

**From:** Sean Hurley <  
**Sent:** February 5, 2021 11:01 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** [\*\*\*\*POSSIBLE SPAM]Budget Delegation in writing for Feb 8, 2021

Please accept the following correspondence as my written delegation to council for February 8th, budget delegation day.

Mayor and Members of Council

Thank you for the opportunity to delegate to you on the proposed budget in writing.

The one thing the City of Hamilton could do to ease affordability for residents while meeting density targets, and improving quality of life at little expense is to make travel without a car easier.

The pandemic is the latest of a series of critical challenges to test the policy skills of civic leaders here in Hamilton. COVID-19 is more than a public health crisis. It has exacerbated all others including housing, employment, transportation, land use, and racial and economic inequality.

The Globe and Mail reports that pandemic is widening existing social fault lines: “New polling from Leger and the Association for Canadian Studies suggests some Canadians feel their mental health has declined as the pandemic has rolled on, with the effects potentially striking women, single parents, the unemployed, relatively recent immigrants and racialized people more than others (<https://www.theglobeandmail.com/canada/article-pandemic-worsening-mental-health-for-women-more-than-men-poll-suggests-2/>).”

To afford to live in a city like Hamilton, a person must be able to pay the rent or the mortgage, put food on a table, and get to where they need to go. All of these things have prices. Hamilton by itself can have some influence on some developers but not enough. Hamilton can't do much about food prices, at all. However, Hamilton can act on transportation.

The policy document, [\*A Just Recovery For Hamilton\*](#), released last month by local advocacy groups, lays out a road map for pandemic and post-pandemic mobility. Under “*Urgent COVID Response*” is listed:

- Commit to full funding of the 10-year transit strategy -including fast-tracking implementation of express bus service on the L, S & T lines of the BLAST Network -to provide frequent, reliable public transit across the city.
- Commit to the immediate establishment of bus lanes on Express Transit Routes (the B and A-Line), to offer more frequent and reliable service.
- Pursue higher order transit service along key corridors, starting with the shovel-ready east-west King Street LRT corridor from Eastgate Square to McMaster University.
- Commit to freezing public transit fares during the COVID-19 recovery.
- Consider creation of temporary cycle and pedestrian paths on existing roads with movable construction barriers.
- Implement a universal sidewalk snow removal program in 2021 to ensure equal sidewalk access for all during winter months.

The Just Recovery road map dovetails perfectly with official City of Hamilton planning documents and especially the Transportation Master Plan.

All members of council have expressed support for the BLAST network. Mobility for Hamiltonians without the need for a car could be greatly enhanced by deploying express buses along the BLAST lines immediately. The B-Line express was first put into service in 1986. Over the ensuing 35 years, the B-Line has witnessed some service improvements but it remains a bus without any infrastructure enhancements. By now the B-Line could have a dedicated lanes along King and Main for the full length of the corridor, stations allowing for all-door boarding, light priority and queue lane jumping. The City of Brampton has grown transit ridership in leaps and bounds by implementing these same improvements.

Installing dedicated lanes for the B-Line and A-Line express service would be relatively inexpensive and would demonstrate council is serious about implementing BLAST and providing Hamilton with a modern transit service. I will admit that is inconceivable to me that in this city where every member of council has expressed support for better transit and the implementation of the BLAST network there is not a single bus lane in the entire city and especially not along the most heavily used transit corridor.

I encourage you to implement these lanes immediately and demonstrate the expressed support for transit with concrete action.

Thank you for your consideration as well as your dedication to public service during these trying times.

Regards,  
Sean Hurley,