

Pilon, Janet

Subject: LRT alternative spending

From: Wilton, Glenn and Sandy
Sent: February 5, 2020 10:09 AM
To: clerk@hamilton.ca
Subject: LRT alternative spending

To: Task Force for Transit

From: Glenn Wilton, Hamilton

Since the LRT \$1b was given for a transportation **east-west corridor**, I say that that is where the money should (mostly) go.

Certainly do not spend it on filling potholes, or other things that are handled by other budget lines.

I strongly advise the task force to **continue land acquisition** along the LRT route. Please do not use already acquired lands to build affordable housing!!!! That would lock the promised east-west corridor into "narrow and constricted" mode for years to come.

I'd like to see a York Street type solution for both an eastbound and a westbound corridor.

Main Street from the Delta to Parkdale is a constriction headache.

King Street nearing downtown is also a bottleneck.

Burlington Street is good, but ends at Wellington.

Wilson Street comes to abrupt T, and ends at Sherman.

Canon is OK until it nears the downtown and gets constricted by parking and bicycle lanes.

Barton is a headache both east and west.

My dispatcher suggested jumping up to the Linc, or go over the Skyway, but those routes are too often jammed with volume and accidents.

Garth-Becket-Aberdeen is a frustratingly slow alternative to Linc-403, Especially now with "neighbourhood" designation along Aberdeen and "traffic calming" curbside parking. (Are city planners more interested in enclaves where people live but can't easily get in or out of?, and distance travellers are blocked by?)

A good **north-south** (Bayfront to airport) corridor should become priority. Upper Wentworth and Upper James are throttled by massive traffic to retail stores. Upper Wentworth, Upper Sherman and Upper Gage stop at Rymal. The Upper Red Hill is a worthwhile extension of The Red Hill, but it too stops at Rymal. How about developing Sherman-Upper Sherman, with a bridge from that connections King and Main directly to the Sherman Cut that ends halfway down the mountain beside the hospital, and then continue Upper Sherman right to the airport.

Busses, while needed and liked by (only a small part of) travellers in our city, are a frustration to private vehicles and commercial traffic, and need **pull-off lanes** at each stop. Too often a big bus stops in one of only two lanes and blocks traffic for only one or a few passengers.

Lastly, please give up on the idea of **getting people out their cars and into public transit! It ain't gonna happen!** In Hamilton, residential (pickup) areas are too low density, and destination points (places of employment) are too scattered to make "bussing it" feasible for the vast majority of people who can jump in their car beside their house and park in their employers parking lot. Yes, there is a segment of the population who cannot afford a personal car, but serving them is, and will continue to be, only a small part of the problem.

Thanks for listening,
Glenn Wilton