

Pilon, Janet

Subject: Written submission re: Hamilton LRT

From: David Balan

Subject: No one seems willing to acknowledge or consider these 13+ Negative and Costly impacts of the Hamilton LRT on those of us who actually live on King St.! Will you?

Date: August 10, 2020 at 11:40:50 AM EDT

To: ahorwath-gp@ndp.on.ca, Matthew.Green@parl.gc.ca, Office of the Mayor <mayor@hamilton.ca>, "Nrinder.Nann@hamilton.ca" <Nrinder.Nann@Hamilton.ca>

Cc: k.loomis@hamiltonchamber.ca, tips@chch.com, jwells@thespec.com, mvandongen@thespec.com, john@bayobserver.ca

To all. I've previously sent these concerns to those in the political realm with no acknowledgement or response. Please take the time to consider them at this point. I'd appreciate some feedback from any of you.

Begin forwarded message:

From: David Balan

Subject: 13+ Negative and Costly impacts of the Hamilton LRT on the residents and businesses on King St., that need your diligent consideration.

Date: July 31, 2020 at 1:47:15 PM EDT

To: inf.minister-ministre.inf@canada.ca

Cc: caroline.mulroney@pc.ola.org, doug.fordco@pc.ola.org

Dear Minister McKenna,

Please consider these costly negative impact LRT factors that will seriously effect those of us who actually live or have a business on King. St. in Hamilton and decide against funding it.

As a 70+ senior residing on King St. E., Ward 3, between Gage and Sherman, I am concernedly opposed to the Hamilton LRT. All of the decision makers do not live on the street and are not able to have an appreciable comprehension of what really goes on, on the street.

In January this year, I realized a new problem, and was able to contact Jessica Scott, Community Relations & Issues Specialist, Hamilton LRT | Metrolinx, to know the resolve of widening of the road, creating more windrow snow and no place to put it. Currently the roadside and its traffic is about 20 ft., from my front door! I received no real solution, just a LIP service response.

These factors should be on the conscience of all who are decision makers.

Consider some of these in the dead of winter:

- **No Parking/Stopping on King St results in:**

No Moving Trucks on Moving Day - if you don't have a driveway, and many don't, you're expected to park on the side street and cart your stuff, in the rain or snow, or use the unmaintained alley. If your property has a rear fence do you have to tear that down to move?

No Service Vehicles - HVAC, electricians, plumbers, roofers & eavestrough, windows, renovators, commercial landscapers, etc., all will need to park on the side street or alley where there is currently No Parking!

No Delivery Vehicles

Canada Post, UPS, Fed Ex, Purolator, etc., Convenience store and Fast Food deliveries, will have to park on a side street, causing additional neighbourhood truck traffic and pollution.

Canada Post will have to move their boxes to the side streets, to not obstruct the one lane of traffic, to make their stops, costing more time and money.

Another example is the Pizza Pizza across from Delta Secondary, where the tractor trailer will have to drive through the neighbourhood and park on the side street, obstructing traffic there, to complete deliveries.

No Parking in alleyways or lanes is a current by-law for obvious reasons, so how does that help those on King St., since there will be No Parking/No Stopping, due to only one lane of traffic each way. Plus, there is no city budget to maintain the alleyways at this time.

No Customer Parking for retail businesses. They will have to find a side street, or back alley as it has been suggested, and hope that the weather's good. Once again, No Parking allowed in alleys and laneways. And, again in the Winter, who would be responsible for clearing snow from the alleys and where would they put it?

- **Tree Removal** - Here in Ward 3 particularly, many of the 600 trees are being removed from King St., to widen the inadequate existing road along its route. A main factor and concern is that the trees are obviously pollutant absorbers and oxygen producers, so now, more emissions with slower, single lane traffic will add to local pollution.
- **No Crossing of King St.** - Due to the isolated LRT tracks, no vehicle crossing of King St. will be available unless at a stoplight, causing more polluting neighbourhood traffic driving around to find that intersection where you can cross, as opposed to the access now. As well, many have been complaining about truck traffic through their neighbourhood recently and this will only increase.
- **Garbage Pickup** - Trucks bringing traffic to a stop between blocks with only one lane available, adding to congestion and pollution. They also require more turning road area as they service the side streets.
- **Structural damage** to homes, apartment buildings and businesses caused by construction and the low frequency energy waves of the LRT trains.
- **Widening of the road** will bring the roadside and its traffic to about 20 ft., from my front door, and other similar houses in the adjacent blocks. There are many pockets of residential homes along King St. E.
- **Removal of existing stops** and increasing the distance between - Now, mothers with children, the elderly, the disabled are to travel further, in the winter, or rain, to access the LRT.
- **Increased travel time and costs for business** and their operations with King and Main Streets as two-way, and also for employees that need or prefer to drive to their workplace, if not linked with transit or if outside the city.
- **Forever changing the International Village.** Tree removal and no parking. Plus the rerouting of traffic since it appears no vehicles will be able to get through.
- **Snow Removal** - the widening of the road in certain areas will create more windrow snow and less space to put it. (see photos below). Will one service clean both the isolated LRT tracks and the traffic lane, or will it be two? How will they be co-ordinated?
- **The Delta** - how is the rail and vehicle traffic situation to be resolved at this intersection?

Other negative aspects are:

- **Transit Vehicle failure.** When an LRT train malfunctions, and they will, no others get by. Just like the streetcars in Toronto.

- **No direct link to GO Station**
- **Emergency vehicles**, although having access to the rail line, will not be as effective in response, especially in the winter and with traffic that could be stopped close to the rail car.
- **Displacing existing King and Main one way traffic**, making them 2 way, and increasing it to other east/west streets, which are in very bad condition, will just increase congestion and pollution all around. Businesses which rely on their vehicles to conduct deliveries or services will incur increased costs since travel time and stop-and-go traffic will increase fuel costs.
- **The expense and disruption** to build an additional bridge over the 403.
- **How does it benefit** the Wards that are not on the route?

I am gravely concerned about these negatives, and well known potential cost overruns, and would appreciate your comments and serious consideration of them.

Respectfully,
David Balan



