRT spur on James Street....

#### **Hamilton LRT to include BRT to Airport**

AM900 CHML

Transportation Minister Steven Del Duca has unveiled the new plan for Hamilton's LRT and the key new section is the 16 kilometre rapid transit line that will connect the waterfront to Hamilton International Airport.....

**Pilon, Janet**

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**Subject:** PUBLIC TRANSIT/LTR

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**From:** Deborah Barker  
**Sent:** February-02-17 9:57 AM  
**To:** Office of the Mayor  
**Subject:** PUBLIC TRANSIT/LTR

Good Morning;

All of the recent progress/news in regards to the LTR is extremely exciting City of Hamilton. With that said, the continual expansion of existing transportation in the city of Hamilton it extremely frustrating for residents of Binbrook as we are stranded and continue to struggle with NO public transportation out here. I am not sure at what point this community hits the radar in needing public transit in order for the residents to get to essential destinations such as work, post high school education facilities etc. I believe we as residents have been MORE than patient.

With all of this LTR information on the news and in social media, our frustrations are elevated as we are continually told... 'public transit for Binbrook is coming soon'. Please make this a priority.

Thank you,  
Deb Barker

Sent from my Samsung Galaxy smartphone.

**Pilon, Janet**

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**Subject:** Hamilton LRT James St North

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**From:** train onthebrain

**Sent:** January-22-17 5:40 PM

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

Just a brief clarification of my last statement below:

"Lets get it right with the LRT and include a direct connection to the GO regional transit system - in addition to **(the LRT connecting with)** the rest of the HSR."

---

I am writing this brief email in response to reports in the Spec that the LRT line to James St (West Harbour GO Station) may be cancelled leaving only the main east-west line.

Having a connection to GO transit at James North will increase ridership & revenue as passengers will have a direct, convenient connection between GO transit regional services and the LRT.

The importance of this cannot be understated.

One of the main reasons for Portland's LRT success is that it provides a convenient & direct connection to Amtrak Cascades regional, as well as intercity trains at Portland union station:  
<https://www.wired.com/2008/01/max-a-success-i/>

It has already been proven that having a well connected, intermodal transit network generates greater revenues & ridership than a smaller, disconnected, corridor.

Transit advocacy groups like the National Association of Railroad Passengers (NARP) in the U.S have long recognized this, as embodied in their slogan "A Connected America" and their numerous posts, reports, and white papers which can be found at:  
<https://www.narprail.org/our-issues/reports-and-white-papers/>  
and elsewhere on their website.

For more benefits of rail transit systems including LRT, actor & transit advocate Dan Aykroyd helps to explain in NARP's brief & informative video on youtube and their web at:  
<https://www.narprail.org/news/blog/narps-new-video-features-one-of-americas-most-famous-rail-passengers/>

Lets get it right with the LRT and include a direct connection to the GO regional transit system - in addition to the rest of the HSR.

Regards,

Pierre Sultano,  
Dundas, ON

**Pilon, Janet**

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**Subject:** LRT. Have your voice heard!

---

**From:** Tom C

**Sent:** March-27-17 12:11 AM

**To:** Whitehead, Terry

**Cc:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca

**Subject:** Re: LRT. Have your voice heard!

Dear Councillor Whitehead,

I urge you and city council to continue with your plan to build the LRT in Hamilton. That's my simple request.

Before saying more, I would like to thank you for your email asking me to make my concerns heard about the LRT and also your call to action in the Mountain News.

I am a resident on Hamilton Mountain, a senior, a car driver and a proud citizen of the City of Hamilton. I firmly believe in good public transit. I often go downtown and believe in a vibrant city core.

Regarding the LRT, I have been following the issue for years in the Spectator, Mountain News and on 900 CHML.

I know there are serious concerns about the LRT - the long period of construction disruption and the effects on business owners and the changes to traffic flow. I wonder about the decision-making process and the role of the Province and Metrolinx. Now that the James St spur is nixed, I think the original plan to Eastgate Square should be re-instated - leaving the B-Line for another day when it can be well researched. I wonder why the the LRT route doesn't go down Main Street or why Main Street doesn't become two-way when traffic on King Street is diminished by the LRT.

Given all those concerns, none are a reason to stop the project. The project is an important step in the transit plan for Hamilton and Hamilton's revitalization. Weighing everything I have read in the Spec or heard on CHML, I have come to the conclusion that the benefits out-weigh the negatives.

So please continue your commitment to build the LRT for our future generations.

Sincerely,

Tom Ciancone

honour their commitments, remember their strategic vision for the city, and allow the LRT plan to move forward.

On 2017-03-20 14:50, Whitehead, Terry wrote:

Good afternoon,

Do you have concerns about the LRT in Hamilton? If so, please click [here](#) if you would like to apply for delegation status at the next LRT General Issues Committee on March 28<sup>th</sup>, 2017 and have your voice heard.

Have you voted in the Reader's Choice awards for your favourite local politician yet? Please click the link below to cast your vote!

<https://readerschoice.thespec.com/2017/01/peopleprofessionals/local-politician>

Thank you for your time and I encourage your engagement in the issues affecting YOU.

Councillor Terry Whitehead  
Ward 8 - West Mountain  
City of Hamilton  
To Schedule an Event or Appointment Contact  
[Kristin.prince@hamilton.ca](mailto:Kristin.prince@hamilton.ca) 905-546-2600  
Constituency Assistant  
[Colleen.wicken@hamilton.ca](mailto:Colleen.wicken@hamilton.ca) 905-546-2779

**Office:** (905) 546-2712  
**Fax:** (905) 546-2535  
**Cell:** (905) 317-6001  
**Web Site:** <http://www.terrywhitehead.ca>  
**My Blog:** <http://terrywhitehead.typepad.com>

*The information transmitted above is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material.*

*If you received this in error, please contact the sender and delete the material from any computer.*

**Pilon, Janet**

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**Subject:** Please keep going with LRT

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**From:** Farr, Jason

**Sent:** March-25-17 10:18 PM

**To:** Ann McKay; Office of the Mayor; Johnson, Aidan; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Re: Please keep going with LRT

Thank you for taking the time to engage and enlighten us, Ann. It is much appreciated.

As you can imagine, we have been receiving a tremendous amount of reaffirmed LRT support emails these last few days (and some from LRT opponents), but yours really stands out and I hope everyone has a chance to read it in full.

Spoken like a true Hamiltonian.

Jay (Councillor Farr)

Sent from my BlackBerry 10 smartphone on the Bell network.

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**From:** Ann McKay

**Sent:** Saturday, March 25, 2017 4:52 PM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Please keep going with LRT

Dear Councillors,

Since the government announced a \$1 billion provincial investment in Hamilton's LRT I have been trying to educate myself as to what this will mean for Hamilton's financial future.

Through reading various books with a transportation theme (e.g., Streetfight - J. Sadik-Khan, Street Smart - S. Schwartz - assisting with TO's King Street renewal, Happy City - C. Montgomery, Bikenomics - E. Blue), attending presentations (e.g., Tactical Taxation - Joe Minicozzi - architect & urban planner, Burlington New Directions in Transportation - Brent Toderian - urban planner, LRT info sessions etc.) and following urban leaders on social media (e.g., Strong Towns, Planetizen, @citymakingmath, the list goes on and on). I can only see tremendous financial possibilities for Hamilton with the addition of the LRT line.

I have lived in Hamilton for the majority of my 60 years (excluding time spent away at university and 2 years living in Burlington). I remember as a young girl taking the bus from the central mountain to downtown pretty much every Saturday with my mother to shop and dine. It was a treat. I cannot say that I did this with my 2 children as they were growing up. We occasionally went to Jackson Square. Well, guess what? In the last couple of years I find myself heading downtown to shop and dine weekly (and quite often with my adult children). Just recently my adult son and his fiancée purchased a house downtown. A lot of this development is due to the anticipation of a future LRT line. It is so exciting to see what is happening in Hamilton's downtown. The living room of our city.



There seem to be so many business \$\$\$ cases to be made as to why we should proceed with LRT but I will only focus on one. The downtown of a city is its **economic engine**. With the development of an LRT line across the city, the potential to increase tax dollars per acre (which the rest of the city benefits from) through intensification spurred by the anticipation of an LRT line seems to be at the top of the list.

Hamilton is very fortunate to have walkable neighbourhoods along the LRT line e.g., Westdale Village, Locke St., James St, Ottawa St, **Kenilworth St.** etc. As Hamilton's population increases over the next decade, the future holds great things for all of these neighbourhoods making them even more desirable as the streets become more pedestrian friendly ('complete') and connected through LRT (and GO Stations).

In the interest of Hamilton's future financial success, please keep moving ahead with the LRT project.  
Ann McKay

P.S. Wondering if the City of Hamilton has a 3-D value map of the city - showing Property Tax Values Per Acre?

#### **The Value of Investing in Canadian Downtowns (Hamilton is cited)**

<https://www.ida-downtown.org/eweb/docs/ValueInvCanDwtn13.pdf>

*"The economic rationale for investing in downtowns is clear. The findings of this research demonstrate that although the downtowns studied generally occupy less than 1% of citywide land area, they are making a major contribution to the city's bottom line. The economic importance of downtown is also reflected in the high levels of investment they have received over the past decade. As a portion of citywide investment, downtowns have attracted on average one fifth of city-wide construction value between 2003 and 2011." "Downtowns also tend to be the focus, or at least a key node, in the delivery of new transit projects. Downtown residents have far higher rates of walking, cycling and utilizing transit, which is important for moving people more seamlessly around the city. More specifically, downtown residents are more likely to use alternative modes of transportation as part of their daily commute."*

Pilon, Janet

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**Subject:** Please get on with the serious business of making our \$1 billion LRT project the best it can be

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

From: Nicholas Kevlahan

Sent: March-25-17 12:03 PM

To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca

Subject: Please get on with the serious business of making our \$1 billion LRT project the best it can be

Dear Mayor and Councillors,

Almost two years after the Provincial government agreed to your request for full funding of the direct capital costs of the B-line LRT, it is time to get serious and ensure this \$1 billion investment in our city delivers the best possible economic, social and transportation benefits.

It is a huge waste of everyone's time, energy and passion (not mention damaging to our reputation as a city) to turn every procedural vote or update on LRT into a divisive attempt to re-visit nine years of Council support for LRT.

Please start working together as a team to move the project forward.

City and Metrolinx staff are doing their part, as you have asked them to. Now, please do your part and get down to the serious business of ensuring this project is a success.

I know that you all want what is best for our City.

Yours sincerely,

Nicholas Kevlahan

**Pilon, Janet**

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**Subject:** Light Rail transit meeting March 28, 2017

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**From:** Martha Ronalds

**Sent:** March-24-17 8:09 PM

**To:** clerk@hamilton.ca

**Subject:** Re: Light Rail transit meeting March 28, 2017

Please promote the completion of the Light Rail Transit system in Hamilton.

I support the fully funded Provincial project and so should City Council.

Yours truly,

Martha Ronalds

Pilon, Janet

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**Subject:** HSR and delay of the 10-y plan

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**From:** Cynthia Lokker **Sent:** March-24-17 2:48 PM

**To:** Green, Matthew; Granat, Simon; Office of the Mayor; clerk@hamilton.ca

**Subject:** HSR and delay of the 10-y plan

Dear Mayor Eisenberger, Councillor Green, and city clerk,

I'm writing to express my dismay in council's discussion about delaying the 10-year transit strategy. Council has repeatedly underfunded the HSR and this is reflected in decreased ridership and challenges with service.

I am a ward 3 resident who works at McMaster. I choose to take transit as it reduces my impact on the environment and because I strongly believe in the value of a properly funded public transit system. Without proper funding and planning, the HSR service will decline, which puts a great burden on those Hamiltonians who use the system. I implore you to put a down payment on the 10-y strategy. We need to look to the future of this city, and as our elected leaders, I look to you to make decisions with that future in mind.

Best,

Cynthia Lokker

**Pilon, Janet**

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**Subject:** LogoMotion Poster in support of LRT

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**From:** Crawford, G.  
**Sent:** Wednesday, March 22, 2017 12:20 PM  
**To:** Office of the Mayor  
**Cc:** Crawford, G.  
**Subject:** LogoMotion Poster in support of LRT

March 22, 2017

Dear Mayor Eisenberger and Councillors,

As you continue to discuss Hamilton's LRT project, I want to be sure that the LogoMotion poster and this correspondence is added to the official record.

As some of you know, the poster was started by a one engaged resident, me, and was received with enthusiasm by nearly 300 organizations and businesses throughout the City of Hamilton who wished to lend their support to the LRT project.

Using social media to get the word out, organizations and businesses whose logos appear on the poster reached out to me and sent images of their logos. The compilation is, in my view, impressive for such an organic and grassroots initiative.

As you are well aware, every logo represents taxes, rents, employment, salaries and civic contribution by leaders and owners who felt it important enough to demonstrate their support for LRT. Some might say that a logo does not necessarily represent the voices of all employees, which is true. But I assure you that in every case, the owners and the leaders of these organizations included on the poster made the formal decision to actively support LRT, such is their belief in the future of our City.

I hope that you will do the same.

Kind regards,

Graham Crawford

[illegible]

Pilon, Janet

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Subject: LRT Progress

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**From:** Gésine L. Alders

**Sent:** March-21-17 1:44 PM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Cc:** clerk@hamilton.ca

**Subject:** LRT Progress

Dear Honourable Mayor, Honourable Councillors,

I'm disappointed to hear that some councillors may exploit the revised Environmental Project Report Amendment to obstruct, delay, or terminate the LRT project.

I urge you to be responsible in your stewardship over the City of Hamilton. Council has voted on the LRT numerous times. With the exception of egregious environmental concerns, which I believe an amended report will not bring to light, I urge you to continue to make progress on the LRT portfolio so that this additional form of public transit can be of benefit to all Hamiltonians.

I reside at 33 Kensington Avenue North, and while I own a car, I prefer to take public transit, in the interest of the environment, and because I find this to be an economical alternative to the automobile. When public transit and pedestrian and cycling traffic flow is improved, the entire city benefits! Public transit needs a boost! I need not list all the benefits that LRT will bring to Hamilton - this has been discussed in council repeatedly.

Please do your due diligence to the taxpayers of Hamilton that are growing tired of unnecessary delays on this project. We want you to move forward with this as quickly as possible, so attention can be directed to other pressing matters facing Hamilton.

I appreciate the hard work that you do on behalf of Hamiltonians.

Best,

Gésine  
Alders

\*\*\*\*\*

Gésine L. Alders, MSc, PhD Candidate  
McMaster Integrative Neuroscience Discovery & Study Program (MiNDS)

Women's Health Concerns Clinic | Mood Disorders Program  
St. Joseph's Healthcare Hamilton - West 5th Campus  
G106C - 100 West 5th Street  
Hamilton, ON L8N 3K7

<https://www.science.mcmaster.ca/pnb/devneuro/>

Phone: (905) 522-1155 x. 34942

Fax: (905) 308-7240

email: [aldersgl@mcmaster.ca](mailto:aldersgl@mcmaster.ca)



Pilon, Janet

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Subject: LRT

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**From:** Dave Gava  
**Sent:** February-02-17 10:32 AM  
**To:** Office of the Mayor  
**Subject:** LRT

Win win for our city not to mention the residential momentum this will create. once we get full GO service look out. Once again it's exciting to watch Hamilton become the ambitious city again I think that belongs on a certain sign again! Anyway good day for our city despite what the negative nellies are going to say down there

Pilon, Janet

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Subject: Please follow through for LRT.

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

From: nickpresly

Sent: March-21-17 2:48 PM

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

Subject: Please follow through for LRT.

The LRT is good for Hamilton.

Nick Policelli

Pilon, Janet

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**Subject:** LRT - Get on with it already.

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**From:** Chad Ingles

**Sent:** March-16-17 11:36 AM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** LRT - Get on with it already.

Terry Whitehead's recent op-ed in the Hamilton News has prompted me to ensure that my voice is heard by my city council.

I am a resident of Ward 13. **I wholeheartedly support LRT.** Period. I have been in favour throughout the entire long history of this initiative. I trusted my council to follow-through on their commitments and work to make it happen.

Get on with it already.

Regards,  
Chad Ingles

**Pilon, Janet**

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**Subject:** Input for LRT Meeting March 28, 2017

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**From:** LORNA KIPPEN

**Sent:** March-23-17 4:04 PM

**To:** Skelly, Donna

**Subject:** Input for LRT Meeting March 28, 2017

As a Mountain homeowner for sixty years it is with ever increasing concern that I see Council supporting the LRT project.

The billion dollar handout of borrowed money comes from a Provincial Government which voters will undoubtedly replace with a more fiscally responsible one, in the next election.

The myriad of unknowns about LRT, some of which change at the whim of Metrolinx, is alarming.

The ludicrous idea of bus lanes to the airport on Upper James Street defies rational thinking.

Hamilton has an aging population, many living on non indexed pensions established years ago. Many, many are finding it difficult to meet the inevitable cost of living increases, as well as rising property taxes incurred when the City budget is set.

Forget the dream Council and face reality. LRT is the elephant in the room which homeowners definitely cannot afford to fund.

Lorna Kippen

Pilon, Janet

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Subject: LRT

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**From:** Sitarz, Gary C  
**Sent:** January-12-17 10:08 AM  
**To:** Office of the Mayor  
**Subject:** LRT

I hope the much debated LRT project gets a shovel in the ground. Anymore delay doesn't do Hamilton any good. Kitchener is farther ahead and they will begin operation be the shovel goes in ground for Hamilton's.

Anyword from Choice Properties about their vacant property at 1124 Main east at King (old no frills location). This is large property with blank building and should not left vacant. The community needs a grocery just like they depend on other local retail on Main.

Thank you  
gary

Pilon, Janet

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Subject: Commit to the LRT opportunity

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

From: evanpray

Sent: March-21-17 2:49 PM

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

Subject: Commit to the LRT opportunity

Hello All members of Government,

I find myself once again expressing my desire for LRT in Hamilton. Through this entire process I try to envision how I will use the service, as well as my family in the future.

I feel like I fall under the 'young professional' who lives downtown. I unfortunately have to take a car to work at my school in Milton. These days I try to use HSR and alternate modes of transportation where I can, but I remember when my priorities were more local I would regularly take the bus.

I do plan on moving outside of the downtown core when I start a family. When that happens, I hope that I, as well as my children could access the downtown as well as other parts of the city independently while leaving the car parked at home. Good transit allows this to happen. I remember the freedom of getting on the bus and getting where I need to go.

Where I am getting at is that yes I am currently a downtown resident, but I plan on moving outside of the core at some point in my life. A successful LRT and eventual BLAST network will benefit me as well as my family living in the 'outskirts' of the city.

Thank you for your time,  
Evan Pray

Evan Pray

**Pilon, Janet**

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**Subject:** A Response To Call To Action

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**From:** Leigh Tomasik  
**Sent:** March-15-17 5:16 AM  
**To:** Whitehead, Terry  
**Cc:** Office of the Mayor; Farr, Jason  
**Subject:** A Response To Call To Action

Mr. Whitehead.

I am

1. a citizen of your ward.
2. a car driver
3. tired of your crusade against public transit wasting city money.

I understand that you are tired of hearing opposing viewpoints from people who are large stakeholders (ie. users) of public transit and alternative transit options. People, public transit users and drivers alike, are equally tired of your crusade against improving public transit in this city. So much money seems to be wasted on administrative indecision that could be spent on the actual infrastructure this city needs so dearly. You asked for members of the broader community to make their viewpoints known, so I am answering your call.

Improving public transit will improve my life. I am normally a car driver, but if I want to visit the farmer's market, or one of the trendy restaurants on James North, or see a concert, or take the Go into Toronto, I hop on a bus, because parking downtown is inconvenient and expensive. I often make plans to meet friends for these outings and these people take public transit too. I used to be a daily HSR user and know how inconvenient it can be. Car drivers, especially long time car drivers, do not understand inconvenience in the same way, and I have never been very inconvenienced as a car driver in Hamilton, other than the occasional pothole.

Personally, as a car driver, I don't feel vilified by people who want public transit. They are my friends and my neighbours. It is a privilege to own a vehicle. I don't feel socially-engineered. I just have empathy. I did feel a little "socially-engineered" by your call to arms. Maybe you realize that the vocal minority you seek to belittle aren't so little afterall, and you are trying to shore up your self-appointed mantle as representative of the interests of the broader interests of city residents. As expensive as improvements to our public transit will be, I am certain that all the money being put into audits and unnecessary studies meant to delay the improvement of public transit would not be viewed favorably by a many, drivers and non-drivers alike.

I am not anti-car. However, the talk about inconvenience to drivers because of increased bike lanes and LRT is horsepucky -- invented rhetoric that continues to cost the city money.

You asked. I responded.

Leigh Tomasik  
Resident, Ward 8

Pilon, Janet

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Subject: BUILD THAT RAIL

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

From: emily

Sent: December-04-16 7:15 PM

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

Anyone who can't afford to live or buy a home in Toronto (which is everyone) will be (and are already ) moving to Hamilton. that is all. It's a no brainer.

Emily Bite



Pilon, Janet

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**Subject:** Communication with Council re: nowhere  
**Attachments:** andrus\_nowhere.pdf

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**From:** Karl Andrus

**Sent:** February-01-17 9:35 PM

**To:** Office of the Mayor; Whitehead, Terry; Farr, Jason; Green, Matthew; Johnson, Aidan; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene

**Cc:** clerk@hamilton.ca

**Subject:** Communication with Council re: nowhere

Dear Mayor and Councillors,

I attended an LRT subcommittee recently and gave a delegation to that committee on a range of LRT related subjects. During the conversation I believe some of my comments were misunderstood. I have written the attached clarification of my views (also published on Raise the Hammer)

Thank you for your consideration in this matter.

Karl Andrus

## Civil Discourse and Calling a Neighbourhood 'Nowhere'

*When I told the LRT Sub-Committee that people living on the line don't like being told they are "nowhere", Councillor Whitehead took it personally and impugned my character.*

By Karl Andrus

Yesterday I had an opportunity to speak to the Hamilton LRT Sub-Committee. I made my delegation because I wanted to speak to the history of the debate, the community organizations currently rallying to support businesses on the line, and to the prolific use of the term "nowhere" in the debate and discussion about this infrastructure project.

I had jokingly talked about the previous Rapid Transit debate in Hamilton and the quote from former Mayor Bill Powell, when he called the proposed line from downtown (my neck of the woods) and the mountain "a system from nowhere to nowhere".

I said to the assembled councillors, "My key point, and I really wanted to come back down to it is, especially listening to my neighbours and friends who live in this area, we're just really tired of hearing it called 'nowhere'. You know, regardless of what your stances are on LRT or anywhere else. I don't call your home 'nowhere' so please stop calling mine 'nowhere'."

I was hopeful that this might stir a conversation about the negative tones of language that are creeping into our civic and political discourse on this side of the border, as well as the other side.

I did not specifically mention Ward 8 Councillor Terry Whitehead or anyone else. However, Councillor Whitehead took this concern quite personally.

He went on to impugn my character, saying, "I'm just insulted when people come in and conflate a comment that was literally talking about transit lines and stations and not neighbourhoods, just to shift the discussion and the narrative to something that it's not. And it's unfortunate that people want to do that, because I think that creates more division than being honest about what the discussion's really about."

Mr. Whitehead, I intended no personal affront. If I can take a page from your book, I was merely speaking to the dictionary use of the word "nowhere", which as I am sure you know reads:

adverb: nowhere

1. not in or to any place; not anywhere.

"plants and animals found nowhere else in the world"

pronoun

1. no place.

"there was nowhere for her to sit"

2. a place that is remote, uninteresting, or nondescript.

"a stretch of road between nowhere and nowhere"

adjective: nowhere

1. having no prospect of progress or success.

"she's involved in a nowhere affair with a married executive"

There is no reference to nowhere as a *transit hub*, as a *destination hub* or as a consideration in the LRT debate.

Please do not take my comments personally but rather as an attempt to keep a discussion about civic matters, well, *civil*. No one needs to feel like they are from "nowhere".

I agree wholeheartedly with you that the Queenston traffic Circle is not currently a transit hub or the ideal end for LRT. However, there are plans to turn it into one, and eventually to extend the line to Eastgate Square.

In the meantime, people still live there, work there and it continues to *not* be nowhere. So stop using derisive and dismissive language and mean what you say.

Thanks to Joey Coleman, you can watch a video of the exchange:

- <https://www.facebook.com/JoeyColeman.ca/videos/10155379895996111/>

Pilon, Janet

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Subject: build a better city

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

From: fferreira

Sent: March-21-17 10:26 AM

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

Now is the time that we have to all agree that this much needed LRT will make Hamilton a much better city to live in.

Please ensure to vote this in.

Fernando Ferreira

Pilon, Janet

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Subject: no more delays

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

From: PATELSSH

Sent: March-21-17 10:26 AM

To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; kwyne.mpp@liberal.ola.org; Minister.MTO@Ontario.ca; minister@mto.gov.on.ca; Chair@metrolinx.com; CEO@metrolinx.com; john.howe@metrolinx.com; jack.collins@metrolinx.com; HSR Customer Service; Ted McMeekin, MPP; Andrea Horwath, MPP; pmiller-gp@ndp.on.ca; rkoroscil@flyhi.ca; moniquetaylor@ontariondp.ca; Dixon, David; Murray, Chris; Steven.DelDuca@Ontario.ca; Kelsey.Ewart@metrolinx.com; Anderson, Kelly; Johnson, Paul; Andrew.Hope@metrolinx.com  
Subject: no more delays

THIS LRT SUPPORT LOTS OF PEOPLE LIFE

SNEHAL PATEL



March 27, 2017

Dear City Council

The Hamilton Mountain Progressive Conservatives believe there are many incomplete transit projects in Hamilton that the \$1 billion, the City Council is designating for LRT, could be used for.

The Mountain doesn't have any GO bus service, while the Mohawk College Transit terminal sits underutilized, and the Lincoln Alexander Expressway is undersized for the volume it encounters.

The residents of Hamilton are over taxed on a property tax burden that is amongst the highest in the province, and to raise it higher, through the implementation of the LRT and the associated operating costs, would simply mean many residents could no longer afford the property taxes in a City with runaway spending.

We are pleased to engage in the next provincial and municipal elections on the issue of no LRT, while fighting to improve current transit initiatives that are undersized or incomplete.

Sincerely,

Rob Cooper

President  
Hamilton Mountain  
Progressive Conservatives

Pilon, Janet

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Subject: LRT

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**From:** Blair Anderson  
**Sent:** March-27-17 8:17 PM  
**To:** Merulla, Sam  
**Cc:** clerk@hamilton.ca  
**Subject:** LRT

This is such a good idea for whole city. We need this kind of improvement now and in the years ahead. It will never be done any easier without the province's generous support. Please get this done while I'm still young enough to enjoy it.

Thanks,

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Blair Anderson | Anderson Associates Mortgage Brokers (Lic. #10274)  
514 Maple Ave, Hamilton, ON L8K 1K8 | Phone: 905.681.2242 | Email: [blair@anderson.ca](mailto:blair@anderson.ca)

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**Pilon, Janet**

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**Subject:** FW: Hamilton Light Rail: Preparing for a Resilient Future

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**From:** Paul Raun

**Sent:** March-28-17 8:23 AM

**To:** clerk@hamilton.ca

**Subject:** Hamilton Light Rail: Preparing for a Resilient Future

To the City Clerk,

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

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

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

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

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

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

Having emerged in August 2014, the current glut in the supply of crude oil and other liquids has arisen essentially because of decreasing demand, which weakening economic conditions have fostered. As an



example of such conditions, plateauing in January 2015, global trade has undergone a gradual yet steady decline, which contrasts greatly with the sharp rise in global trade before 2008.

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

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

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

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

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

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

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

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

Yours sincerely,

Paul Raun

**Pilon, Janet**

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**Subject:** Request to Appear before the General Issues Committee

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**From:** Ellen Morris  
**Sent:** March 27, 2017 12:04 PM  
**To:** Paparella, Stephanie  
**Subject:** Re: Request to Appear before the General Issues Committee

I am a bit rushed for time, but here is the gist of what I would like to add to the Bay Street stop argument.

Creating an LRT stop at Bay Street seems like a no brainer to me. Hamilton Chamber of Commerce and others have already made an excellent technical argument for adding the stop. I would simply like to add to it by saying that if I was a senior, a person with a mobility issue, a parent with kids in tow, a shopper loaded with parcels like groceries from Nations Fresh/ The Market, etc. I would sure be happy to know that I don't have to try to traverse 3 very busy city blocks to get on the LRT. I know I speak for many when I say, it would be the people friendly thing to do!

Thanks  
Ellen

On Mar 27, 2017, at 11:02 AM, Paparella, Stephanie  
<[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)> wrote:

Hi Ellen,

If you wish to provide a written submission you may do so. However, if someone is reading your letter out loud, it will take away from their speaking time. If you send me the letter today, I can add it to either the GIC agenda for tomorrow (if I have it by noon) or it will go on the March 29<sup>th</sup> Council agenda.

**Stephanie Paparella**  
Legislative Coordinator  
Office of the City Clerk  
71 Main Street West, 1st Floor  
Hamilton, ON L8P 4Y5

Phone: (905) 546-2424 Ext. 3993  
E-mail: [stephanie.paparella@hamilton.ca](mailto:stephanie.paparella@hamilton.ca)  
Fax: (905) 546-2095

**Vision:**  
The Legislative Division is Dedicated to Excellence in the Provision of Service to the Community, Corporation & Council with Integrity, Accuracy and Transparency.

**Mission:**

The Legislative Division aims to strengthen and promote local government by facilitating the proceedings of City Council and its Committees, fulfilling the requirements of various Provincial statutes and educating the public to make it understandable and accessible.

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**From:** Ellen Morris [<mailto:ellenbmorris@gmail.com>]  
**Sent:** March 27, 2017 10:37 AM  
**To:** Paparella, Stephanie  
**Subject:** Re: Request to Appear before the General Issues Committee

Good morning Stephanie. I am afraid I need to back out of the GIC meeting tomorrow, as I now need to be in Toronto for 11:00 AM. I'm not sure it makes any sense to reschedule as I believe a decision will be made on the issue I had intended to speak on. Instead what I may do is send a brief statement to the council which may be read aloud.

Thank you for your assistance.

Kind regards,  
Ellen

On Mar 27, 2017, at  
8:56 AM, Paparella,  
Stephanie  
<[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)>  
wrote:

Your request to  
appear before the  
General Issues  
Committee,  
respecting the LRT,  
has been approved;  
and, you have been  
scheduled to appear  
at the meeting of  
March 28, 2017. The  
meeting details are  
as follows:

General Issues  
Committee  
9:30 a.m.  
Tuesday, March 28  
2017  
Hamilton City Hall  
Council Chambers,  
2<sup>nd</sup> Floor

**Pilon, Janet**

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**Subject:** LRT Feedback

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**From:** Erin Shacklette

**Sent:** March-28-17 11:38 AM

**To:** clerk@hamilton.ca; Office of the Mayor; Green, Matthew; Merulla, Sam; Johnson, Aidan; Farr, Jason; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

**Subject:** LRT Feedback

In order to create a functional transportation system to connect cities to cities and upper Hamilton to lower Hamilton we have to start with a spine. Without a spine, we can have no limbs, those limbs being the various spur lines that will feed off and to the B-line, whether that be brt or lrt.

While I do agree with starting the B-line at Eastgate to capture traffic coming into the city from Stoney Creek, Winona, Grimsby, Beamsville, etc I find that most of the opposition relates to congestion downtown and construction delays as well as how long the studies are taking. Here are some of my thoughts:

A) MTO projects (traffic studies, environmental assessments, design and construction etc) can take upwards of 20 years to complete, and in some cases never come to fruition.

B) Construction on highways such as culvert replacements, bridge replacement and the like also cause delays and can take years and yet the amount of complaints related to this don't seem to exist.

C) Highway expansions also lead to expropriation of property. My uncle's mother had her property expropriated when the MTO widened Hwy 400 north of Barrie. This is not just an LRT reality.

D) Like Hamilton's OP and those of other municipalities, the LRT is being built with the future expansion of the GTHA in mind. Southern Ontario's population is projected to increase by over 13 million people by 2041, and Hamilton is going to see a large portion of this increase. Many people opposing the LRT are only thinking of the immediate future and not considering future generations, like the young man from Winona.

E) We are getting updated stormwater and wastewater infrastructure at the same time as the LRT tracks go down. This is needed anyway so construction will cause delays regardless except the Province is footing the bill.

F) Out of the thousands of kms of roadways in Hamilton, 11km are being dedicated to the LRT route. We have multiple cross city streets such as Cannon/Wilson, Barton, Burlington St, Mohawk Road, Fennell Ave, Rymal Road, Stonechurch Road as well as the QEW, Redhill and Linc that can carry car traffic. Most of these routes are too dangerous for cyclists and pedestrians, let alone the hwy's which forbids both.

G) If the LRT is such a detrimental project for Hamilton why are real estate firms advertising it on their sale postings as a benefit to buying in Hamilton, especially when the property is along the proposed LRT B-line.

H) Jobs, in construction, planning (transportation, urban, GIS environmental), archaeology, financial project management, maintenance, management, etc, will abound with the LRT. I will admit that I am a bit biased in this sense since I have for all intents and purposes been out of work for the last two years, with spats of employment while I attend college. Many students graduate without job prospects

I) Does ridership statistics account for Mohawk and Mac students who use a student card when boarding buses? I personally use the bus M-F and occasionally on weekends so I am boarding a bus at least 10 times a week. Multiply that by thousands of FT, PT and continuing ed students and that can increase the ridership numbers.

J) Swap Queen St stop with the Bay St stop if you don't want to add an additional stop. More businesses will benefit from a Bay St stop.

By going forth with the B-line LRT, we will start paving the way for expansion beyond the City core. We can offer flexibility and options to those people who don't drive, don't have cars or simply chose to use public transit.

It's time Council got on-board and approve the project once and for all.

Kind regards,

Erin Shacklette

**Pilon, Janet**

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**Subject:** General Issues Committee - Written Delegation to Council supporting LRT for the City of Hamilton

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**From:** Ute utesj

**Sent:** March-29-17 8:02 AM

**To:** Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; clerk@hamilton.ca

**Subject:** RE: General Issues Committee - Written Delegation to Council supporting LRT for the City of Hamilton

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

My "unpresented" Delegation to Hamilton City Council on the benefits of LRT

UTE SCHMID JONES · TUESDAY, MARCH 28, 2017

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

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

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

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

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

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

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

enjoyed museums, art galleries, cultural spots like Kensington Market and even specialty shopping that catered to our daughters' specific interests: engineering and fashion design...that they would not have been able to access in a smaller community.

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

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

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

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

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

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

Sincerely,

Ute Schmid-Jones

Former Federal Green Party Candidate, Hamilton Center