

APPENDIX D: CONSULTATION REPORT

2. HAMILTON LRT PIC #2 CONSULTATION APPENDIX

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D. APPENDIX: CONSULTATION REPORT

D-2. HAMILTON LRT PIC #2 CONSULTATION APPENDIX

D-2.1. Introduction

Two series of Public Information Centres (PICs) were held as part of the Environmental Project Report (EPR) Addendum for the Hamilton LRT Project. Seven meetings were held as part of PIC #1 between the period of September 12 to September 22, 2016, and three meetings were held as part of PIC #2 between the period of January 16 and January 18, 2017.

This document represents the Record of Consultation for the second Public Information Centre (PIC #2).

D-2.2. Overview of the Consultation Approach

Consultation activities were both active and passive, comprising:

- Project websites that provided the opportunity for any interested individuals or organizations to provide comments, as well as to have their contacts added to the mailing list:
 - Hamilton.ca/LRT
 - Metrolinx.com/HamiltonLRT
 - MetrolinxEngage.com
- A mailing list that was developed at the start of the current Addendum process, after requesting permission to include those who had previously signed up in 2011, as per the *2014 Canadian Anti-spam Legislation*;
- Stakeholder meetings since May 2016 held with more than 75 stakeholder and community groups including Chambers of Commerce, Business Improvement Areas (BIAs), Ward meetings, neighbourhood associations, school boards, advisory groups and other major organizations. The LRT Team has also participated in several community events including Supercrawl, Concession Street Fest 2016, Gore Park Summer Promenade, and hosted lunch and learn sessions;
- Meetings that were held specifically related to the High-Order Pedestrian Connection;
- Two series of Public Information Centres (PICs) that were held in September 2016 (seven meetings) and January 2017 (three meetings). The January meetings were supplemented by three Community Update presentations in communities outside of the LRT corridor; and
- The Community Connector program, which is a new outreach strategy that ensures the nearly 1,300 residences and businesses that are situated directly on the LRT corridor to be engaged and informed.

The public, regulatory agencies, aboriginal communities, and other interested parties were able to choose their level of involvement through the following means including, but not exclusive to, public open houses, online sources, face-to-face meetings, presentations to stakeholder groups (i.e. senior groups, neighborhood groups, Conservation Authorities, Aboriginal communities and First Nations representatives, and Property owners).

The objective of the consultation during the Hamilton LRT 2017 EPR Addendum was to consult on the proposed project developments and the potential impacts and corresponding mitigation measures.

D-2.2.1. LRT Project Team

During this study, technical working teams comprising of specialists from within various departments at the City of Hamilton, and representatives from Metrolinx, the Regional Transportation Agency in the Greater Toronto and Hamilton Area (GTHA), has met frequently and shaped development of the project. These service representatives have reviewed and commented on the project and helped to shape its development. Numerous staff and information reports have gone before City Council.

D-2.2.2. Stakeholder Contacts

A mailing list was created at the beginning of the Hamilton LRT EPR project to identify directly affected property owners,

government agencies, interest groups, other key stakeholders, and residents who were interested in receiving project information. The list of stakeholders consulted is dynamic and has been expanded to incorporate new stakeholders during the course of the Hamilton LRT 2017 EPR Addendum. A registered letter was sent to some property owners notifying them that Metrolinx will likely need to purchase their property for the Hamilton LRT project.

D-2.2.3. Community Connector Program

The Community Connector program is a new outreach strategy, to ensure the nearly 1,300 residences and businesses that are situated directly on the LRT corridor are engaged and informed. In teams of two, they provide project information, and record questions and feedback related to Hamilton LRT, allowing project staff to respond accordingly. This work on the corridor has allowed the Hamilton Team to establish and strengthen valuable relationships with those most impacted by this project. By seeking feedback twice a year for the duration of the project, the local community has the opportunity to engage in meaningful dialogue that helps to inform construction mitigation, business support and future communications planning. Nearly 1200 completed surveys were generated through two rounds of canvassing in 2016, and all visits promoted additional engagement opportunities at the September and January public meetings.

Registered mail notices were also sent out to all property owners along the corridor, to ensure they were aware of the public meetings.

D-2.3. Consultation Activities

This section describes the public consultation activities undertaken through Public Information Centre #2 (PIC #2).

D-2.3.1. PIC #2

The City of Hamilton and Metrolinx invited stakeholders to attend Public Information Centre #2, to identify modifications to the project design and present the environmental effects of the proposed changes to the project and the proposed mitigation. An email address was also provided for stakeholders that had project-related questions, or would like to be added to the project mailing list, at LRT@hamilton.ca. The information panels are contained in Appendix D-2.C. All materials were also available in French version upon request.

D-2.3.2. Attendance

The events were attended by approximately 420 stakeholders. The information panels displayed at the PIC #2 event are contained in Appendix D-2.C, and the input received of interactive station maps is located in Figure D-2.2. The comments received during PIC #2 (comment sheet layout included at **Error! Reference source not found.**), have been used to refine the Hamilton LRT EPR Addendum. The panels were also posted onto the Light Rail Transit website (www.hamilton.ca/lrt), and have been available online since the event itself.

D-2.3.3. Notification

For PIC #2 the official notice was published on January 9, 2016, in the Hamilton Spectator and the Hamilton Community News (English) as well as L'Express (French). All agency, technical and aboriginal stakeholders and properties within 45m of the corridor were notified by letter during the week of December 12, 2016. Letters to all properties within 45m of the corridor were also issued in the same week. Members of Parliament and Members of Provincial Parliament were notified by letter during the week of December 19, 2016.

D-2.3.4. Social Media

Notice of PIC #2 was circulated on Twitter, between January 11 to January 31. Tweets were either promotional or informing users of the event. There were 23 tweets, resulting in 91,232 impressions, 210 retweets, 198 likes and 197 clicks to links.

D-2.3.5. Venues

Three Public Information Centres in open house format were held in January 2017. PICs were held:

- Monday, January 16, 2017, from 4:00pm to 8:00pm, at Dr. John Perkins Centre, Atrium, 1429 Main Street East;

- Tuesday, January 17, 2017, from 4:00pm to 8:00pm, at David Braley Health Science Centre – Health Campus, 2nd Floor Auditorium, 100 Main Street West; and
- Wednesday, January 18, 2017, from 4:00pm to 8:00pm, at McMaster Innovation Park, Atrium, 175 Longwood Road South.

D-2.3.6. Event Format

The public were invited to:

- Review changes to the design from the Hamilton LRT 2011 EPR and since PIC #1 in September, as well as design for the A-Line and the OMSF;
- Discuss potential land use planning, and rapid transit opportunities and issues along the Hamilton corridor;
- Learn about the next steps; and
- Add their voice.

Figure D-2.1: Event Photos – Registration Desk



Figure D-2.2: Event Photo - Interactive station



Figure D-2.3: Event Photos - Room Layout at Venue



Figure D-2.4: Event Photos - Traffic Simulation Station



Information panels, contained in Appendix D-2.C, were on display; and members of the City’s Light Rail Transit Team; the Planning, Traffic, and Transit department; Metrolinx; and the consultant teams were on hand to answer questions from attendees. Comment sheets were available for completion by attendees in both paper and online format.

D-2.4. Members of Parliament and Members of Provincial Parliament

The following Members of Parliament (M.P.) and Members of Provincial Parliament (M.P.P.) stakeholders were identified and contacted:

Figure D-2-1: Members of Parliament and Members of Provincial Parliament stakeholders

Members	Constituency Address Name
M.P.	
Mr. David Sweet, M.P.	Flamborough - Glanbrook Constituency Office
Ms. Diane Finley, P.C., M.P.	Haldimand - Norfolk Constituency Office
Mr. David Christopherson, M.P.	Hamilton Centre Constituency Office
Mr. Bob Bratina, M.P.	Hamilton East - Stoney Creek Constituency Office
Mr. Scott Duvall, M.P.	Hamilton Mountain Constituency Office
Ms. Filomena Tassi, M.P.	Hamilton West - Ancaster - Dundas Constituency Office
M.P.P.	

Members	Constituency Address Name
M.P.	
Hon Ted McMeekin, M.P.P	Ancaster-Dundas-Flamborough-Westdale
Hon Dave Levac, M.P.P	Brant
Toby Barrett, M.P.P	Haldimand-Norfolk
Andrea Horwath, M.P.P	Hamilton Centre
Paul Miller, M.P.P	Hamilton East-Stoney Creek
Monique Taylor, M.P.P	Hamilton Mountain

D-2.5. Consultation Summary

D-2.5.1. Background

This summary is based on the written and online comments received from the Public Information Centre #2 (PIC #2), held between the period of January 16 and January 18, 2017, and received by February 1, 2017.

D-2.5.2. Responses

In total, 250 completed PIC # 2 comment have been received during or following PIC #2. Of these, 66 were from written comment forms submitted through the Public Information Centres (PICs), and about 184 were received through the online forms. A small number of additional written forms were also submitted; in some cases the comments and response are duplicated, while in others, the responses included additional comments. Similarly, some individuals responded to both the written and online forms. All these comments were reviewed and duplications eliminated. The breakdown of written comment forms received from each PIC venue is shown in Table D-2.1.

Table D-2.1: Breakdown of PIC #2 Comments Received

PIC # 1 Venue / Location	PIC Date	Attendance	Comments Received
East: Dr. John Perkins Centre	January 16	120	17
Downtown: David Braley HSC	January 17	106	15
West: McMaster Innovation Park	January 18	193	28
Returned by mail			6
	Total	419	66
Online			184
	Total	419	250

Note: Since there is no random selection among participants or online respondents, no response values can be considered statistically representative of the community.

D-2.5.3. Response Summaries

The online and hand-written comments were logged, reviewed and responses provided for inclusion in this Hamilton LRT 2017 EPR Addendum (see Appendix D). Generally, these fall into the following categories:

- General support for the project, without relevant EA-related comments (18 responses)

- General opposition to the project, without relevant EA-related comments (22 responses)
- Cycling and active transportation concerns (126 responses)
 - Removal of cycle lanes
 - Need for more lanes
 - See notes below
- Traffic and circulation concerns (21 responses)
 - Disruption to traffic
 - impact on adjacent streets
- Need for improved bus service (19 responses)
 - Replace LRT with buses
 - Improve mountain service
 - Concern for continuity of service in corridor
- Need for two-way Main Street (13 responses)
- A-Line (12 responses)
 - Most supporting conversion to BRT
 - Few opposed to BRT
- Parking and loading (11 responses)
- Commuter Parking (10 responses)
 - Need for terminal parking
 - Suggestions for specific properties to use
- Construction (8 responses)
 - Disruption
 - Economic impact on business
- Stop spacing (7 responses)
 - Principally in west end from Longwood to McMaster
 - Support for Gage Park addition
- Eastgate (7 responses)
 - Short-term extension to Eastgate
- Bay Street Stop (5 responses)
 - Support for additional stop
- Property impacts (4 responses)
 - Impact on heritage properties
 - Impact on affordable housing
- Other (41 responses)
 - Alternative route or technology suggestions

- Lack of attention to 403 ramps
- Covered high-order pedestrian connection
- Lane geometry

Cycling and Active Transportation Concerns

The online survey was targeted by the cycling community to demonstrate concern over the potential loss of and changes to elements of the bike network. Approximately 60 percent of 186 online responses included comments about the cycling lanes – and most of these dealing exclusively with cycling and a perceived shift away from active transportation options in the corridor. About one-quarter of these responses were more or less identical – providing comment on the removal of the proposed Main West cycle lanes since PIC #1 (which are not included in the City’s Cycling Master plan), the lack of improvements to the Highway 403 crossing, the potential removal of bike lanes on Dundurn Street and York Boulevard, the absence of north-south connecting routes in the LRT plan and the implications of all of these changes on the wider cycling network.

A further one-quarter of the responses expressed concern over some of the same specific elements or more general concern, indicating that the proposed changes to the network could affect their support for the LRT plan.

A further one-quarter of the responses indicated their continued support for the plan, but expressed concern for some or all of the same elements. The responses in both of these groups followed a very similar model, indicating that these too were part of a coordinated campaign from within the cycling community.

The remaining one-quarter of the cycling responses were more general and did not reflect being part of a coordinated campaign. Many of these responses were also part of a set of broader concerns.

D-2.6. Future Consultation

In progressing development of the Hamilton LRT 2017 EPR Addendum, the City of Hamilton and Metrolinx are committed to continuing to take a proactive and measured approach to consultation, taking into account the current views and wishes of Council.

Accordingly, the following activities will be undertaken as part of the Hamilton LRT 2017 EPR Addendum process, and should be embodied in an ongoing communication strategy:

- Continuation of a strong and inclusive approach across the Council. In particular, this should include welcoming Council to attend public meetings and meet the study team, as well as encourage riding participation;
- Continuation of the project website, which should be kept up to date;
- Maintenance of a stakeholder and interested parties/persons mailing list, to ensure those interested are kept up to date on project developments;
- An open offer, and inclusive approach, to engage with businesses, stakeholders and interested parties as development work on the project progresses. This could include attendance at stakeholder meetings, and participation in forums and events; and
- Continuation of outreach to understand Aboriginal Communities’ interests, and receive their feedback.

Appendix D-2.A: Newspaper Notices



JOIN US FOR A
LIGHT RAIL TRANSIT
PROJECT OPEN HOUSE



LEARN MORE.

Have a look at the latest LRT plans.



START A CONVERSATION.

Ask questions. Speak with experts.



SHARE YOUR THOUGHTS.

Fill out the LRT comment form.

The City of Hamilton and Metrolinx are hosting three open houses to inform the public about the latest plans for Hamilton's Light Rail Transit (LRT) project. Join us as we share the new developments of the project. Here's your chance to speak to an expert and ask questions.

Date	Time	Facility	Location
Monday, January 16, 2017	4:00 – 8:00 pm	Dr. John M. Perkins Centre, Atrium	1429 Main Street East
Tuesday, January 17, 2017	4:00 – 8:00 pm	David Braley Health Sciences Centre, 2nd Floor Auditorium	100 Main Street West
Wednesday, January 18, 2017	4:00 – 8:00 pm	McMaster Innovation Park, Atrium	175 Longwood Road South

**Please note: The meetings are open house style and there will not be a formal presentation. The same material will be displayed at all meetings.*

Official PIC #2 Notice: - PIC #2 – English Version

**NOTICE OF PUBLIC INFORMATION CENTRE #2
HAMILTON LIGHT RAIL TRANSIT PROJECT UPDATE**

The City of Hamilton and Metrolinx are preparing an Addendum to the Environmental Project Report (EPR) for the Hamilton Light Rail Transit (LRT) Project (B-Line) completed in 2011.

Metrolinx and the City of Hamilton have identified the need to revise the project to:

- Address design modifications to the 2011 EPR LRT (the B-Line);
- Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area;
- Implement new bus terminals at the Queenston Traffic Circle and McMaster University, along with potential reconfiguration at the MacNab Street bus terminal;
- Complete the assessment of a High-Order Pedestrian Connection on Hughson Street connecting the Hamilton GO Centre on Hunter Street with LRT, and
- Complete the assessment of an Operations Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored, along with its run-in track from Main Street West, across the Longwood Road bridge and via a new Frid Street extension.

The Addendum to the EPR is being implemented in accordance with Section 15 of Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

The City of Hamilton and Metrolinx invite you to attend a second-series of Public Information Centres (PICs) to learn about a number of new developments and improvements to the project and to provide your input on the current plans. The focus of Public Information Centre #2 is to identify modifications to the project design and present the environmental effects of the proposed changes to the project.

PIC Materials
Hard copies of all PIC materials will be available for review from January 16, 2017 until February 3, 2017 at Hamilton City Hall (71 Main Street West) at the main floor information desk between 8:30am and 4:30pm Monday to Friday.

All information produced in association with this project is available at Hamilton.ca/LRT and Metrolinx.com/HamiltonLRT.

Contact Information
If you have project related questions or would like to be added to our project mailing list, please contact LRT@hamilton.ca.

Andrew Hope
Director, Hamilton LRT – Metrolinx
36 Hunter Street East, Hamilton, ON
(905) 546-2424, ext. 6385
LRT@hamilton.ca

Paul Johnson
Director, LRT Coordination – City of Hamilton
36 Hunter Street East, Hamilton, ON
(905) 546-2424, ext. 6385
LRT@hamilton.ca

Accessibility & French Translation
For individuals with accessibility or French translation requirements, please email LRT@hamilton.ca or call (905) 546-2424, ext. 6385 no later than January 12, 2017. Advance requests are highly encouraged to enable us to meet your needs.

TTY/Teletypewriter Services
The Bell Canada Relay Service is available to assist in placing a call from persons who use a TTY/teletypewriter. For TTY, type 711 for the operator and dial 1-800-855-0511. The operator will also assist in placing VCO (Voice Carry Over) and HCO (Hearing Carry Over) calls. There is no charge for local calls.

Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.



This Study Area map identifies the project corridor, OMSF location and LRT stops.

CAN'T MAKE A MEETING?
We'd still like to hear from you. Fill out a comment form online from January 16 – February 3
www.hamilton.ca/LRT

HAMILTON LRT LIGHT RAIL TRANSIT

FOR MORE INFORMATION
E-mail us at LRT@hamilton.ca
www.hamilton.ca/LRT
www.metrolinx.com/HamiltonLRT

THIS NOTICE WAS FIRST ISSUED ON JANUARY 5, 2017

French Version



**AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 2
NOUVELLES DU PROJET DE TRANSPORT LÉGER SUR RAIL DE HAMILTON**



La Ville de Hamilton et Metrolinx préparent un addenda pour le rapport environnemental sur le projet (REP) relatif au projet de transport léger sur rail (TLR) de Hamilton (ligne B) achevé en 2011.

Metrolinx et la Ville de Hamilton ont déterminé qu'il fallait réviser le projet pour:

- Considérer les modifications à la conception du tracé du TLR du REP 2011 (la ligne B);
- Achever l'évaluation d'un embranchement (la ligne A) le long de James Street North reliant la nouvelle gare GO de West Harbour et possiblement la zone riveraine en réaménagement de la ville;
- Ajouter de nouvelles stations d'autobus au carrefour giratoire de Queenston et à la McMaster University, et envisager le réaménagement de la station d'autobus sur MacNab Street;
- Terminer l'évaluation d'un passage piétonnier de grande qualité sur Hughson Street pour assurer une liaison du Centre GO de Hamilton sur Hunter Street au service de TLR;
- Terminer l'évaluation relative à une nouvelle installation d'exploitation, d'entretien et de remisage, lieu éventuel de la maintenance et du remisage des véhicules légers sur rail, et à la fin de la voie depuis Main Street West, à la hauteur du pont de Longwood Road et par Frid Street (nouveau prolongement).

L'addenda au REP est mis en œuvre conformément à l'article 15 du Règlement de l'Ontario 231/08, Transit Projects and Metrolinx Undertakings.

La Ville de Hamilton et Metrolinx vous invitent à participer à une seconde série de séances d'information publiques pour en savoir davantage sur plusieurs nouveautés et améliorations entourant le projet et donner votre opinion sur les plans actuels. Les séances d'information publique no 2 visent à présenter les modifications à la conception du projet ainsi que les effets des changements proposés sur l'environnement.

Les dates prévues pour les séances d'information publiques sont les suivantes:

Lundi 16 janvier 2017 de 16 h à 20 h
Dr. John M. Perkins Centre, 175, Longwood Road South

Mardi 17 janvier 2017 de 16 h à 20 h
David Braley Health Sciences Centre, Auditorium, 2e étage, 100, Main Street West

Mercredi 18 janvier 2017 de 16 h à 20 h
McMaster Innovation Park, Atrium, 175, Longwood Road South

*Remarque: Les rencontres se dérouleront selon le principe de séances portes ouvertes et ne comprendront pas de présentation formelle. Le même matériel sera présenté à toutes les séances.

Coordonnées

Si vous avez des questions concernant le projet ou souhaitez faire partie de notre liste de distribution pour recevoir les courriels sur le projet, veuillez communiquer avec nous à LRT@hamilton.ca.

Andrew Hope - Directeur, TLR de Hamilton, Metrolinx
36, Hunter Street East, Hamilton (Ontario)
905 546-2424, poste 6385
LRT@hamilton.ca

Paul Johnson - Directeur, Coordination du TLR, Ville de Hamilton
36, Hunter Street East, Hamilton (Ontario)
905 546-2424, poste 6385
LRT@hamilton.ca

Accessibilité et traduction en français

Les personnes ayant des exigences d'accessibilité ou ayant besoin de traduction vers le français peuvent nous écrire à LRT@hamilton.ca ou nous appeler à 905 546-2424, poste 6385, au plus tard le 12 janvier 2017. Il est fortement recommandé de présenter les demandes en avance afin de nous permettre de répondre à vos besoins.

Services d'ATS ou de téléimprimeur

Le service de relais de Bell Canada est offert pour aider les personnes utilisant un ATS/téléimprimeur à passer un appel. Pour l'ATS, faites le 711 pour la téléphoniste et composez le 1 800 855-0511. La téléphoniste vous aidera également à passer des appels PSI (Parler Sans Intervention) et ESI (Entendre Sans Intervention). Il n'y a aucuns frais pour les appels locaux.

Matériel relatif à la séance d'information publique

Des exemplaires papier de tout le matériel relatif aux séances d'information publiques seront offerts à des fins d'examen du 16 janvier au 3 février 2017 à l'Hôtel de ville de Hamilton (71, Main Street West) au comptoir d'information du rez-de-chaussée, de 8 h 30 à 16 h 30, du lundi au vendredi.

Tous les renseignements fournis relativement à ce projet sont accessibles à Hamilton.ca/LRT et à Metrolinx.com/TLRHamilton.

Aux termes de la Loi sur l'accès à l'information et la protection de la vie privée et de la Loi sur les évaluations environnementales, sauf indication contraire dans la présentation, tous les renseignements personnels tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété qui sont inclus dans la présentation feront partie des dossiers publics relatifs à cette question et peuvent être communiqués à quiconque sur demande.



Cette carte de la zone étudiée présente le corridor prévu dans le projet, l'emplacement de l'installation d'exploitation, d'entretien et de remisage ainsi que les arrêts sur la ligne de TLR.

IMPOSSIBLE D'ASSISTER À L'UNE DES SÉANCES?
Nous souhaitons tout de même connaître votre opinion. Remplissez le formulaire de commentaires accessible en ligne du 16 janvier au 3 février. www.hamilton.ca/LRT

HAMILTON TLR TRANSPORT LÉGER SUR RAIL

RENSEIGNEMENTS ADDITIONNELS
Envoyez un courriel à LRT@hamilton.ca
www.hamilton.ca/LRT
www.metrolinx.com/TLRHamilton

CET AVIS A ÉTÉ PUBLIÉ POUR LA PREMIÈRE FOIS LE 5 JANVIER 2017.

Appendix D-2.B: Summary of Questions and Comments Received – with Responses

Written Comments

Comment	Response
Montgomery Park for Crossover along with pre-existing crossover at Cope across from retirement home	Cope maintained
Need pedestrian crossing at Montgomery Park for children; keep crossing at retirement home. More information please	Cope maintained
I live right now at Perkins Centre. I use a walker and a wheelchair. This is hard for me to get around now. I am disabled and getting worse. Please take this into consideration. I need help quite a bit. Building this I think will make my life a lot harder. Please take these things into consideration	Noted
Lack of No left turns on route will lead to huge problems for turning at major intersections	All major intersections permit left turns
I live east of Parkdale and taker the King 1. I understand that LRT replaces the B-Line. How limited will the bus service be for me? Will I be "encouraged to transfer over to LRT @ the traffic circle because the bus will not run as often? I appreciate that there are winners and losers in this change - we are all losers if we live too far east.	King 1 to be maintained; frequency to be determined
Too Expensive - taxpayers cannot afford it. When it goes over budget, who pays	noted
We cannot afford it, it will not serve the city properly because the route is very inadequate; it will be largely over budget and we will be stuck to pay for it; TO be honest, I don't trust the politicians because of past experiences such as stadium, Red Hill Expressway, Lincoln Alexander' always too little, too late and poorly done; I think the money will be better spent on the much-needed infrastructure and on better and smarter bus system, which would benefit the city at large.	Noted
LRT is Great! Bring it ON!	Noted
This is great! it is encouraging to see the project take place - I cannot wait to get on board	noted
Concerns: NO parking at Gage or other areas: gage park festivals - parking already an issue	noted
Ride the B-line #10 - spend more \$\$ on this route with buses and you have your traffic solution including free and easy movement of cars) for the next 50 years	noted
Looks Great!	noted
It appears the someone grew a brain recently and decided to ditch the joke spur that was supposed to be the A-line to West Harbour GO Station in favour of boosting the number of buses to the already existing A-line BRT.	Noted
With the loss of the B-line bus service - specifically the Queenston to Eastgate corridor (with the LRT0, I believe and alternate express only bus service should be implemented in that corridor and possibly extended to beyond Eastgate Sq. I don't believe that this station should lose its bus service	noted - details of bus service to be developed
I thought the presentation was well done and my questions answered thoroughly	noted
What \$ mitigation will be given to business / property owners during construction	No specific programs are in place
Thank you for providing such a transparent informative and exciting plan for Hamilton LRT	noted
NO room downtown, especially between Wellington and Mary along King St.	Noted - width considered in design
Gage Park stop is a good idea	Noted
Gage Park stop is fantastic	Noted
NO Frills has empty parking lot - buy it	Noted
Buy the abandoned No Frills @ the Delta for parking	Noted
Keep working to push the LRT all the way to Eastgate Sq.	noted
Main St E between Wellington St and Bay St should convert to 2-way and King St in this same section should be limited access.	Noted
Why do I see empty buses every day (except for 2 hours) - 3-7 people on route, even on double buses? More buses would solve the problem	noted
Why is the A-line connection to WH possibly being removed from the plan? I think this is necessary to connect the West Harbour GO to LRT riders and Toronto-bound commuters	Noted - see Provincial Announcement

Comment	Response
Why not invest in CNG buses instead of LRT	See Provincial Announcement
looking forward to a full service GO station at Hunter St. Really dumb that so many people have to drive to Aldershot	Noted
Bike Lanes on Cannon and Charlton - traffic will be forced to go on alternate route when construction and after. Bike lanes already take up areas - what happens to them DO bikes pay the "cost" of losing these new lanes? Where do the cars go?	Full traffic details available in EPR; bike lanes considerations under further review
Give me several sensible options for driving from Ottawa & Main to Dundas DURING the construction period	Detailed construction plans to be developed
If the A-line spur is removed from this plan, the LRT must be extended to Eastgate Sq.	noted
What will be the cost of a ride	Objective is to integrate fares with HSR
Are there plans and ideas for the youth of Hamilton (high school co-op, college) to be engaged in the planning and development of this Hamilton project5. This would serve as an excellent project and learning model for our Hamilton student to be engaged	Yes
When first brought up by City council for LRT, all council talks about was Eastgate Sq. to McMaster University. Kathleen Wynne came to downtown in June 2015. She said it would go from Queenston Traffic Circle to McMaster. After that, council never brought up Eastgate Sq. What Happened with council?	Noted
Try using B-line buses - they work	Noted
Small business along King - the LRT is sure death	noted
Where will LRT users park when travelling from mountain and outlying areas	no specific commuter parking in current plans
I look forward to the Hamilton project!	Noted
Citizen petition (194 signatures) objecting to loss of trees in right-of-way (petition submitted to Council April 26, 2017)	LRT corridor will be subject to detailed streetscape / landscape plan through final design to mitigate tree loss as much as possible
Main Street West landowner re: impact on property and development potential	Commitment from LRT project Office to meet with landowner and representatives to discuss impacts and opportunities through design process

Online Comments

Comment	Response
<p>Today, January 16, 2017 there is a headline article in the Hamilton Spectator - "LRT creates west end traffic concerns". It discusses the traffic congestion that will occur due to there being only one west-bound lane on King Street after the LRT is built.</p> <p>A possible solution to this is simply to have the east bound LRT run along Main Street, and the west-bound LRT run along King Street. The two lines would meet up west of the 403, and in the east they would meet up where King crosses Main.</p> <p>This would allow 2 lanes of west-bound traffic on King, instead of one. It would also ease the congestion where King Street becomes very narrow around Victoria to Ferguson, freeing up one more there as well.</p> <p>Has anyone studied this idea? If so, what were the conclusions? Maybe now, with this traffic reassessment, this idea will be the best option.</p> <p>Sincerely,</p>	<p>Noted</p>
<p>I consider this a colossal waste of time and money, it merely replaces a bus with a street car. Light rail is meant to bring suburban residents into town without cars, this does absolutely nothing in that area. It just runs up and down King St. How silly. The most ill-conceived project ever.</p>	<p>Noted</p>
<p>Hamilton is a growing city, and home to world- class institutions such as McMaster University, Mohawk College, and Hamilton Health Sciences. In order to meet demands with population growth and 21st century standards of mass transportation, Light Rail Transit is the answer!</p> <p>Predominantly, I have been using HSR for almost seven years of my life. During that time span, I have also used American mass transit systems in San Diego, New York City, and Miami, respectively. San Diego, in particular, utilizes LRT across the entire city, in addition with buses, since the 1980s. This was a major convenience for me during my visit. Not only did I save money regarding transportation costs, but arrived in Downtown from the San Ysidro district in approximately 15 minutes. The bus would have ranged from 30 to 45 minutes.</p> <p>Road construction, in Hamilton, is only momentary and patience is a virtue. I was born and raised in this City and very proud to be a Hamiltonian. One of Hamilton's main gridlock solutions is LRT!</p>	<p>Noted</p>
<p>Fully supportive of LRT. However, there doesn't seem to be much about room for cyclists in the new model. I would really like to see bike lanes integrated as well.</p>	<p>Noted</p>
<p>The money for the LRT would be better spent to improve the current bussing system. I hear nothing good about the current bus system and believe that an LRT would quickly turn into another poorly run and monitored system. Even some councillors do not want to take the current system. I feel there should be a referendum sent out with the tax forms to allow the people to vote on whether we should proceed.</p> <p>The LRT would do nothing for the residents of the areas outside the Main and King corridors.</p> <p>People using Main and King would also suffer from a transportation system that to date has been ruined by speed reductions, lane restrictions, bike lanes, one way streets changing back to two lane nightmares and now further restricted by LRT vehicles.</p>	<p>Noted</p>
<p>- HUGE concern over the idea to add car lanes on York and Dundurn. The whole point of finally building a proper transit network is to start limiting single occupancy vehicles and their high-speed blight on our city. Safety should trump speed. Always.</p> <p>- Cyclists save the city and medical system a ton of money. We should be adding more cycling routes, not less.</p> <p>For King West traffic issues, there are 2 very simple solutions:</p> <p>- Convert Main to two-way, and slightly bend the 403 to Main exit ramp so it meets Main St perpendicular, with a stop-light. This will allow cars coming from the 403 to go either East or West on Main, and not need to use York to Dundurn to get into Westdale. Same slight re-angling of the King Street ramp onto the 403 will allow cars to enter the 403 from either Westdale or Downtown.</p> <p>Main is 5 lanes wide. It can be 3EB and 2WB from the 403 to Queen. 2 each way, with left turns at lights East of Queen</p> <p>- King West is 5 lanes west of Locke. It can be 2WB and 1EB from Locke to the 403. This provides a total of 4 EB and 4WB lanes between King and Main. No need to add lanes on York and Dundurn with such an obvious solution available, and one that will finally allow Main to function as a normal city street, not the 401.</p>	<p>Noted</p>
<p>I attended the open house on 17 February in Hamilton. It was very well set up in my opinion. Every aspect of the project was well explained and several people were on hand to answer any questions. The turnout looked good at the time I was there (about 5.00 to 5.30 pm) and I met several people that I knew who were there. Of course, not all came as supporters but that is to be expected. I hope some of them changed their mind!</p> <p>I am on the board of the Durand Neighbourhood Association (DNA) and we are supporters of the LRT. I have followed the file for several years and participated in sessions looking at issues at stops and</p>	<p>Noted</p>

Comment	Response
<p>streetscape. I am impressed by the thorough planning work that the LRT team has done for this project. I am always struck by how often objections come from people who do not even use public transportation but claim it is fine. I think this is often code for 'I want to be able to drive as fast as I please through the city without any interference from the poor souls that must use transit'.</p>	
<p>our city needs good transit. it does not need LRT. it needs more mountain transit. more transit to the airport. The people of this city do not want to go to our poorly developed downtown. The people go to the malls on the mountain. you are just going to put the last of any good small business out on the street because of the lengthy construction. fix the king street / Barton street / cannon street areas and infrastructure first then and only then think about LRT</p>	Noted
<ol style="list-style-type: none"> 1. I am in favour of a stop at Bay St. and was wondering whether it was still being considered. 2. Is there somewhere I can find out the distances between stops? 3. When will the land for the OMSF be purchased? 4. Will the fares for the LRT line be the same as for HSR? 	<p>Bay Street under consideration outside of EPR Stop distances available in EPR appendices OMSF timing undecided Objective is to have integrated fares</p>
<p>After reviewing the presentation matters I have a couple suggestions and comments:</p> <ol style="list-style-type: none"> 1. Please investigate Park-n-Ride facilities and commuter shuttles around the LRT line and HSR routes which could be implemented before, during construction, and after. For Example: turning current municipal parking lots in Dundas/Waterdown into Park-n-Rides. 2. Please look into more creative ways to add Commuter parking. Such as using parking permits issued through the city of Hamilton which would allow commuters to park on specified streets near LRT stops during business hours. For example: Side streets in the Westdale area like Longwood Rd. have multiple on street parking spots which are conveniently located near the Highway and future LRT stop. 3. Work in conjunction with the HSR to create better marketing materials which showcase the projected HSR routes. The current map in your presentation is not easy to read/understand where new routes/connection points are. As unbelievable as it may seem many people currently using the HSR have doubts about how the LRT system and HSR will connect and do not see the value for them in the future. 4. Better connections to Dundas, New developments on Stoney Creek Waterfront, Waterdown and Ancaster are needed. These should be in place before, during construction, and after. For example: The current and projected Waterdown route does not connect to downtown or the future LRT. This is a huge missed opportunity to capitalize on commuters from the Waterdown area now and in the future. 5. Turn Cannon cycle track back into a travel lane either used for car, transport trucks, or as a bus lane. 6. To replace lost cycling infrastructure turn the North Side travel/parking lane on main street into a new East-West cycle track. 7. Better Marketing! Your marketing materials need to be simple and clear and market to all Hamiltonians. They should include a projected HSR map and information on the BLAST network. Your marketing team needs to distribute more information to suburban/rural residents and explain the benefits the LRT system will have for them. Currently many rural residents do not see this system benefiting them and normally. They rely on information presented in the Review or Spec (which do not explain the project in the best light). Information nights need to be held to distribute information in smaller communities (I.e. Lynden, Carlisle). Community engagement teams needs to be sent to local shopping areas (Walmart; near Clappison or on Wilson Street), Library's or even Tim Horton's to distribute information and answer questions. A flyer or pamphlet needs to be included in the Flamborough Review, Spectator. Interviews describing the project and benefits should also be completed for the same publications. Public opinion will make or break this project. Your team need to get the message out to the entire community about this projects benefits. 	Noted
<p>I attended the January 18th info session at McMaster Innovation park. I was hoping to see more detail about how the king street bridge going over the 403 was going to be utilized after the LRT was implemented. As you know it currently is configured as a 3 lane one way bridge with access to both east and west bound 403 directions. It serves the currently configured 5 lane arterial King St. After LRT, king St. will no longer be an arterial road. From what I understood it goes from 2-way traffic east of Dundurn to 1 way traffic west of Dundurn. I imagine post LRT the car traffic on King St. will go down significantly from its current usage by design. Your models may conclude different results but if it does not than it seems that the king street bridge will have excess capacity for vehicular traffic once LRT is in place. If this is so than perhaps this capacity can be used as a pedestrian / cycling link between west Hamilton and downtown. It currently does have 1 lane dedicated for cyclist and pedestrians but as anyone who has used it can attest it is not a safe or smooth transitions when travelling east or westbound particularly at crossing the 403 on ramp. I hope to see more information on the intent of the king bridge and access to Westdale and west Hamilton in your next information meetings.</p> <p>Thanks</p>	Noted

Comment	Response
<p>1. We need another stop between Longwood Road and McMaster University at either Haddon or Dalewood. there are too many seniors in Westdale that will not be able to walk these long distances. 2. There needs to be more than the Delaware Bus coming into Westdale Village - last night at MIP we were told there would only be the one bus, 3. There needs to be access from the Dundurn Fortino's plaza onto King Street West. The location of the Dundurn stop will cut off access into and out of the plaza for those people wanting to go west.</p>	<p>Local service maintained on Main West Local service details to be determined closer to construction phase</p>
<p>The John C. Munro Hamilton International Airport (HIA), supports the LRT initiative as a way to promote the movement of people through the City, and as a method of connecting the City with the GTHA. Efficient goods and people movement are recognized by HIA as essential elements to a thriving economy. HIA is part of a network of airports in Southern Ontario expecting to see significant growth in air travel because of economic growth, and capacity demands on Toronto Pearson International Airport. HIA is positioned well to see this growth in passenger traffic, and can serve the region well. This service will only be successful and truly effective if HIA is connected to a transit system that can transform travel from the airside to groundside, and groundside to the community efficiently and conveniently. As such, we see the development of the BLAST network and in particular the LRT as a start of a framework allowing HIA to realize this potential. Additionally, with the start of Ultra Low Cost Carrier travel (ULCC) in Canada, and the ULCC operation set up at HIA by New leaf, we are seeing a dramatic increase in passenger traffic looking for transit options to both downtown Hamilton and Toronto. This can be achieved by the BLAST network, and we would be extremely supportive of a review of the A-line spur in favour of rapid transit options to the Airport in the near-term planning, such as BRT. If this option were to be implemented, we would insist on solid linkages between the Airport and both GO Centres as part of that solution. Lastly, with the growth of our cargo and other businesses at the Airport, HIA is receiving feedback from employers indicating that it is increasingly harder to recruit for positions because of limited transit to/from the Airport in off hours. Options for the Airport, whether part of the LRT discussion or the BLAST network implementation should consider this need in its planning process as we anticipate increases in demand for labour through growth of cargo and maintenance operations at the Airport. Respectfully submitted, Warren Askew.</p>	<p>Noted</p>
<p>Since the last consultation there are many improvements such as the Gage Park stop and better traffic access in Westdale. That said to best serve the West Downtown, I agree with the Chamber of Commerce, we need a Stop at Bay! The reason I believe this is so important is because it would serve as an excellent inter-modal transit hub (with the Bay St bike lanes going in from Aberdeen to Bayfront Park next year), provide convenient access to Copps, the AGH, the new McMaster medical building, as well as the new condos and hotels on Caroline. While this is designed to be a rapid transit system, I believe that the extra stop would be helpful to those of use in the west downtown area.</p>	<p>Noted</p>
<p>This plan shows a distinct LACK of "commitment to cycling". It's evident from the start in that none of the artist's renditions in your presentation show a cycle lane - not the "System At A Glance", not the "Typical Cross-section", not the "Street Design Approach". Further, there are numerous slides touting the pedestrian areas, numerous slides discussing the impact on cars and trucks, and a SINGLE slide about cycling that basically says, "We decided we're going to need those cycle lanes back for cars, and are leaving it up to you cyclists to figure out how you're going to deal with that because we don't plan to put any effort into it ourselves." If the choice is LRT or cycling, I choose cycling. So don't make that the choice.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Please do not remove the bike lanes on Dundurn Street and York Boulevard.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I completely support the LRT for Hamilton! Well done to the LRT committee for such thorough preparation and clear communication! My one concern is with regards to the access point for the Operations, Maintenance and Storage Facility ("OMSF"). I realize this facility will take up a lot of space, and its proposed site near Longwood and Aberdeen makes sense, particularly as this area is ripe for reuse and development. However, the proposed route from the Longwood stop along a spur line to the OMSF would greatly impact an already congested Longwood Road. Longwood Road is also one of only three lower city routes that cars, public transit, bicycles and pedestrians may use to go from the western part of downtown (i.e., Aberdeen/Dundurn/Locke Streets, Main Street, and King Street) to the area known as West Hamilton, namely the neighbourhoods west of the 403 highway. The Longwood/Aberdeen area is already highly congested at numerous times during a weekday. It is my opinion that the LRT spur line to the OMSF would considerably add to this already congested area. As an alternate, I would suggest that this OMSF spur line should run from the Longwood stop back across the 403 via Main Street, then cut off via the north end of Frid Street to proceed south to the area currently proposed for the OMSF. The added benefit of this route, apart from not adding to the Longwood/Aberdeen congestion, is that the line would be running through industrial lands, not adjacent to residential areas (e.g. Hawthorne and Linwood Streets, et al.). Also, Main Street between Longwood and Frid/Dundurn is very wide with multiple lanes, and could easily accommodate an LRT rail. As well, this same section of Main Street could definitely use some traffic calming resulting from one fewer lane upon which vehicles may speed. Thank you for considering my suggestions. I wish the LRT and all of you who are working so hard to bring this 21st century transit system to Hamilton the best of luck and every success as you bring this project to fruition. As a citizen and taxpayer of Hamilton, it has been very distressing to me and my family to read and hear in the local media outlets how some elected city are counsellors are resorting to underhanded manipulations, obfuscation, selfish grandstanding and just sheer bull-headedness in order to bring this project to a halt. I wish all of you on the LRT planning and implementation project continued success. Thank you for all your efforts!</p>	<p>LRVs on Longwood will operate in mixed traffic, with very low volumes in off-peak hours</p>
<p>I had thought myself fairly well informed on the project but had my eyes opened and suggest many of my fellow citizens are not well enough informed on the major consequences of this system. During my visit to the Open House I heard one of your team explaining to someone that King Street would no longer be a major street it would become a more of a community thoroughfare. And sure enough as the plan was presented, I found myself in agreement, but this is a fact that I suspect most Hamiltonian s of the lower city do not understand even at this point of the project.</p>	

Comment	Response
<p>I find myself with very many questions, perhaps you have the answers? Will Main Street have to be made into a 2-way street, for traffic and bus transit. There are many more bus stops currently for transit users than will be served by the LRT one of the team at the open house said, "they will be served by buses running in parallel routes " as the LRT will provide the only service along this route. Where are these parallel streets? The pictorial representation, may not have been to scale but it seemed quite tight, with seeming little room for snow accumulation, especially at the boarding platforms. What is the plan for snow? On the streets, tracks and boarding platforms. Most of the businesses currently along this route seem to me to have deliveries at the front and I suggest all of the homes along the route have Garbage pickup in front. Is there a plan to address the possible problems or conflicts to even the diminished flow of traffic, especially nearing Dundurn intersection for access to the 403? I am also quite sure many residents of the neighbourhoods on either side of the LRT route are unaware many streets will be restricted in crossing the tracks, this is reasonable but will have a major impact to traffic flows and patterns in these neighbourhoods a fact to which many are unaware. Thank you for your efforts to inform me on this plan and I look forward to your response.</p>	
<p>1. This idea will save a lot of money during the initial construction. At least during the first 5 to 10 years while ridership and the frequency of trains are low, there does not need to be two parallel tracks for the entire length of the LRT. Instead, most of the route could be a single track which splits into two tracks so opposing trains can pass each other only at a) each station stop, and b) select "siding" locations approximately 700 to 1,000 metres apart. Of course, a safety system would need to be in place to prevent two opposing trains from occupying a stretch of single track at the same time. The money saved during the initial construction could be used to extend the B-line all the way to Eastgate Square (very necessary) as well as construct the James Street line all the way to the harbour.</p> <p>2. I support an additional station stop at Bay Street for the same reasons so many others have already said.</p>	Noted
<p>Anything you do down at the railway line okay. What is not okay is taking a traffic lane away on King Street to put in a LRT. King is a major artery in our city and it handles thousands of cars and trucks each day of people coming into our city to do business - trucks bringing supplies and now you want to take a lane away where in some cases King is narrow enough and hard for regular traffic to get through. We count on industry and people from outside Hamilton to come into our city to work and bring products - and they in-turn need a clear major artery (KING) street to exit. Your emphasis seems to be to transport University kids to the University- we have plenty of busses that do that already. Something this massive on king street - should never ever be considered for one segment of the population as a reason to destroy King. Think of the main street in Toronto called Yonge Street. They would riot in Toronto if you took away one lane for a LRT line. We want public cars - business and industry to have full access to one of our major arteries and not have a LRT line go through and destroy what it offers.</p>	Noted
<p>I have attended LRT meeting for EAST end Hamilton I think you have not planned very well some were disappointed that there were no plans beyond downtown If so keep your LRT downtown</p>	Noted
<p>The Hunter street pedestrian walk from the GO station to the Gore park LRT station needs bike lanes. please include those in the next draft.</p>	Noted
<p>The Info Centre # 2 answered many questions. Thank you. I have a major concern: Existing excess traffic at Longwood S. and Main W., mainly due to all westbound traffic entering 403, would be alleviated by a west bound entry to 403, at the Main W. exit, Main E. entry, at Columbia college. There is already a 2nd eastbound entry to 403 at this point. Why not a 2nd westbound?</p>	Noted
<p>I'm concerned about how the LRT will affect the loading zone directly in front of the venue I manage. We have a lot of artists come through and the loading zone has been a necessity. There is talk about utilizing the back alleys but the alley behind my business is disgusting, unsafe and there is no space to unload. I am pro-LRT but I think some of these issues should be addressed - the sooner the better.</p>	Parking and loading details will be addressed in design phases
<p>A few days ago, I was at University Plaza in Dundas, and there was a bus with a destination of Eastgate Square. So, I could travel from Dundas to Eastgate on 1bus, with 1 ticket and no transfers. According to the LRT plan, I'd have to take a bus from University Plaza to McMaster, get on LRT, then change to another bus at the Queenston Traffic Circle to get to Eastgate. You're trying to sell this as Light-rail Rapid Transit, that's a load of B.S.</p>	Noted
<p>I'm sorry but I think this is the wrong way for Hamilton to be heading, we still have many questions regards what is covered and having worked on many large construction projects over my working years I'm sure that there is no way that the LRT could be completed on time or with only one Billion dollars. also, it would be almost out of date by that time. We should be using this money for more improved bus routes which we could have now or in the near future. This is just another Pie in The Sky idea like many others that have been in Hamilton over the last 70 to 80 years. Not need and not wanted by a large majority of Hamiltonians.</p>	Noted
<p>I thought this was a great idea at first. Now I question the system itself. Are there more modern and better modes of transportation. This is an old city. The construction will do so much damage. I am still finding damage from my house shaking while they built the new go station on James N. Does anyone even care about what the public thinks or is it just a feel good political move?</p>	Noted

Comment	Response
<p>The issue I still have regarding the LRT is change in rubber tire vehicle flow. East West Traffic on King St will have zero access to the shopping core. Actually, we are going to be detoured away from the core. Wellington St. Becomes a wall to access shopping via rubber tire vehicle. This is not necessary as we are told over and over the train has its own path that does not interfere with the rubber tire vehicles on King. So why are you not just putting up signs that say 403 with the detour arrow pointing direction at the detour turns. Along with a sign under it that says Shopping Core arrow straight ahead. Living at First Place the change in traffic flow makes it impossible to load in front of this building for those traveling east west have no access to the loading zone. What do you have against rubber tire vehicles passengers shopping in the core?</p>	<p>Noted</p>
<p>Congratulations!!! I have followed this since 2007 and I am ecstatic with the results. And I am so sorry my city councillor, Donna Skelly, continues her attack on this project, even with my pointed Communications with her!!! Again, two thumbs up to everyone involved!!! Sincerely</p>	<p>Noted</p>
<p>excellent recommendations from citizens' team - very positive approach. Suggestions need to be implemented during construction period. Renos are never fun - Hamilton construction of LRT rips city apart - delays are a given. It's going to be hard on us.</p> <p>The McMaster node/depot is going to impact upon my family as we live on West Park. I like the idea of grabbing a fast commute to the downtown, but people living in Dundas and Ancaster have no other way into town except to drive from their homes into the downtown via Cootes and Main Street West. Both roads converge at McMaster Medical Centre. At the best of times especially during rush hour, traffic is heavy, but should there be a lane closed on Main West, traffic is almost at a standstill. Cars move by inches. This will be routine with the LRT - vehicles will move by inches into the downtown. By the way, there's no property to create parking lots for people to get out of their cars and take the LRT. Imagine an accident or road construction along the way with the LRT. This situation has to be addressed. Thanks for listening.</p>	<p>Noted</p>
<p>I'm all for extending bus service to places like Glanbrook, Ancaster, etc. BUT if the ONLY OPTION is LRT then consider locating it on Barton Street which is FOUR lanes wide. Many people living along this route and its side streets can't afford a car. Within 10 years McMaster Hospital will be closed and staff/patients etc. will be moved to the General which is 24-7. Where will all these people park?! Also, the jail is 24-7. There are many solid, vintage buildings along Barton which need restoration. Most importantly, this is the east-west street closest to, and parallel to, the CN tracks.</p>	<p>Noted</p>
<p>1)I've heard news reports about eliminating the "spur" down James Street to the waterfront. I believe the direct connection of the LRT to the GO station (James North) is important. The "spur" could end at the Station rather than going to the waterfront; a local bus route serving the area north of Barton from Bay to Wellington (including the waterfront attractions) might be better. 2) Also, a bus connection from the downtown LRT station going to the Hunter GO station might be better than a 3-block walk for people (who are older, disabled, or with luggage). Hughson and John could be roadways for a connecting bus route running between the two GO stations. This could be the function of the A-line but it would need to run regularly, run late into the evening, and on weekends. 3)I assume the present Queenston Circle terminus would have a bus platform for services to Eastgate, Stoney Creek, and other points east. 4) How would the present King 1 bus stops along the LRT route (i.e., those not having an LRT stop) be serviced? There are a lot of people living along the King-Main corridor who would find it difficult to walk to the nearest LRT. 5) I hope that the LRT will run on Saturdays at least. There are too many people using the buses. Thanks.</p>	<p>Noted</p> <p>Buses will also be available Correct King will continue EB on Main and WB on parallel routes 7-day service</p>
<p>Unable to attend the presentation at MIP, I went to the Dundas TH. I noticed that the audience comprised of middle age to Senior level. I didn't see anybody of University age. That brings up the point that those in attendance, including myself were concerned with the liability issue inasmuch as we were the Taxpayer, where the buck stops. Having been residents in our neighbourhood for 15years, my wife & I shop primarily in the Westdale and Dundas districts, with occasional visits to Ancaster. We have never found the need to go to east Hamilton. and the Queenston traffic circle would be the last place that we would go. A great deal is being made of the fact that the Province is providing \$1Billion to this enterprise. However, we all know that it eventually comes out of our pockets. So, in true conscience we do not support this project. A final point is the fact that the maintenance yard location is near our neighbourhood and as such I would of thought that our Condo board should have been consulted.</p>	<p>Noted</p>
<p>My concern is about construction timelines in the west end (Longwood, 403 area) I see that there will be a storage/maintenance area for trains off of Longwood Rd. My concern is that there will be construction on Longwood during the same time as construction on King at Dundurn. I live in the Kirkendall neighbourhood of Hamilton and I drive to the west end often (McMaster, Dundas, etc). My only two ways to get to West Hamilton are either Aberdeen to Longwood OR Dundurn to King. If there is construction in both areas at the same time, I will not be able to get to my destinations smoothly and there will be traffic chaos in the Main/King/403 corridor area. So please keep one of those western routes fully open during construction.</p>	<p>Detailed construction plans will be developed in design phases</p>
<p>January 2017</p>	

Comment	Response
<p>LRT feedback</p> <p>My heart breaks every time a near empty double length bus passes. One can easily imagine the additional stomach-turning anguish were it to be a prohibitively expensive dedicated corridor LRT vehicle.</p> <p>In Hamilton we have a hodgepodge of public transit solution evidenced by the existence of two commuter transit hubs located independently from the poorly designed city transit hub. The current plan of replacing the most heavily used bus route on eleven kilometres currently serviced by the B-line Express does not resolve these issues and arguable makes things even worse. Any solution needs to address peak needs (claims of overloaded buses) and integration of city and commuter (inter-city) services.</p> <p>To address the occasions when current buses experience capacity issues, it is dramatically more environmentally friendly and economical to deal with the scheduling peaks, with an objective to smooth ridership into a better use of existing facilities. In future, smaller vehicles with more frequent service would better satisfy transit user needs. Capital intensive projects such as the proposed LRT limit flexibility (fixed dedicated track) and reduce service levels (fewer stops along the route).</p> <p>Commuter service needs to be meaningfully improved by connecting city transit to well-timed commuter trains. The time to reach Union Station in Toronto needs to be reduced by implementing an alternate station stop service in which trains originating in Hamilton only stop at every second station. Trains originating in Aldershot at the same time, only stop in those stations not serviced by the Hamilton train. In this way, all riders arrive in Toronto more quickly, increasing the value and ridership of the system.</p> <p>The plan for public transit in Hamilton needs to include an integration of city and commuter hubs, perhaps at the intersection of highway 403, Dundurn, King and Main, this eliminating the wasteful and time-consuming back and forth approach currently implemented. New high-density mixed-use development at this location will create jobs and significant long-term value for Hamilton citizens. We need to improve public transit in Hamilton, not replace it with an inferior solution. Please help to build the city and abandon the current LRT plan which can only exacerbate local issues.</p> <p>Thank you for your attention.</p>	<p>Noted</p>
<p>I am very frustrated that the LRT project is not even considering switching Main Street to two ways. Instead, we're stuck with 1950s planning and trying to preserve the system of one-way highways known as King and Main through downtown Hamilton. This is absurd for a number of reasons:</p> <ol style="list-style-type: none"> 1) Too many cars trying to access the King street bridge over the 403. If Main was two way, Dundas and West Hamilton traffic could simply use Main to get over the 403 without making a detour onto King. Then King, with the LRT, could safely accommodate the rest of traffic trying to get onto the 403. 2) Removing cycling facilities such as those on Dundurn Street North, and no longer considering cycling options on Main Street West between Cootes and Macklin is undermining the LRT project right from the start. LRT is all about getting people out of their cars, for that reason, why are we still interested in preserving 3 lanes eastbound on Main Street West along that stretch!!!! LRT should also facilitate a multi-modal approach to getting around the city, and bike lanes on major arteries are desperately needed to achieve this. PLEASE keep the bike lanes on Main Street West! 3) Transit Oriented Development is going to be happening on King street, and that's great. But areas up to 500m from the Right of Way corridor also attract TOD. However, to have TOD, you cannot have a 5-lane highway and expect that area to be attractive for new businesses and residents. Do YOU enjoy walking down Main Street West? How about cycling? Convert it to two ways and add bike lanes, because busses likely won't need to use that stretch anymore. <p>Please hear me out. I love Hamilton. If you are reading these comments, you are a professional and it is your job to propose the best solutions for LRT. Don't let the fear of converting Main and King to two-way sway your implementation of the LRT. Residents and councillors fear change, but everyone adjusts. What you can't adjust so easily are thousands of cubic tonnes of concrete poured through the middle of our city.</p> <p>For Hamilton,</p> <p>Kind regards,</p>	<p>Main Street conversion is an issue for the separate Transportation Master Plan</p>
<p>The 6 Hamilton councillors and the idiot known as the mayor of Hamilton supporting the Hamilton LRT are all guilty of supporting a project that will hand over ownership and control of our main east-West corridor to Metrolinx. The moron/puppet Paul Johnson that is a paid supporter and the corrupt spokes people that work for Metrolinx avoid all questions regarding the negative impacts of the Hamilton LRT</p>	

Comment	Response
<p>to ALL residents, property owners and business owners in Hamilton. Congestion, ridership and the costs that will be passed onto Hamilton tax payers are just some of the questions. I have spent hundreds of hours trying to find ONE positive that will come from this project without any success. I can only hope that the election in 2018 will put an end to this outdated, not required madness and the idiot, the puppet and the supporting Councillors will be job hunting. The biggest idiot of them all, Wynne, a person that creates money at will at the expense of Ontario tax payers will also be job hunting soon. HOW CAN THIS HAPPEN WITHOUT A LEGAL VOTE BY COUCILLORS WITHOUT ALL SPECIFICS/INFORMATION/STUDIES/THE ROUTE AVAILABLE TO VOTE ON? JUST BECAUSE COUCILLORS VOTED ON IMPROVED TRANSIT DOES NOT MEAN DESTRUCTION OF OUR MAIN EAST-WEST CORIDDOR! WHO HAS THE POWER TO CANCEL THE A LINE? THE PEOPLE/TAX PAYERS OF HAMILTON ARE BEING MIS-LEAD. Further comments against the Hamilton LRT are available upon request.</p>	<p>Noted</p>
<p>I am for BRT for the following reasons: 1) The geography of Hamilton is not conducive to building an LRT. The streets are too narrow in some areas of the City i.e. International Village. The route winds around the neighbourhoods too much rather than follow a straighter course 2) LRT is static and cannot move if there is breakdown or an accident or foul weather. A bus can move all over the road if necessary 3) LRT is not the only green transportation. Buses are battery operated or electric 4) The LRT stops are too FAR APART for seniors, the disabled and families with young children. 5) The B-Line will be eliminated, the line that provides 42% of the HSR's revenue. How will the HSR recoup this revenue? More buses are needed in Stoney Creek, Dundas, Ancaster, Waterdown and better scheduling to cover the hours of people in lower paying jobs i.e. fast food and restaurant employees who often work until 1:00 am and have no bus service. Hamilton has deliberately underfunded the HSR in the last 10 years. Shame on Hamilton! More than 50 stops will be eliminated with the loss of the B-line. Do you actually think that 14 stops is a fair and decent replacement for this loss?? Currently after 9:00 pm buses on King St. will stop in between stops for the safety of the elderly and people who are alone and wish to get off the bus closer to their home street. An LRT will not do that, it will keep many of us far away from our home destinations. The Harbour West GO station is not adequately covered by bus service. There are no buses to get people to the 6:09 am train leaving for Toronto. Presently there are only 40 people actually using this service even with parking for 100 cars 6) Despite what the City propaganda states the ridership is NOT there. In May of 2016 Dave Dixon, formerly of the HSR indicated that Hamilton does NOT have sufficient ridership for the LRT let alone the HSR!!! That is why the HSR is subsidized. There are only 2 hours in each week day where the HSR actually makes money. Where is Dave Dixon? No longer working for the HSR. Coincidence?! Likely not. It is ridiculous to assume if you build it they will come. 7) It is naive to assume that \$1 Billion will cover the cost of building this 11km mistake. Infrastructure replacement will be extremely costly. Kitchener-Waterloo has had to pay for miscalculations along the way amounting to four times the originally estimated costs. There was no City budget to prepare for these cost over-runs. We are dealing with sewer lines, telephone lines, water mains and scariest of all fibre optics. The best engineers do NOT work for the City of Hamilton because in reality the City cannot afford to pay for the best. So we have at best engineers who are somewhat qualified to deal with this very complicated project. 8) A major concern for the ability of King St/Main St. to handle emergency service vehicles. Every 30 seconds a fire doubles in size, a heart attack incident requires assistance within minutes. International Village will have no vehicular traffic. How and where will these vehicles come from? 9) LRT's should never be exclusively built on roads shared with traffic. Having one lane on King St. on either side of the LRT is dangerous, conducive to road congestion and just plain ridiculous. Hamilton will be the laughing stock of the cities with LRT because of this poorly thought out plan. 10) Construction will NOT take just 5 years. It will easily go into 7-10 years. You can say all you want about the prep work being done in advance but NO ONE knows for sure what lies beneath the roads until the digging begins. This is an old city and King St is a very old roadway. It would also be stupid to ignore the earthquake fault line through King St. and the Iroquois sand bar. Good luck with that. 11) It is apparent that the City does not care about the 100's of businesses that line King and Main streets. Every single business will lose from 20%- to 70% of its revenue. There is nothing in place to mitigate financial loss and there never will be. Big signs giving traffic direction, free parking (if there is any parking to begin with) does not make up for financial devastation. Collateral damage, that's the name of the game. 12) Expropriation is a nasty word and over 200 home/business owners will receive that fateful letter from Metrolinx in the next couple of months telling them that their desire to continue living and/or working on King St. means nothing. Metrolinx will certainly go for the jugular, undercutting the value of these properties making it necessary for people to hire lawyers. Not everyone will have the resources to do so and Metrolinx will buy and own that property. 13) Who says our taxes will not increase with the building of this costly project. Guaranteed taxes will increase. You would have to be very stupid not to believe this. 14) Queenston Circle is NOT a destination. It is a node. Golden rule for building an LRT.....you build from destination to destination. This is why people say we are going from NOWHERE to a destination. The road was repaired to Eastgate recently, that should have been the first clue that Eastgate was going to be eliminated as a destination. 15)The many changes from last year's city presentations is alarming i.e. a tunnel under the CN tracks near the Delta. Why are we asking for trouble? This underground passage will be seriously compromised with heavy rainfalls and melting snow. Widening York Blvd and Dundurn St. N.to accommodate the extra traffic coming off York Blvd. unable to use the one Westbound lane on King. What an insane, traffic nightmare at King and Dundurn!!!! 16) The November 2016 Auditor General's report on Metrolinx screw ups reveals a purely corrupt organization. If I hear another story of how Metrolinx hired, paid and rehired inept tradesmen I will surely scream. Metrolinx is not qualified to contract good tradespeople and often doesn't. 17) I am tired of hearing about how Kitchener-Waterloo is on budget, almost finished etc. Do not forget that there are exceedingly high additional costs this city is dealing with. The city was supposed to receive a shipment of cars December 2016. That did not happen because the infamous Bombardier is way behind in their LRT orders. KW will not receive cars in 2107. Hopefully cars will arrive in 2018 and will have to be tested for months before a human can set foot in one. I'm thinking 2019 KW will be riding the rails.....after having the rails inactive for over a year. I'm concerned too about the compatibility of the Bombardier tracks to the ???????trains. I'm waiting to hear that the tracks have to been torn up to accommodate the trains built by who knows.</p> <p>Metrolinx should not be in charge of any project involving transit. This project is a win-win for Metrolinx and the tax grabbing province. Bus rapid transit is the most appropriate solution to Hamilton's transit problems. Cars will not disappear. Our younger population are signing off cars mainly because they cannot afford to own, operate and maintain one. Our younger population will likely not own a home because they cannot afford the costs involved. Hamilton has failed this generation by not being able to provide better and higher paying jobs, hence the exodus to Toronto. Shame on Hamilton!</p>	<p>Noted</p>
<p>Support project. Believe Main St. conversion to 2-way is an important contributor to project success. Another major area of concern is how lessons learnt from other cities (e.g. Waterloo, Ottawa, Edmonton, Toronto) will be applied to the construction phase and minimisation of unnecessary/ undesired disruption to local communities & economy/ businesses. Happy to hear Metrolinx's proposed Sustainability Charter may be applied to the project and of the potential review of scope re A-line as long as it doesn't significantly delay timelines. Prefer A-Line BRT</p>	
<p>Please note the following comments: 1) LRT proposal is deeply flawed- too many questions unanswered after how many years?</p>	

Comment	Response
<p>2) LRT = LETS RAISE TAXES - operating and maintenance cost agreement is no finalized. AL costs are unknown and continually changes including he added tunnel under the CP rails at Gage, the new Bay and Gage Pk stops, The bridge and whatever other unknowns. Even though other LRT projects are currently underway there should be some costs available. This is probably the reason for the James St Spur being eliminated - COSTS!!</p> <p>3) LRT does not connect to the GO station and a 2-block open air walkway IS NOT A CONNECTION</p> <p>4) \$ 1 billion is a payment for a right of use by the consortium and Metrolinx. The Ontario Gov't is \$ 300 Billion in debt - There is no money!!</p> <p>5) Studies such as traffic, environmental, noise, etc are all still pending. And if a traffic study were completed this project would have been cancelled long ago given the absurdity of this project What happened to the study for the bus lane ?? that should have been evidence enough not to pursue this</p> <p>6) 14 LRT stops are between 400 - 800 metres apart while 35 bus stops or more) will be eliminated along King St. This is not an accessible plan for seniors, disabled o young mothers with small children Against human rights constitution</p> <p>7) B line is the most profitable bus line for the HSR, how is that lost revenue going to be replaced ?</p> <p>8) This is a TRAIN TO NO WHERE - all LRT systems connect to key destination points however Queenston circle is only a node.</p> <p>9) No parking available at either end of the LRT line at this point and should parking become available at what cost to rider or the residence where parking is being established</p> <p>10) King St will be eliminated as a main westbound thoroughfare. Traffic will be reduced to 1 eastbound lane and 1 westbound lane however in some cases there will only be 1 lane of traffic. The balance of the traffic will have to be diverted onto secondary streets mostly residential which will cause added congestion, pollution and danger</p> <p>11) Where are emergency vehicles, DARTS, couriers, taxis supposed to go?</p> <p>12) Most LRT systems have their own right of way and DO NOT share the road with vehicles</p> <p>13) The LRT proposal does no service a majority of Hamiltonians who live in Dundas, Waterdown, Flamborough, Ancaster, Binbrook and Stoney Creek. why spend so much money for such a limited service because there will not be any money left to finance the balance of the BLAST SYSTEM</p> <p>14) LACK OF RIDERSHIP- it is proven that we do not have sufficient ridership to sustain an LRT therefore the tax payers will be responsible to subsidize the outstanding costs whatever they may be ad example of this would be the" UP TRAIN"</p> <p>15) Expropriation - how many properties will be expropriated and at what cost? also the demolition costs There will be significant lost revenue /taxes from all these properties so how will city compensate for that ?</p> <p>16) Advanced Technology - such as emission free, solar and autonomous options are currently being tested and will being used by the time this LRT is built if it ever does! That is progressive transit not regressive lie an LRT or rather a streetcar! which it truly is. do not sugar coat reality</p> <p>17) Improve HSR - by using state of the art busses, smarter use of bus sizes/types, better scheduling and extended services. all at a much lower cost than an LRT. This can be implemented in a much shorter time period to address the current needs and can then be expanded as needs become greater. This is a cost effective, flexible plan. but the LRT is not!</p> <p>18) Metrolinx, Bombardier, SNC Lavalin and Infrastructure Ontario have all been suspect in their business practices to the point whereby the auditor general slammed Metrolinx for their behaviour! Why would Hamilton even consider partnering with such corrupt companies such as these? a good example is Tim Horton's field. how many years will we have to pay for it?</p> <p>19) Environmental Assessment - We are located on an earthquake fault line and are part of the Iroquois Ridge therefore the ground is unstable so what will happen when drilling, digging and vibration occurs??</p> <p>20) Economic uplift- UNSUBSTANTIATED EVIDENCE! there is no proof that an LRT creates uplift. Hamilton is growing due to lower real estate prices than Toronto and Oakville, not because of an LRT! Hamilton's location is also convenient to Toronto, Buffalo, Niagara Falls, Kitchener and London where growth is also occurring. Hamilton is growing now !! and it's not because of LRT</p> <p>21) Gentrification and Destruction of Hamilton's history - expropriation will eliminate many heritage properties! why don't we look at Pittsburgh / Cleveland for examples of maintaining their historical buildings while rejuvenating the city</p> <p>22) OLD TECHNOLOGY - REPACKAGED - it is stationary, destructive and regressive technology. Rails were pulled up in the early 80' so why are we going backwards? Green energy busses - let's think progressive! London said NO to LRT as did Columbus.</p> <p>23) Mitigation efforts -as a business on King St. that will be affected the proposed mitigation initiatives such as larger signs, clearer directions etc is UNACCEPTABLE. once construction occurs customers will avoid coming downtown or anywhere near They already avoid it due to lack of free parking. if the city were to reduce taxes, or compensate hydro or any other financial support that would be a valid mitigation effort but signage is NOT!! just ask those Kitchener retailers who have lost 35-50% revenue!! or closed You are taking away our livelihood. Would you like it if someone came and closed down your business?</p> <p>24) Where is the money going to come from when litigation occurs?</p> <p>25) This is going to cost 2-3 times more than the anticipated \$ 1 billion which will not actually be that total amount by the time construction occurs because spending is already occurring.</p> <p>LET'S BE SMART AND SAY NO!! let's not line the pockets of the bureaucrats, builders and politicians</p>	<p>Noted</p>
<p>Historic Structures / Affordable Housing</p> <p>I'm very concerned over the amount of historic structures slated for demolition to make way for wider turning angles for cars, specifically at King & Wentworth and the rest of Ward 3. Many of these buildings contain affordable housing units above storefronts. Affordable residential on top of stores is exactly the type that thrives with transit-oriented streets! We can't sacrifice Hamilton's architectural identity, or relative affordability, for wider turning angles for cars. LRT is meant to help those who use public transit, not to make it convenient for single occupant vehicles. Please reconsider these planned demolitions (as outlined in the 'maps' PDF).</p>	<p>Cultural Heritage details in EPR Chapter 3 / 4 and Appendix C-10</p>

Comment	Response
<p>LRT Stop Placement I don't understand why there's a stop at Scott Park? Is this to accommodate the students 9 months/year? Or the football fans 10 games/year? There should be a stop at Gage Ave rather than Scott Park and The Delta. This would make it a lot easier to put a north-south feeder bus along Gage Ave, helping those who use transit 365 days/ year reach the LRT quicker and more conveniently, making it a more attractive alternative to a car. This would also save ~ \$10 Million (\$5 Mil. / stop).</p> <p>Park'n'Rides?! There has also been talk about adding Park n Rides along the B-Line? This completely contradicts the purpose of having LRT in a dense urban setting. Lots should be filled with high-density residential buildings which would house the exact demographic that would use the LRT and grow its ridership. More and more young people are choosing not to drive or own cars, so this is who the city and Metrolinx should be designing the line for, not single occupant vehicles who need a place to park. The City and HSR must create new north-south feeder bus routes to get people to the LRT, not lots for cars.</p> <p>A-Line Spur Money Use the freed-up A-Line spur money to extend B-Line LRT to Eastgate as originally planned. The Upper James corridor does not have the density to support Rapid Transit at this time. Once those sprawling lots that front the big box retailers are filled in with residential towers (like you see happening in Toronto's inner-suburbs), there simply isn't enough density to support the necessary ridership. I take the A-Line/ 27 / 35 corridor buses often, and they are usually empty past Mohawk College or Mohawk Rd.</p> <p>T-Line as Phase 2 Next to extending the B-Line to Eastgate with the freed-up A-Line spur cash, Mohawk Rd LRT (T-Line) should be prioritized as the second phase in Hamilton's BLAST plans. The route is lined with mid-to-high rise buildings, and the 41 bus is often packed.</p> <p>Dundas BRT & L-Line The City should also lobby Metrolinx / The Province to extend the Dundas Rd BRT through Waterdown and into Downtown Hamilton. This way the Metrolinx would pick up the tab for the L-Line and Hamilton tax-payers can save a few bucks.</p> <p>Thank you for taking the time to read my suggestions!</p>	<p>Noted</p> <p>There are no current plans for commuter parking</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
<p>I enjoyed seeing the maps and information and I very strongly support the LRT project. While I understand the focus on selling the project at this stage, I would like to see early on explicit plans for integrating and enhancing pedestrian and cyclist infrastructures. I worry that, focus on the LRT and car traffic will leave out the formal priorities of the city and province. For example, there are many excellent opportunities for enhancing and integrating cycling infrastructures at key locations such as McMaster University area, King and Dundurn and a few spots in the downtown core. This should be done very early and in close consultation with local residents, and cyclists and pedestrians groups rather than as an afterthought.</p> <p>Another topic that can receive further attention at this early point is an explicit plan for high priority bike and direct bus routes feeding the LRT lines from peripheral destinations, and bike-parking infrastructures at all stations.</p> <p>Good luck in this exciting and challenging project!</p>	<p>Noted</p> <p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>The LRT should accompany increases and improvements in safe cycling lanes and functional cycling routes, NOT removals and disruptions of cycling routes - e.g., at the 403, a critical connection from the west end to downtown. LRT and cycling routes share a common purpose of reducing fossil fuel vehicular traffic, and must evolve in tandem to accomplish this purpose.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am in favour of improved public transportation in Hamilton, but I feel it should not be at the expense of cycling infrastructure. Please do not remove bike lanes to accommodate the LRT.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Hello, While providing an LRT system as an alternate to car traffic (which may be a good idea), if this results in a disruption to bicycle traffic it may suddenly be a less good idea. From a public health perspective it seems that less mechanized forms of transport are the most ideal - better for individual health, and better for the environment vs carbon-dense infrastructure projects. Please keep bike traffic lanes open and accessible, anything else will be stepping backwards, when we need to be moving forward in our thinking. Thank you.</p>	<p>Noted</p>
<p>Please don't remove these cyclist lanes. I rely on them. Thank you</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
	community
I use Dundurn St N very frequently when bike riding. It is reasonably safe now with bike lanes. It was fairly treacherous to use it pre-bike lane installation. If bike lanes are removed it will become treacherous again. At a minimum, you need to keep the southbound bike lane on Dundurn N	Cycling plans are not confirmed and will be developed in consultation with the cycling community
I hope you can work around. I am a cyclist and I like the bike line all around Hamilton and I use then a lot. please keep then.	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>Note: I request as part of this submission that my personal information is not released or published.</p> <p>Hello, I'm in support of the idea of strengthened public transit. However, I've recently learned that part of the LRT plan is to remove quite a bit of downtown cycling infrastructure. I think this would be a dangerous move. We need to encourage people to use transit and bikes. The ultimate goal is to get people out of personal vehicles and swapping better transit for worse cycling possibilities seems like a case of robbing Peter to pay Paul. Please find a way to do transit and bikes!</p>	Cycling plans are not confirmed and will be developed in consultation with the cycling community
I encourage the planning team to avoid removing any and all cycling lanes on the LRT route. A long-term vision of sustainability should be realized in the planning. This would include keeping the much-used bike lanes.	Cycling plans are not confirmed and will be developed in consultation with the cycling community
I'm a vocal and avid LRT advocate, but I have serious reservations about the removal of extant bike lanes, particularly on York. There needs to be a viable east-west artery for cyclists in the city, whether Main, King, or York.	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>Will the LRT replace bus routes along Main Street West?</p> <p>Reason for my question is there are no LRT stops between Dundurn and McMaster. The current bus stops along Main West between say between Longwood Road and McMaster are well used by students and public. Perhaps a LRT stop or two along Main Street West makes sense.</p> <p>Thank you for your request for input.</p>	Local service will be maintained on Main West
People will get killed if you remove these biking lanes, the very ones that are trying to do something about traffic.	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>I'm deeply concerned about changes to existing cycling infrastructure on York Blvd and Dundurn Street North. These are some of the only safe places for cycling in the neighbourhood. They connect to lanes leading towards the high-level bridge and onward to RBG and Burlington. We should be upgrading York Blvd lanes to a protected type with a curb, trees, planters etc. instead of removing them.</p> <p>Conversion of Main Street to 2-way traffic is the obvious solution to address westbound traffic capacity. I'm stunned this is not even presented as an option.</p> <p>Truck traffic also makes up a large part of the vehicle traffic. Many of these trucks are surely through trucks. They should not be routed through the residential neighbourhoods along Main West, King West, and Dundurn. Why are they not required to use Burlington Street to access regional highways?</p> <p>We are building a transit corridor. The benefits are based on REPLACING vehicle traffic to improve local quality of life and property values. These attempts to accommodate existing vehicle traffic levels are counterproductive and if implemented will undermine the success of the project.</p> <p>An acknowledgment of these concerns would be appreciated.</p> <p>Thanks</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p> <p>Main Street conversion is an issue for the separate Transportation Master Plan</p> <p>Noted</p> <p>Noted</p>
Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. I for one use this route several times a week in the Spring Summer and Fall for many years. The lanes have provided me a safer commute and since this is the most direct route to Burlington I will continue to use this route. I will be now forced to cycle in the middle of the lane since I've had more close calls riding close to the curb.	Cycling plans are not confirmed and will be developed in consultation with the cycling community

Comment	Response
<p>The LRT is a 19th century solution to a 21-century transit problem. It's a mistake. By the end of the 2020s the LRT will just be in the way of autonomous vehicles that are the modern answer to our transit problems. 21st century transit involves smaller autonomous buses and taxis that will deliver you door to door. Not an ancient trolley car that you have to walk a kilometre to reach and wait 5 minutes to board. The LRT is already obsolete. And its obsolescence will impede Hamilton's future transit needs, not help them. We are giving up our wonderful one-way streets and timed stop lights (which would be of immense value for the coming autonomous transit system) for Toronto style traffic problems. Ontario Premier Kathleen Wynne has publicly stated that the 1.2 billion dollar budget being given for the LRT project is for transit, and not exclusively for the LRT. Let's spend this money on transit that will help all Hamiltonians, not impede them.</p> <p>Kyle Negus</p>	
<p>It is unconscionable to remove bike lanes when they provide safe accessibility to many, including women, children, the poor, student, disabled who might not otherwise avail themselves of this healthier alternative to getting around the city. Getting more cyclists by making it safer should be part of any infrastructure change.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>As a resident and taxpayer of Hamilton City I feel that the LRT is an unnecessary expenditure that we don't need. We do not need the conflicts in Hamilton that the LRT has created in other cities. I am totally against it.</p>	<p>Noted</p>
<p>I am strongly committed to supporting the development of LRT in Hamilton, and its implementation in the best way possible. Based on the latest presented plan, I have the following suggestions: 1) Removing cycling infrastructure should not be an option. This whole project is about changing the way people get around Hamilton. Shifting away from cars to sustainable forms of transportation. Removing cycle lanes to add car lanes is not in line with the goals of the project. Even if lanes are added elsewhere, they will be off the main corridors that people currently use to get around. I will always suggest removing on street parking to add capacity before removing pedestrian or cycling infrastructure. 2) I was very disappointed to see no models showing Main street 2-way conversion as a scenario for adding back west-bound capacity that will be lost on King Street. This seems like such an obvious solution, but I am not seeing it being seriously investigated/proposed. 3) The radius of the curb at the SW corner of Proctor Blvd and King has been increased (similar on surrounding streets). This will encourage cars to take the corner faster, and will encourage pedestrians to cross further back down proctor. This is a recipe for injuries, as fast cars will come around a blind corner due to the building. This corner should be kept sharp to slow traffic entering proctor. The Boulevard may be trimmed back if lane width is required.</p> <p>Thanks for your consideration.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p> <p>Main Street conversion is being addressed in Transportation Master Plan</p>
<p>As an avid cyclist and bike commuter daily. I am concerned that the LRT as proposed is going to come at the cost of current bike lanes and cycling infrastructure. Cycling in an urban environment can be very dangerous, there is actually a need for more separated bike lanes and safe bicycling paths. I am not in support proposed plan for the LRT that reduces Cycling infrastructure as it makes our roads less safe and I feel like the current plan does not account for all users of our roads.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Removing lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I would prefer that the LRT be cancelled altogether rather than lose 1km of existing bike lane. As a "socially desirable" alternative to car road use, LRT use lacks the health benefits that come with cycling. Explain to me *clearly* how in a four-way (cars, bikes, buses, LRT) division of road space, bikes always come last - just like the old days. Look to Holland and Denmark for modern ways to balance all four road users. Or, you can do as seems likely - make it all up as you go along and just shrug at all the bad choices (King St over Main) that have already been made rather than correct the obvious ones. That shrugging, BTW, is how we ended up with that ugly & defective stadium.</p> <p>I started out in favour of LRT and I simply cannot believe all this is still up for discussion with construction dates already being tendered! My vote as a citizen of this city is CANCEL LRT before you "improve" this city right into the ground.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Great to see the LRT moving forward. My comments concern the proposed change to cycling routes in the west end of the City.</p> <p>Removal of cycling lanes between McMaster and Highway 403 on Main Street. As someone who cycles regularly from Ainslie Wood to Kirkendall or downtown, I would NEVER cycle on Main Street, even if cycling lanes were in place. The preferable route is along the converted rail trail. What would improve this route is better cycling lanes on either Aberdeen or on suitable parallel streets.</p> <p>Highway 403 Overpass. I do not cycle across the 403 on Main Street even with the protected lanes. King Street is a much better option to cross the 403 if I am not crossing on the converted rail trail. Of course, getting rid of or rearranging the automobile ramps on and off the 403 would go a long way to improving cycling access across the 403 on King Street...</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>Please do not remove the bike lanes. An emphasis needs to be made on encouraging safe and accessible commuting for all Hamiltonians. Bike lanes are not simply beneficial for transit to and from work, but offsetting future health cost services by facilitating an active, healthy lifestyle in the community. Please do not neglect the importance of bike lanes.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am dismayed to see that these plans do not include improved cycling lanes, such as more north-south lanes and a completed Hunter lane (both sorely needed with or without LRT). The removal of existing bike lanes is unconscionable. These plans must be altered to include more cycling infrastructure.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Dear staff and stakeholders at both the City of Hamilton and Metrolinx:</p> <p>I am truly excited about the prospects of LRT in Hamilton, although I am deeply concerned with the newly proposed plans that maintain the status quo at best and further disconnect the already fragmented cycling infrastructure in Hamilton at worst. The lack of mention of cycling lanes on Main St. W between McMaster and Highway 403, the removal of the Dundurn St. N. & York Blvd. bike lanes, and lack of plans to connect bike lanes on Hunter St are of particular concern. The Public Health Agency of Canada clearly articulates the importance of active transportation (including cycling) in regard to health, social connection, reduced traffic congestion, reduced greenhouse gas emissions, and as an economically healthy option for those struggling with poverty. As a Registered Nurse, I implore you to re-establish and improve these bike lanes for the wellbeing of your citizens. Proactive city planning and urban design is a way to do this for future generations to come. Creating an LRT system without embracing (and actually further fragmenting) active transportation opportunities undermines the success and underlying ideology behind the LRT system.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am very concerned about the following:</p> <ol style="list-style-type: none"> 1. Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. 2. Status Quo on Highway 403 Overpass: While we are very happy that the City's cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. 3. Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. 4. Hunter St. GO Station: As the pedestrian corridor to the Hunter St. GO Station is developed, including a reimagining of the Hunter St. route that crosses in front of the GO Station, it is also unfortunate to see that there are no plans to connect the existing Hunter St. cycling infrastructure to the east and west. <p>Your vision of Hamilton's future transportation must make it safe for the cheap, fast, easy maintenance, fossil fuel free and autonomous delight of urban bicycle transportation - I believe you have the greatest opportunity yet to improve existing bicycle infrastructure - so please seize the chance don't thwart all the good work that has been done.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Great project! Really excited about seeing it in place. My concerns:</p> <ol style="list-style-type: none"> 1. Work with other City departments to ensure that the LRT corridor is lined with zoning and other bylaws which ensure the presence of affordable housing in these neighbourhoods. LRT is a good thing which can be done a right way and a wrong way - the entire project is of no net gain to our city if it means it is only accessible to those who can afford to live in the desirable neighbourhoods around its stops and those who can afford to commute by car to board the train. Please see to it that Hamilton becomes Canada's leader in Transit-Oriented Affordable Housing (TOAH; See San Francisco for more). I repeat: I cannot support this project if it does not lead to an increase in the quality of neighbourhoods which our least affluent residents/ neighbours get to live in! 2. Compliment LRT with maximum bike lane implementation. Please do not eliminate the York and Dundurn lanes lest this project undermine its own goals (namely sustainable city growth). 3. I don't mind that the James N spur line gets cut out of this project. Please extend the train to Eastgate Square if at all possible. 	<p>Noted</p> <p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Please leave the bike lanes. It's dangerous driving downtown without them. Must be other solutions</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Hi. I live on Dundurn, and work on Cannon. One of the biggest reasons I chose where I presently live is because of its proximity to bike lanes and planned bike lanes (Charlton and Herkimer, specifically). From my door step, using bike lanes and designated bike paths, I can currently bike south and end up at McMaster University, on the Mountain Brow, riding throughout Ancaster, and/or to Brantford; if I bike north I can travel to the downtown core, the Bayfront, the corner of Wentworth/Cannon where I work, and either nearly all the way to Grimsby or through Burlington to Oakville (and from there, to Toronto). And I can also jump onto the Greenbelt Route or Waterfront Trail, which both stretch across Southern Ontario. There is NO other biking infrastructure in the world that is so connected to various cities, communities, things to do and see, etc, as the infrastructure that Hamilton currently has, and NO other city in the world that has Hamilton's potential for what could be—if only there was any actual vision for it by those who make decisions at City Hall.</p> <p>The cycling infrastructure in Hamilton has helped me to get to know the city I love and the people in it better. It has led me to purchase a Conservation Area pass, spend time riding around the Bay (at least twice a week during spring-summer-fall) visiting coffee shops in Burlington and stopping at Hutches as I went, has connected me to other cities, got me interested in the Ti-Cats (after seeing a touchdown</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>while passing the Stadium on the Cannon lanes) and did all this while getting me into better shape, and getting me places in the city in comparable time to cars and in considerably faster time than public transit (including the planned LRT) is able to do.</p> <p>For those of us who cycle as our main (and in the city, only) mode of transportation, removing lanes that keep us safe while riding—particularly the Cannon, York, & Dundurn lanes—would be a signal to me that the city of Hamilton not only doesn't care about transportation infrastructure that improves the quality of life for its citizens, but has a particularly open disdain for it. And I would rather live and raise my family in a city that cares about my entire quality of life as a citizen, rather than one which—like Jekyll and Hyde—moves from caring to hating its citizens depending on which way money happens to be blowing at any given time.</p> <p>A small bit a vision and Hamilton could easily become the cycling hub of the GTHA and, even more so, of (Southern) Ontario. But a lack of vision could not just kill that potential, it could also kill me or someone else when we try to get to our homes on Dundurn but get hit by a distracted driver frustrated by traffic while the city installs a transportation infrastructure that driver may very well rarely, if ever, use.</p> <p>This is not the Claremont (which I would suggest cyclists should never be on going up the mountain—if you want to cycle up, use the lanes on the Jolly or via the Rail Trail). These already existing lanes that are being suggested removed are the safest way for me to cycle around/across the city and to home, and I think my ability to get home safe is of more importance than someone else not wanting to wait a few extra minutes while driving somewhere because of traffic—but, maybe my safety just isn't that important to Hamilton. Please don't take my & our safety away unnecessarily simply to lower wait times. Please, care about my safety on our roads. Please.</p>	
<p>Please do NOT sacrifice bike lanes for the LRT! The LRT is great, but the idea of taking away the hard-won bike lines, invalidating years of hard work by good people, it's just wrong.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I can't support the LRT if it means the removal or degradation of existing bike lanes. I've contacted my city councillor, MPP, the Cycling Committee, and local cycling advocates letting them know. The proposal is a major step backward and counterproductive. Widening streets to accommodate increased car traffic while building a train meant to decrease car traffic makes this project appear to be counterproductive. Build from the bicycle up.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>LRT will be a fantastic addition to Hamilton's transit network and will help alleviate the overcrowded B-Line busses, BUT the removal or cycling infrastructure does not support the goals of LRT, traffic management, or serve the City of Hamilton. Increasing auto lanes time and time again has proven to increase the number of vehicles traveling a route not remove congestion, in essence the bottle neck will become worse with this plan to remove bike lanes on York, Dundurn and Main. The LRT project should be looking at ways to enhance cycling infrastructure around it stations to support a multi-modal commute rather than sever important routes in the cycling network. Please reconsider this current regressive plan with all modes given equal weight, the car first mentality has been tried, and has proven to not be supportive of a lively city.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I support the LRT, but I think you should also support other forms of non-automotive transport. I would like to see more bike lanes, and even more buses as well.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Please do not scrap the existing bike lanes.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>If bike lanes are going to be removed they should be replaced elsewhere. K</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Really concerned about the possibility of losing bike lanes in Hamilton. Hamilton being bike friendly is one of the main reasons my family and I moved here from Toronto 10 years ago. I bike down to work in Hamilton from Ancaster 5 times a week in the summer and rely on the bike lanes to get their safe!</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>"Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person."</p> <p>As stated, please do not keep any of my identifiable information on record in your aggregate for others to access or document. Do, keep the suggested information but do not forward the identifiable information. Thank you.</p>	

Comment	Response
<p>To Whom It May Concern:</p> <p>Please don't jeopardise either plans for both LRT or the implemented, or the feature of, cycling infrastructure within the Strathcona Community which include the west corridor:</p> <ul style="list-style-type: none"> - Main St. W. Bike Lane - Dundurn St. N. Bike Lane - York Blvd. Bike Lane <p>Per course of action would negate the use of infrastructure that is already implemented, infrastructure that is already in the works, or will soon be available. The removal of this infrastructure goes against BOTH the LRT vision of safe, sustainable, and affordable transportation options and Bike Lane Inclusion for active transportation and community implementation.</p> <p>I've rode these bike lanes multiple times, even before those bike lanes were implemented, I had ridden these very roads without any protection back in the late 90s. Particularly York and Dundurn. Without these bike lanes, the conditions are very dangerous. Traffic that are both ingressive and digressive, traffic coming off the highway, and going on the highway, it is very progressive with outrageous speeds of motor vehicle. It's only getting worse.</p> <p>These bicycle networks allow for a grand scale of people who cycle Burlington into Hamilton, and Hamilton into Burlington on York. These bike lanes allow transition for multiple use and efficiency. I don't mind packing my fishing gear up in a backpack, riding down to either the waterfront or heading into Burlington on Spring Garden Rd to go fishing on a weekend. Or riding my bike to work from east-central Hamilton into Burlington when I worked in construction.</p> <p>There's a great network of paths that allow people to stay healthy. I can go from east Hamilton to West Hamilton, ride down York put my bike on my shoulder, walk down the stairs to the Waterfront trail, either ride to McMaster and back, or ride east along the path to be back on James St. in pretty good time. A lot faster than you would think. That's just a couple choices there's about 20 more within that infrastructure in place.</p> <p>Many bicycle trips associated with this very infrastructure in place:</p> <ul style="list-style-type: none"> - Ride into Waterdown - Aldershot - Burlington - A trip to McMaster - Photography at The RBG - Various incline and decline stages of cycling for one of the best workouts you'll ever get - Cycling the west bike corridor, visit the Farmer's market and grab some fresh produce to have a bite to eat during a Saturday, or transitioning to Food Basics and continue west to loop into the Waterfront, Mac, James St., Ottawa St., etc.. The options are endless, for someone who suffers from depression and anxiety, riding gives me the freedom to alleviate these conditions. <p>There are endless options with the bike lane infrastructure in place. It allows people to use infrastructure already in place to get from one end of the city to the other in safe fashion. Don't deny the very people who use the bike infrastructure.</p> <p>Much like the active real estate, the roads are not slowing down. We need both LRT and bike lanes to co-exist together. Safety is the number one issue here. Removing these bike lanes will make Hamilton roads less safe, your heritage sites, parks and recreational facilities will be less populated, less healthy active transportation accessible.</p> <p>Instead of regression, we should be thinking of ways to transform this city into a better living standard. Connecting communities together, being active, being strong together. Allow for coexisting infrastructure in place to make everyone happy. This type of stuff should have been thought-out and implemented long ago. These are the very reasons Hamilton has been in decline for decades.</p> <p>Why was there not a plan to implement and commit to BRT? I think it would have been a lot more cost effective with a better outcome than LRT. I feel that we've already been through this rodeo years ago. We once had that HSR Trolley System. Anyway, whatever comes of fruition, please allow for the coexistence of both bike lanes, LRT/BRT systems, and the digression of motor vehicle transportation.</p> <p>Don't jeopardise what is needed. Allow options to coexist. LRT/BRT & Bike Lanes are both needed.</p> <p>Still advocating on 30km/h speed limits.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>----- Let's keep our future on track, be safe about it, and still get people moving forward: Copied & pasted from: http://us11.campaign-archive2.com/?u=bdbdb153318132e56bb36e314&id=54b31ef631</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City's cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation.</p> <p>Hunter St. GO Station: As the pedestrian corridor to the Hunter St. GO Station is developed, including a reimagining of the Hunter St. route that crosses in front of the GO Station, it is also unfortunate to see that there are no plans to connect the existing Hunter St. cycling infrastructure to the east and west.</p> <p>-----</p>	
<p>I'm a Hamilton LRT supporter AND avid cyclist who is very disappointed to read about recent updates of the project which identify a number of cycling network changes along the west end of the LRT route that have a major impact on Hamilton's cycling network. I frequently use Dundurn and York Blvd bike lanes to travel from Dundas (where I live) to Bayfront Park and Downtown Hamilton. There is no other safe alternative for making this trip. Please don't cut off neighbourhoods. I also disagree with the proposal to remove Main St W cycling lanes; given the high pedestrian volume at McMaster University having bikes travel through McMaster University campus is not the best option. I strongly urge the City of Hamilton to design a transportation system that encourages cycling as a safe and healthy option. Everyone would benefit from using their cars a bit less. PS - I drive a car too. The roads need to be shared by all users.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I read with dismay today the information that plans for the LRT now involve a number of counterproductive changes to existing and/or planned bike lanes. The proposed change that affects me personally, and would make it impossible for me to use the LRT in conjunction with my bicycle, is the removal or diversion of Dundurn St. N. bike lanes. I ride my bike from my neighbourhood (Dundurn St. South @ Aberdeen) to McMaster University. Often this route involves me riding north on Dundurn. That route is already treacherous because of lack of bike lanes between Main and King St., across from Dundurn Plaza. The bike lanes need to be extended; this would allow me to continue biking safely across King St. W to the 403 overpass to Westdale. Removal of lanes on Dundurn St. N would also make it very difficult for me to bike to an LRT station and then take the LRT west or east.</p> <p>The proposal to remove these and other lanes in favour of improved automobile traffic flow in fact contradicts the whole purpose of the LRT, which is to provide "safe, sustainable and affordable transportation options."</p> <p>We are one car family of 4; my children are now 10, and we are beginning to ride with them more frequently, including routes along Dundurn St. S and N. They, along with other cyclists in our city, require safety. We are working on teaching them, by example, that alternative, public transportation is a way to preserve our environment. The proposed changes to bike lanes would eliminate our possibility of adding the LRT to this practice, and make even our present biking practices more difficult.</p> <p>We urge a reconsideration of the planned removals.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I may have already submitted my concerns, but just in case here goes. I bike almost daily (except in the winter) from my house near Locke and Aberdeen to my place of employment at the Westdale Library. As it is there the routes I use as far from safe, but I manage by merging with the traffic on Longwood on my way there and using this route to get home - King to Paradise to Carling to Macklin to Main West to Frid to Chatham to Dundurn (especially dangerous in front of the parking spots for the beer store and LCBO) left onto Homewood to Locke to Aberdeen to Fairmount. Please do not make it any more difficult to ride. We all know there should be a bike lane on Aberdeen, continuing on Longwood to meet up with the lane on King and back again. The students going to McMaster and Westdale could then safely ride to school.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>As a citizen, driver, cyclist downtown Hamilton, and one of the founding organizers of the Yes We Cannon Movement, I am very frustrated by the proposal to alter and remove a number of the cycling lanes. This includes the Removal of Main St. W. Cycling Lanes, the lack of new infrastructure on the Highway 403 Overpass, the Dundurn St. N. & York Blvd, as well as the lack of plans to connect Hunter St Bike lanes.</p> <p>We have a great, sustainable plan for the future, which involves LRT, but it cannot be at the expense of cycling safety and infrastructure. There is no more effective, and healthy, way to travel in urban</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>cores. PLEASE ensure that the above concerns are addressed thoroughly. Thank you for all the work you do for our city.</p>	
<p>I live near the intersection of Queen and York. I drive and since my children are still babies, I don't cycle. That said, there is no need to remove the cycle lanes on the north side of York between Dundurn and Queen. None. Even driving during rush hour, I never encounter excess traffic here. As a suggestion, why not change single file bike lanes that line two sides of the same street with cannon like bike lanes that offer cyclists both directions, with a barrier between. Lastly, bike lanes that are on smaller side streets are often scary since drivers aren't aware of them or parking cars risk opening doors on cyclists (like on Herkimer)</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>If we truly believe that LRT can help precipitate a modal shift towards active transportation in Hamilton, we cannot afford to take away bike lanes in the name of decreasing traffic. The principles of induced demand show that we must focus on making our active transportation infrastructure the best it can be rather than ceding more space to cars, which will lend a false sense of convenience for drivers without converting people towards active transportation. Convert Main Street to 2-way to deal with the traffic problem, maybe even Queen as well. Any bike lanes that are removed must be replaced ASAP, not in years, with protected, well-designed lanes. Add bike lanes to the LRT bridge construction so that cyclists are not forced to cross dangerous highway on- and off-ramps.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>As an avid cyclist, regular commuter by bike, and frequent user of the Main St cycling lanes connecting Dundas to the city I am saddened to see a step backward rather than forward. I was just discussing with a fellow cyclist how it is risky to cross the on ramp and how we would love to see a pedestrian bridge to alleviate this. Now I am reading that the entire bike lane might be removed. That sure is a step backwards for our cycling infrastructure</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>This project should not eliminate bike lanes. That is a step backwards for safe, efficient, modern transport.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am in favour of building the LRT system as part of the type of multimodal transportation system required for a growing and environmentally sustainable city, one that also requires the provision of bike lanes. Plans to possibly remove a number of bike lanes (i.e. Dundurn/ York) in order to accommodate car lanes defeats a large part of the rationale for building the LRT; that is, reducing the culture of car dependency prevalent in the city. I urge the city to maintain and expand the city's existing bike lane network.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I'm happy for improvements in transit, but please, not at the cost of bike lanes. People of all ages are using bikes especially now that they are available with small motors to help some of us seniors with the hills. It helps keep us fit & happy & reduces emissions. Let's not make it more difficult!</p> <p>Thank you.</p>	<p>Noted</p>
<p>Please keep the bike lanes on Dundurn and York and consider making Main St two-way for automobile traffic to alleviate the westbound traffic challenges. Bike lanes should be seen as a complement to LRT and effective routes for both modes should be planned jointly. It shouldn't be one or the other. Also related to cycling, I have a concern at Dunsmore Rd where it crosses King, access of which will be impacted by the underpass of the CP railway. Dunsmore Rd is an excellent street to cycle because there is not much traffic and it is currently designated as a cautionary unsigned bike route. I cross here frequently on bicycle and am optimistic that future LRT plan updates will address how cyclists will cross King to continue along Dunsmore Rd without having to go too far out of their way. Thank you for including the stop at Gage Park. I think this will alleviate parking woes in my neighbourhood during the summer festivals which have been drawing lots of crowds in recent years and will continue to do so.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I have worked downtown for 32 years. Since Hamilton has improved cycling downtown I have started using the lanes and people from other cities (Burlington) are taking note on how progressive Hamilton has been. If you keep on this path on adding more lanes you will create the city that is both eco-friendly and supports good health. These both add to the reputation of the new Hamilton. Don't go backwards and remove lanes that are gaining awareness and more use every year.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>As Hamilton LRT's Public Information Centre 2 report notes, "Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options" (p4). This same report also notes that the Metrolinx Regional Transportation Plan "articulates a vision for all modes of transportation in the region" (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don't add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon. While we are concerned with the overall shift away from active transportation network integration proposed by the LRT project, we have some very specific concerns regarding the current proposed plans. These include:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City's cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of “safe, sustainable and affordable transportation options” and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton’s Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists’ safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton.</p> <p>Thank-you, Bill</p>	
<p>Continuing your education and infrastructure developments encourages visitors and active lifestyles in the community. I travel through Hamilton on your cycling networks and spend my money along the ride. Keep cyclists safe and we will continue to support the businesses.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>As Hamilton LRT’s Public Information Centre 2 report notes, “Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options” (p4). This same report also notes that the Metrolinx Regional Transportation Plan “articulates a vision for all modes of transportation in the region” (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don’t add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon.</p> <p>While we are concerned with the overall shift away from active transportation network integration proposed by the LRT project, we have some very specific concerns regarding the current proposed plans. These include:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City’s cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of “safe, sustainable and affordable transportation options” and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton’s Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists’ safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I'm very excited and encouraged by the prospect of LRT, however the proposed loss of cycling infrastructure and opportunity is very concerning. Hamilton seems to neglect cyclists at every turn, forcing us on to busy streets. The cannon cycle track was a huge improvement, but unless we keep building (as per the cycling master plan), it will never reach its potential. The saying 'if you build it, they will come,' if more accurately 'if you connect it, they will ride.' Please don't pass up this opportunity to create something great for our city.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I live in Dundas and work in downtown Hamilton. I am very much in support of LRT, and though I wish it extended all the way into Dundas, I understand that is not in the first phase. However, our</p>	<p>Cycling plans are not confirmed and will be</p>

Comment	Response
<p>community of Dundas needs clear, safe links to McMaster stops, and to downtown. There is no safe way for a cyclist to get from Dundas to downtown. You are left with a 2km break from the 403 railtrail to the bike lanes east of bay street. Aberdeen is dangerous, and there is no safe way to cross the queen/Aberdeen intersection. I am troubled to learn that this once in a lifetime LRT opportunity will not provide a safe cycling route into the downtown. Why does no one in Hamilton/Ontario understand, by looking at a map, that you cannot bike to work, even if you want to? I do bike, and I must take unnecessary risks to do so. I fear that the 8 years of construction will shift more car traffic onto my already unsafe biking routes. And when LRT is complete, it will be worse for cycling. I want the option of biking or LRT...looks like for those in Dundas it is neither. Make a 2-way bike lane across the 403 paired with the LRT bridge. Give us a safe east to west route...not one that dumps you on a golf course. I am prepared to sell my car, and stop using it...I'm a cheerleader for LRT....but don't use LRT as an excuse to make cycling worse. it is already so bad in downtown Hamilton.</p>	<p>developed in consultation with the cycling community</p>
<p>The LRT proposals are a complete shame to the city. Where other communities across Canada are slowly developing more cycling lanes Hamilton seems to be taking a huge step in the opposite direction. I just moved back from Vancouver and they are the most progressive city for developing cycling lanes in the country; I have been in every major city several times over the last couple of years. Up to this point Hamilton seems to have been making progress on cycling lane infrastructure. As an active cyclist interacting on the roads with motor vehicles a single line dividing the motor vehicles from the cyclists is a massive improvement for our safety and right to a piece of the tarmac. When drive my car and I see a bike lane on a busy street; it's demonstrating that this municipality truly values human life.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am strongly in favour of building the LRT. My main concern is the proposed rollback of cycling infrastructure during the construction, particularly infrastructure that enables cyclists to cross over the 403 in protected lanes. I use these lanes (both those on Main and on King) multiple times a week as I travel between my home in Kirkendall and my gym, workplace, and lunch meetings in Westdale. Safety concerns are a major barrier to a wider range of people choosing to cycle, so removing protected bike lanes are a significant step backward. I urge the committee to protect safe cycling infrastructure during the construction process and--definitely--to work on improving it as construction is completed.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am a bike rider who rides from Dundas to downtown. What is proposed for me if York, Dundurn lanes are closed? Should I ride on the sidewalk or take over a car lane?</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am a bike rider who rides from Dundas to downtown. What is proposed for me if York, Dundurn lanes are closed? Should I ride on the sidewalk or take over a car lane?</p>	<p>Duplicated comment</p>
<p>As Hamilton LRT's Public Information Centre 2 report notes, "Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options" (p4). This same report also notes that the Metrolinx Regional Transportation Plan "articulates a vision for all modes of transportation in the region" (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don't add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon. While we are concerned with the overall shift away from active transportation network integration proposed by the LRT project, we have some very specific concerns regarding the current proposed plans. These include:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City's cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton's Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists' safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton's cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists' needs do not matter in Hamilton</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am own a house in Ward 2, I walk and cycle as much as possible and I also drive. I am supportive of LRT as another mode that will support a truly integrated and sustainable transportation network. That means that it will support walking and cycling, not as an alternative to those. As Hamilton LRT's Public Information Centre 2 report notes, "Rapid Transit is more than just moving people from place to place.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

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<p>It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options” (p4). This same report also notes that the Metrolinx Regional Transportation Plan “articulates a vision for all modes of transportation in the region” (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don’t add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon.</p> <p>While we are concerned with the overall shift away from active transportation network integration proposed by the LRT project, we have some very specific concerns regarding the current proposed plans. These include:</p> <ul style="list-style-type: none"> • Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure. • Status Quo on Highway 403 Overpass: While we are very happy that the City’s cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor. • Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of “safe, sustainable and affordable transportation options” and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton’s Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists’ safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes. • Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle. • Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton. 	<p>community</p>
<p>I am opposed to the removal of any of the existing cycling lanes in order to accommodate the proposed LRT. My opposition is increased by the fact that cycling lanes are being removed from the plans for the LRT. I will be much less likely to vote for Councillors that support these changes, or for councillors who bend to the will of Metrolinx in its attempt to impose a plan that does not suit the needs of Hamiltonians on Hamilton</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
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<p>To the Metrolinx/ Hamilton LRT Project Team,</p> <p>I have been a lifelong resident of Hamilton and I am not convinced the LRT project is necessary. What is the goal of this project and how is it going to impact drivers in Hamilton? How will this project affect all the Hamilton businesses along the LRT route? Does the City of Hamilton know how much the below ground services are going to cost? Why has the Hamilton LRT not been taken to the taxpayers / residents of Hamilton to vote on whether to proceed? If the goal of this project is to be more environmentally friendly moving people across Hamilton and to connect to the GO Stations then Metrolinx should be working with the HSR to review and evaluate "Electric Buses" and build a new HSR that meets the needs of the users and residents today and is structured for the future. Lastly, the City of Hamilton have been forward thinking and placed bicycle lanes throughout the city and the talk of these lanes being removed for the LRT is an incorrect decision and a move backwards. This LRT Project is not well defined and the goals of this project are not well known or understood at this time. I suggest this project be cancelled or at least put on hold until we find a win-win solution for the residents of Hamilton, the business owners along the LRT route and the HSR. Stop the Hamilton LRT now and use the capital to develop an integrated transportation plan between Metrolinx and HSR.</p>	<p>Noted</p>
<p>I am for the most part very excited to see the LRT project get started in Hamilton as I think it will provide much needed traffic relief and expand transit options for lower city residents. However, I am very concerned to hear about the idea of removing bike lanes to accommodate traffic flow. I think this runs counter to a plan of giving people alternatives to driving and I think it is very poor strategy to take a step forward with LRT while simultaneously taking a step back with reduced bike lane growth.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Good afternoon, below I am echoing cycle Hamilton’s concern for cycling infrastructure as it relates to the current LRT plan. Overall, I support the project but want to ensure that important considerations are made for cycling as we continue to move forward. Keep up the good work!!!</p> <ul style="list-style-type: none"> • Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure. 	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

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<p>I am very disturbed to hear the plan to remove the Dundurn N & York Blvd Bike Lanes. I ride this route daily to work on James St N, and though it goes out the way from a direct zigzag through downtown, I find the room and pace of these roads better for bicycles. Please reconsider their removal, the Kirkendall neighbours fought hard to have safe bike routes to downtown, and we can't be back tracking on biking infrastructure. It's 2017!!!</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I support LRT in Hamilton, but not at the expense of cycling infrastructure. Cycling has enormous benefits to our city, our planet, and the individuals who participate in it. I fully support the Cycle Hamilton Statement on LRT Impacts to Cycling Infrastructure, which includes:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City’s cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of “safe, sustainable and affordable transportation options” and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton’s Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists’ safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>No council members are asking hard questions.</p> <ol style="list-style-type: none"> 1. Will Main Street and King Street be made into 2-way streets before construction begins? 2. What is the design for LRT stops in the East end, will they separate platforms or will they have walk from the sidewalk the board 3. What happens to the McNabb bus terminal? 	<p>2-way Main is being considered in separate TMP Other answers available in EPR</p>

Comment	Response
<p>4. Will Main and Cannon be repaved before construction starts so they can handle the increased traffic. 5. Since overall ridership is decreasing is the LRT going to be a white elephant?</p>	
<p>What is the total budget for the Hamilton LRT project? Of the total budget, how much is the responsibility of the City of Hamilton? Is the provincial \$1B included in the total budget? When will the provincial \$1B be provided? Is the A-Line (to the West Harbour GO Station) part of the initial phase of implementation? What volume of ridership will be required to financially sustain LRT once it's completed? (For the B-Line)</p>	<p>Answers available in EPR</p>
<p>Hello, I am concerned with the proposed removal of bike lanes on Main St. W, Dundurn St. N and York Blvd. These are regularly used safe passages for cyclists along important corridors. I do not want to see the safety of cyclists jeopardized for an increase in traffic flow. LRT is meant to reduce traffic and promote environmentally aware and healthy alternatives and therefore I see the removal of useful biking infrastructure as a step backwards.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Overall, I am in support of the LRT project. I would like to see the project return to the original route of McMaster to Eastgate. Cutting it short at Queenston seems to strand a lot of people in the east end of our city. Also the proposed A-line, with the train running in mixed traffic rather than rapidly on its own along the rails is a waste of money. Unless the vehicle is running without mixing with the rest of the vehicular traffic, it is not worth the investment - we might as well just run buses along that route. I look forward to seeing this project become a reality!</p>	<p>Noted</p>
<p>I am quite concerned regarding the proposed changes to the cycling infrastructure due to planned LRT construction. I cycle to work often along the York from my house near Barton and Wellington to McMaster. The planned Main St. W cycling routes would greatly improve the cycling routes available on my way and I think are a critical step in developing a more usable network in Hamilton. The existing York Blvd track is a critical link and has no real alternatives available. I cycle or drive down this route every day and there are never any visible traffic issues. The limiting factor are the lights. In general, the east-west corridors in Hamilton are overbuilt for the amount of traffic seen and even after some traffic is moved to other roads due to LRT construction, there is more than enough existing capacity to absorb it. Moving to remove bicycle lanes is a step in the wrong direction. We must focus on building a usable alternative to having people drive everywhere which is a choice for some, but unattainable for others. We should be working to building alternatives rather than maintaining our over-built car-centric status quo. The LRT construction should be spurring us as a city to build up our cycling infrastructure rather than removing it. Anything else is a step in the wrong direction. Thanks, Ryszard</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>First, I support the LRT project. Second, I support and am thankful for the added Gage Park stop. Third, I support the addition of a Bay Street stop. First Ontario Centre, the Federal Building and numerous housing developments warrant this stop. Fourth, I strongly object to the "need" for additional road lanes at Dundurn and the potential damage done to bike lanes in the lower city for the sake of car use when a study examining the benefits of reverting Main to two-way has not been completed. I strongly believe that a two-way Main Street goes a long way in alleviating potential traffic problems when implementation of the B-line LRT is finally implemented. Fifth, I encourage all those at the LRT office in Hamilton to think big, be courageous and plan it like it's your neighbourhood.</p>	<p>Noted Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Hello, as a resident who has closely followed this project since the beginning, I have several concerns with the current designs:</p> <p>CURB RADII AND SLIP LANES The LRT public presentation calls for "pedestrian-oriented intersections and crossings" where "curb radii are tightened where possible". By contrast, the current plans across the project are actually calling for LARGER curb radii in numerous intersections as well as slip lanes in many places where they did not exist before. How does this prioritize pedestrians? At the very least, existing radii sizes should be kept. The proposed design will allow vehicles to round corners quickly, creating a dangerous crossing environment for pedestrians.</p> <p>REMOVAL OF BIKE LANES Cycling is a complementary mode to transit and should be supported above driving within the scope of the project. At the very least, the current specified road width can be modified to accommodate bike lanes by reducing the lane widths from 3.3m to 2.8m on eastbound Main St West and from 3.5m to 2.8m on westbound Main St W. The City of Toronto's road width guidelines allow for an arterial road</p>	<p>Noted Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>width to be a minimum of 2.8m - surely we can also do this in Hamilton! A simple design change could allow accommodation of cycling without costing any vehicle lanes.</p> <p>ACCOMMODATION OF AUTO TRAFFIC Expanding roads to maintain a status quo of traffic flow undermines the potential of the LRT. Successful urban cores prioritize other modes over driving, and it's time that driving in Hamilton's core be made a little bit harder. Benefits will follow from increasing auto travel times, like reduced parking demand, intensification, and of course higher LRT ridership. In addition, the proposal to widen Dundurn St North to 5 lanes is blatantly disrespectful and destructive to the surrounding community and should be avoided at all costs.</p> <p>Thank you for considering my feedback.</p> <p>Matt Pinder</p>	
<p>I wasn't able to attend PIC 2 but have reviewed the PDF presentation and maps. In general I'm strongly in favour of the LRT implementation and the current design.</p> <p>Residing in Westdale, I have concerns about Longwood Road, specifically the bridge over the 403.</p> <p>As you likely know, during peak traffic periods, northbound traffic coming from the highway and Aberdeen areas results in significant traffic queuing on Longwood approaching Main. It is a primary access point to Westdale, McMaster and Dundas, particularly because the other Main Street West highway interchange just west on the 403 only serves westbound traffic. I have seen and experienced northbound queues stretching from the Main Street intersection well past McMaster Innovation Park. And that is without the loss of lanes for LRT tracks to serve the OMSF.</p> <p>It is unclear from the proposed LRT illustrations for this area if two northbound left turn lanes from Longwood onto Main will be maintained, along with the third lane to continue on Longwood and for right turns on Main. The illustration seems to indicate this will be the case, showing the turn lanes, but it does not appear that the overall width of the road/bridge in this area has been increased to accommodate the two LRT tracks. Of course widening the road will mean widening the bridge... certainly very costly (but necessary) in respect to time, disruption during construction and monetary cost. If the current bridge is retained, the double set of tracks to the OMSF will reduce car lanes by half resulting in considerably worse traffic congestion during rush hour periods. It would seem that the nearby Highway 403 interchange cannot mitigate the problem, at least in respect to highway traffic entering Westdale, unless considerably redesigned, since in its current state, traffic congestion at Longwood and Main is already considerable.</p> <p>Perhaps this was addressed in the PIC and I just missed it somewhere in the PDFs?</p> <p>Thanks, Ron</p>	<p>LRVs on Longwood will operate in mixed traffic, with very low volumes in off-peak hours</p>
<p>My comments are in relation to the LRT presentation boards and maps presented in the Public Information Centre 2, which I attended on January 17, 2017.</p> <p>With respect to the designs directly related to the LRT corridor and stations, in general I found the designs to be reasonably well thought out. Pedestrian crossings were at the top of my mind and the crossings as depicted were excellent. In particular, ensuring the facilitation of the full scope of pedestrian crossings along all sides of intersections is critical. I mention this because currently at the corner of King and Dundurn (to take one example), a pedestrian on the NW corner must cross three times to reach the SW corner, as crossing on the west side of Dundurn is prohibited. As the LRT stop is located at the SW corner of this intersection, it must be ensured that pedestrian access from the NW to SW corner is permitted as depicted in the drawings, and not sacrificed in the name of expediting automobile traffic, as is currently the case. LRT will succeed only insofar as it has a supportive pedestrian environment around it. There can be no compromises in this respect. So as presented, the pedestrian crossings were well thought out. My only other comment directly related to the track and stations is that the existing tree canopy should be preserved to the extent possible, or replanting of trees removed should be designed-in to ensure that the overall tree canopy is not reduced by the introduction of LRT. I have no other comments directly on the design of stations and track alignment in the right-of-way.</p> <p>My primary feedback however is on the secondary impacts, to the York and Dundurn corridor, as well as Main St. It was explained by staff and consultants at the meeting that the base requirements to accommodate rerouted traffic, based on traffic modelling (slides 29, 31), is for: three westbound traffic lanes on York, and two southbound traffic lanes on Dundurn (slide 32). It was explained (slide 27) that this would remove the existing bike lanes along those routes. It was further explained that Metrolinx and the City of Hamilton are committed to replacing bike lanes impacted. My comments in response to these slides are below.</p> <p>Firstly, I oppose the accommodation of additional automobile traffic along these corridors. In planning for higher-order transit we cannot concurrently plan for an increase in automobile trips (which is the default assumption stated on slide 29). Per-capita automobile trips have been steadily declining in Canada in recent years and furthermore increased population density in the core and along the LRT route and increased availability of transit will encourage if not force residents onto transit. Additional traffic lane capacity introduced will induce further demand, running counter to what should be one of the central aims of LRT. We should be planning for success in respect of reducing automobile trips.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>Secondly, two-way conversion of Main St. must be considered to support automobile throughput, navigation and wayfinding in the vicinity of the LRT. As it is westbound traffic along King St. that will be diverted, it is logical to reroute that traffic to a parallel and nearby right-of-way. Having two lanes on Main converted to carry westbound traffic would partially address this. It would also make great strides to improving the character of Main St. as a potential pedestrian destination (which it currently definitely is not). Options for wayfinding also have not been part of the analysis so far, but consider, as an example, an automobile travelling along King, toward the entry to the underground parking for 260 King St. East (Terraces on King). Should the driver miss the entrance, at present, they could rather intuitively circle the block via Ferguson, Main and Spring, and be back at their destination. In the proposed lane configuration, should the driver miss the entrance, they would need to turn right on Wellington, right on Jackson, then past Ferguson (as it is discontinuous at Main), then right on Walnut, and right on King. These counter-intuitive and lengthy journeys would be to a great extent avoided by converting Main to two-way traffic.</p> <p>Thirdly, in respect of the designs presented of adjusted traffic lanes on Dundurn and York, on slide 32, I will state that my preference is to leave the traffic lanes as they presently exist, leaving the cycling infrastructure as it presently exists. Dundurn is presently a reasonably friendly pedestrian route: my small children (6 and 8 years old) currently safely walk there to school, as do other students of Strathcona Elementary. An expansion of traffic lanes on Dundurn would make the street far less safe, in fact I would not permit my children to walk the sidewalks should 50 km/h traffic be literally inches from them on the narrow sidewalks. Should staff, consultants or council insist on accommodating additional traffic flow along these routes, my comments are as follows:</p> <p>1. In respect of the inset drawing on slide 32, of the York/Dundurn intersection:</p> <p>a) The depictions show three lanes in each direction on York running toward the York/403 on-ramp, west of Dundurn. Currently two lanes in each direction exist, with bike lanes on each side. The road was recently fully rebuilt to these specifications and should not change. There is no justification for changing York west of Dundurn.</p> <p>b) The depictions show five lanes total along the main part of Dundurn, where there is currently one lane in each direction, plus bike lanes. This is completely absurd: the total road width is in the vicinity of 32' wide at present. Expropriating the front-yards of residences in a location distant from the LRT itself to expand traffic flow on a low-capacity residential street is unconscionable, and I strongly oppose it, and it will be vocally and strongly opposed by residents and doubtless the Strathcona Community Council, the local neighbourhood association. The 32' existing road width can accommodate two southbound lanes and one northbound lane for the majority of the length, with northbound lanes expanding at the intersection with York into the right-hand slip lane plus two left-hand turn lanes without expanding the existing road width. There is no justification for additional roadway expansions along Dundurn.</p> <p>c) The westbound lanes on York, at the intersection with Dundurn, could have two lanes turning left, into the two southbound Dundurn lanes, with two other lanes going forward into the westbound lanes along York past Dundurn, preserving the existing bike lane on York westbound west of Dundurn. Having three westbound lanes along the remaining stretch of the north side of York, east of Dundurn, is not unreasonable.</p> <p>d) The eastbound lanes on York, west of Dundurn, could have two lanes proceeding eastbound through Dundurn, with one lane branching southbound via the existing slip lane, to merge (yielding) with the two southbound lanes.</p> <p>e) I strongly oppose the removal of the bike lanes on the eastbound south leg of York. Two eastbound lanes currently serve for automobile traffic, and LRT construction and operation will only displace westbound lanes. There is no justification for expanding to three lanes eastbound along York. Rather, the existing cycle lane+buffer eastbound can be used to replace the cycling infrastructure lost from the addition of the westbound traffic lane. I propose: that two lanes of car traffic be maintained eastbound on York; that the southernmost lane be converted from the existing cycle lane+buffer into a two-lane contra-flow cycle-track; that the cycle-track start at the corner of Woodbine Crescent and York across the southbound slip lane coming off of York to Dundurn southbound, with the cycle-track continuing through the Dundurn intersection in the existing marked area all the way to Queen St.; that bus stops along the contra-flow lanes be configured similar to that at the corner of Macklin St. where the King St. West contra-flow cycle-track currently exists, whereby passengers load/unload onto a concrete platform crossed by the cycle-track; that between Ray St. and Queen St. the existing grassed median be narrowed to permit the addition of a third traffic lane, permitting a right-hand turn stacking-lane for traffic turning southbound on Queen, with two lanes continuing straight along York eastbound across Queen toward Hess; that between Queen and Hess the contra-flow cycle-track continue along the south side, with traffic lanes adjusted slightly north to accommodate the expanded cycle-track, with a slight narrowing of the two islands between Queen and Hess to accommodate the shifted traffic lanes; with York continuing past Hess as presently configured; that "bike-boxes" be placed at Hess and York to facilitate connection to an extension of the cycle-track, running north-south along the east side of Hess to connect to the Cannon St. cycle-track; that existing pedestrian crossing signals at Hess, Queen, Locke and Dundurn have cycling traffic signals added to facilitate the contra-flow cycling traffic (as seen currently along the Cannon cycle-track); that green paint at points of cycle/car conflict be added, for instance at Queen, Locke, the Dundurn slip-lanes and entry to Woodbine Crescent; that "knock-down sticks" be added to the new contra-flow cycle-track in a similar fashion to the Cannon St. cycle track, where suitable, and allowing for crossing automobile traffic where necessary; and that a "bike box" be placed at the southeast corner of Dundurn and York, facilitating cycling traffic turning left onto the westbound York cycling lane west of Dundurn.</p> <p>f) I further propose that Woodbine Crescent, Jones St., and Breadalbane St. serve as the replacement for lost cycling infrastructure on Dundurn. The corridor can be designated as a "Greenway", or cycling/pedestrian priority route, and be signed as such, however with no additional physical infrastructure required (separated lanes, etc.), and accommodating automobiles and parking as currently exists. The route currently supports a fair amount of cycling and jogging/running foot traffic.</p>	

Comment	Response
<p>g) The above described proposed York contra-flow cycle-track, connecting to a Woodbine/Jones/Breadalbane Greenway, accommodates an additional westbound lane of traffic on York, an additional lane of traffic southbound on Dundurn (both described as required by traffic engineers) and fully replaces lost cycling infrastructure along Dundurn and York, maintaining cycling connectivity between Westdale/McMaster and the Downtown.</p> <p>2. I oppose the left-turn ban at Locke and York. I see no justification for it, and furthermore it is the primary entrance of Strathcona residents coming from the northeast into the Strathcona neighbourhood. It would leave only Queen or Dundurn as an access point into the neighbourhood for residents arriving from the Cannon/York corridor. In respect of left-hand turns from westbound York lanes (onto Queen, Locke and Dundurn), I propose dedicated turn phases for those turns, which would also eliminate conflicts with pedestrians and cyclists on the above-proposed cycle-track.</p> <p>3. Further to ensuring the safety of pedestrians, with the increased traffic lanes on York and Dundurn, there must be improved pedestrian crossings, in the form of zebra or ladder crossings, and on every slip lane the implementation of “raised crosswalks” (or “speed tables”), effectively a broad speed bump with a crosswalk across the top. These raised crosswalks should be the default standard for pedestrian crossings across slip lanes. They are implemented in many places around the world, and they are currently implemented in Hamilton throughout the McMaster campus, throughout the MacNab bus terminal, as well as in numerous parking areas in places such as recreation centres. Slip lanes currently exist at York and Dundurn, and are depicted in the inset drawing for the Dundurn-King intersection; such raised crosswalks should be installed at all these locations, to further improve safety in areas of potential pedestrian/automobile conflict.</p> <p>4. Further to ensuring pedestrian safety, the commonly used pedestrian crossing at Tom St. and Dundurn St. (where a fading crosswalk can still be seen) should have a signalized pedestrian-activated crosswalk installed.</p> <p>5. The most direct existing route between Westdale/McMaster and downtown crosses Dundurn St. at Hunt St. and Head St. These streets are offset, and at present, heading downtown by bike along this route, a left-hand turn is required onto the Dundurn St. bike lanes from Hunt St., before turning right onto Head St. towards downtown. With the removal of the Dundurn bike lanes, this connection is effectively broken. Currently, at the NE corner of Dundurn and King, site plans are in process for a considerably expanded Shopper’s Drug Mart, with assembled lots reaching from King to Head. Access into the Shopper’s site via Dundurn will be located directly opposite Hunt St. If a signalized intersection were put at the corner of Hunt and Dundurn, connectivity by bicycle and foot to the site would be enabled. It should be explored whether continuity across the Shopper’s site to Head St. could be facilitated, via a shared bicycle/foot pathway. The current site plan suggests that there is room, but I do not know if such infrastructure could in fact be located on a private lot. In the absence of that, the stretch along Dundurn between Hunt and Head leaves the most direct route between Westdale/McMaster and downtown broken.</p> <p>I have prepared conceptual drawings to help illustrate the ideas described above in relation to Dundurn St. and York Blvd., and for the above proposed cycling infrastructure along York. I have sent these concept drawings to the LRT office (lrt@hamilton.ca) and trust that they will be considered as a part of this feedback to this PIC, as well as serving as a possible starting point for ongoing discussions around the replacement of cycling infrastructure that may be displaced.</p> <p>Sincerely, Thomas Bernacki February 1, 2017</p>	
<p>MISSION IMPOSSIBLE LRT CITIZENS OF HAMILTON</p> <p>Your mission if you decide to accept it is to drive by car or bus west on King Street. If by car you are to stay in the second lane from the curb no passing is allowed. You are to imagine the LRT as you pass the more 40 empty stores and buildings. Stop and start at the 40 stoplights on the way to McMaster. Try to imagine the LRT platforms at the designated stops. Picture the underpass near Gage. Think of how the delta will have changed. Think of how the LRT's will intersect at James Street. Oops they cancelled that already since there was enough riders to justify the cost. ten years of construction and cost overruns will leave the downtown much like war in Syria has left the town of Aleppo. This mission is in your own best interests. Good Luck</p>	<p>noted</p>
<p>I'm very concerned about the removal of bike lanes in the York/Dundurn area. I understand that changes need to be made to preserve a certain amount of traffic flow, but please take this as an opportunity to make things better for both cyclists and drivers. There are alternatives to the current configuration that could see the addition of more protected cycle tracks, maintaining mobility for cyclists through and past the Strathcona neighbourhood. The cycling community is largely on board with LRT, they are allies, and I have seen many express a desire to work with the city to make the best of this situation.</p> <p>Thanks, Dan</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>Dear City of Hamilton & Metrolinx, Feb. 1, 2017.</p> <p>As a cyclist and a proponent of active transportation, and also a HUGE fan of LRT, I was disturbed by the recent revelations a proposal has come forward so that many bike lanes will be removed or reduced in the city to make way for LRT. On first blush, this news seems counterintuitive. After drilling down a little deeper, the idea seems counterproductive and indeed flies in the face of sound, urban transit planning with the aim to reduce our carbon footprint.</p> <p>If the aim of a comprehensive, integrated transit network is to reduce car trips, then a combination of LRT and increased cycling infrastructure is the way forward. Short trips the were made by car can be accomplished on bike. Longer trips would necessitate the use of LRT or a combination of LRT and bike. Removing bike lanes does nothing to advance this agenda. It is really a case of "One hand giveth and the other taketh away". Do we really have to sacrifice one to have the other? I think not!</p> <p>I frequently speak to colleagues who say that they would cycle more IF ONLY it was safer to do so. Frankly, they are afraid of car traffic - and really, who can blame them? I commute to and from a school in the north-central Hamilton from the Southwest end of the City and I understand the fear. Removing or reducing our modest cycling infrastructure would only aggravate these fears and keep people OFF bikes.</p> <p>I am not simply a teacher but also the co-chair of the Hamilton-Wentworth Catholic District School Board's environmental committee (SERE Committee - Social and Ecological Awareness in Education). Among other initiatives like promoting recycling, composting, energy conservation, school ground greening etc we also try to increase the use of active transportation to and from our schools. Studies have shown the students who walk, skateboard or cycle to school arrive happier, healthier, in a better frame of mind to learn and score higher on assessments. With obesity a growing problem among today's youth, this is a wonderful solution and could eliminate the need for such programs as DPA (Daily Physical Education - designed to get more children physically active). With these gains to be made I have, for a number of years, promoted the City-subsidized bike rack program in many of our schools. As well, our school has been the fortunate recipient of over 150 brand new bikes, helmets and locks courtesy of the 'Bike for Mike Foundation'. I have also promoted 'Bike to School' days every year and have enrolled all the students in our school from gr. 4 to 8 in the Ride Smart Safe Cycling Program run by New Hope Community Bikes. This program teaches vital safe riding techniques and road and traffic awareness. We have also participated in the Metrolinx-sponsored 'Stepping It Up' and 'Wheel to School' pilot programs designed to make students confident, safe and 'streetwise' riders.</p> <p>In fact I firmly believe that this type of education should be mandatory like the "Swim to Survive" program as an essential life skill. It is a common fact that teaching a child to swim may save a life. Learning to ride safely on our roads is an equally crucial skill - and probably required much more often than swimming skills on a day-to-day basis. I cannot in all conscience promote students cycling to and from school, make sure our students participate in safe riding programs, ensure that they have proper helmets, locks and a secure bike rack and then send them out onto city streets bereft of proper cycling lane and other cycling infrastructure.</p> <p>That would be irresponsible - as would this proposed decision to kill off the hard-won cycling lanes citizens so badly need. In all honesty, exactly WHAT are the planners thinking? For that matter, what City in their right mind would let individual city councillors veto bike lanes in their ward and thereby throw a wrench in to the entire cycling network. The world extends beyond the parochial boundaries of a single ward. Remember, "The needs of the many, outweigh the needs of the few"</p> <p>With our changing demographics, the population is aging and getting people (young and old) more active and connected with their communities is a WIN-WIN prospect (be it on bike, LRT or both). Know that what is good for young riders is also good for older riders. Again, win-win. Pulling the rug out from one major component of a comprehensive and user-friendly transit network is not a good idea. In fact, it is a very BAD idea and I cannot believe it was proposed without seriously considering all other possible alternatives. More car lanes are NOT the answer. We should all know that by now - especially proponents of the LRT!</p> <p>Surely we can find a better solution that this scorched-earth proposal. Let's roll up our proverbial sleeves and get working on it - sooner rather than later.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>LRT Suggestions</p> <p>Route change at the 403</p> <p>I am proposing that the LRT route make a southward turn off of King Street just after the CPR/TH&B bridge just behind Fortino's. It would go through the east side of Cathedral Park and if there is room and you can get the right of way from CPR, run under the Main Street Bridge. If not, a new tunnel under Main Street can be built. Then running beside the CPR line under the Chatham Street Bridge to the tracks at the maintenance facility you are building there.</p> <p>McMaster Innovation Park (MIP) has talked about building a parking garage on their property. You could partner with them to build one. If it is built close to the tracks, you could place a station inside of the building. This would not only give MIP a parking structure but would allow for people to park their cars and take the LRT and is it also close to the 403 HWY.</p>	

Comment	Response
<p>This part of the route is slightly shorter than the route from the CPR Bridge to Longwood, but the overall route from the CPR Bridge through MIP to Longwood Road is longer. Time could be made up by the LRT units being able to travel at a higher speed through this area as it is below grade and would not have any traffic with it and crossing the route. There would also be no pedestrians along it. A cost benefit to this would be no long expensive bridge across HWY 403 to build. There would be less interference with the ramps to the highway ramps as it would turn before the ramps. The second bridge or reconstruction on the Longwood Bridge is already in the plans and costing of the route. The number 6 Aberdeen, the number 7 Locke and the number 8 York buses could be adjusted to go by the MIP LRT Station to bring in area passengers.</p> <p>A street car line for Hughson Street I would like to suggest that you put in a street car system (Not an expensive LRT system) from the TH&B GO Centre on Hunter Street down Hughson Street, north to Murray Street. West 1 block to James Street North, then north down James Street North to Guise Street. Right on Guise Street and east to Discovery Drive and then north down to the new Pier 7 & 8 project. There making a loop around the project connecting back to Discovery Drive. A return track would then follow the north bound track back to Hughson and King Street. At King Street the track would connect with the LRT line using the LRT track westbound for one block to James Street. Turning left on James Street southbound on the right side of the street up to Hunter Street. There it would go east on Hunter and connect to the northbound track for the return to the Bayfront. This would be approximately four and quarter (4¼) kilometres long route. The section of track from Hunter to King Street, would be a single northbound track. It would be a double track from King Street to the waterfront project. At the waterfront project, it would become a single track that would loop around for the return. The section on James Street South and on Hunter Street would be a single line. This should not prevent the pedestrianizing of parts of Hughson Street. This would allow a stop to be put in front of the GO Centre on Hunter Street, the West Harbour GO Station and on James Street South connecting the MacNab Street Terminal and the James Street LRT stop. This would also connect the waterfront with almost all HSR buses in the city plus GO bus and train service to Hamilton. One or two extra stops could be added along James Street North. North of King Street on Hughson down to Murray Street, a few more stop could be added. These stops should service King William Street, Cannon, Robert and Barton Street. This route would help bring people in and out of events that are happening on James Street and not interfere with the street or the events happening on it. The A Line bus then would terminate at the GO Centre. The extra budget value and time used by the A Line to get to the waterfront can be transferred to improving service to the airport or be transferred to the B Line to extend the route into downtown Dundas from University Plaza. Thought should be given to placing from one to three or more parking facilities adjacent to this route. This would add to extra parking not only for the core, but for events on James Street and events on the waterfront. This would be a place that out of town visitors could go and then take street cars to an event along the route or visiting the waterfront.</p> <p>I have a map for both routes that I cannot attach to this form. I am sending this letter and the maps to your LRT@hamilton.ca email address. If you have any questions, I would be more than happy to answer them at any time. Thanks for the opportunity to have my say. Richard Liebersbach 905-304-1996 Home 289-237-6843 Cell rml@cogeco.ca</p>	<p>Noted - maps received</p>
<p>As Hamilton LRT's Public Information Centre 2 report notes, "Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options" (p4). This same report also notes that the Metrolinx Regional Transportation Plan "articulates a vision for all modes of transportation in the region" (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don't add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon.</p> <p>While we are concerned with the overall shift away from active transportation network integration proposed by the LRT project, we have some very specific concerns regarding the current proposed plans. These include:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City's cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of "safe, sustainable and affordable transportation options" and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton's Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists' safety and value as citizens is neglected. Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton.</p>	
<p>I submitted this to The Hamilton Spectator letters to the editor:</p> <p>At Christmas I was given a copy of "A Look at Hamilton and Wentworth County, Ontario, Canada through picture post cards." This interesting book includes many views of downtown Hamilton in the early 1900s. I see pictures of the latest in trolley cars running along tracks on King and James Streets, powered from overhead electrified cables. These trolleys must have greatly reduced commuter time to get downtown, to say nothing of the environmental improvements over horse drawn conveyances! Trolley cars were a sound investment at that time as they remained a cost-effective means of transportation for over a century.</p> <p>We surely have come a long way since then - or have we? Despite its shiny, new age appearance, the proposed LRT is yesterday's technology. We are told that, with its dedicated lanes and tracks, it will allow passengers to travel from McMaster University to the Queenston Traffic Circle in 25 minutes. That's great but what will they do when they get there? With dedicated lanes couldn't existing buses provide the same speedy service? A billion dollars seems a lot to spend on century old technology providing service on a narrow corridor. In a recent information meeting we were told that the population of Hamilton will increase by almost 50% by 2041. Is the proposed LRT going to accommodate the additional traffic due to this increase? Hardly, since the great majority of this increase will be in the outlying areas. The world is changing rapidly. Let's take a fraction of the LRT price tag to buy modern buses, employ dedicated traffic lanes (pavement markings and signs only) with improved road surfaces, provide raised platforms and electronic ticketing, and with the money left over extend this system throughout the downtown and to outlying areas. This would enable the city to quickly adopt new technologies such as enhanced propulsion and driverless guidance systems when they become cost effective.</p>	<p>Noted</p>
<p>While I strongly support LRT in Hamilton, what I have recently been notified will change in relation to bike lanes concerns me. I regularly use the York Blvd. bike lanes, and would feel rather unsafe if they no longer existed. As well, Dundurn is a major access for people downtown to bike up to go up the mountain, and removing bike lanes there would completely remove that access, as few cyclists would take that route due to the road conditions. LRT implementation needs a far smaller effect on bike lanes that are critical for some.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am opposed to removing bike lanes as part of implementing LRT. As described in the letter from Cycle Hamilton, this will go away from the complete, inclusive streets that are required to support an LRT system. Cycle Hamilton has several good ideas for compromise and I urge you to consider those.</p> <p>As a family physician, every single day I see the complications related to inactivity. It is an epidemic and the city has a role to play in encouraging healthy lifestyles.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I've been a supporter of LRT from the start; I feel it's a vital piece of infrastructure that will contribute to the development of Hamilton. I see this being realized through priority transit and economical development along the LRT route.</p> <p>My support is beginning to wane with the announcement of lost bike lanes and added traffic lanes in the West end. Dundurn from King to York is especially concerning.</p> <p>Why is Main 2-way conversion not being discussed?</p> <p>This idea that we need to continue to support the car as the top priority mode of transportation seems to be opposite to the reasoning behind LRT. How will you encourage people to take LRT when they can continue to speed through our city in 20 mins?</p> <p>This car first strategy ignores the pedestrians and bikes who are very likely to be making their way to the LRT.</p> <p>This is a chance to make our transportation modes more balanced, not simply drop in LRT with an expanded 1970's road network.</p> <p>More information on these changes would be appreciated. Perhaps the vision is an improvement, but at this stage it seems we're going backwards.</p>	<p>2-way Main is being considered in separate TMP Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am wondering what investigation/research into self-driving vehicles (like small buses or taxis) has been done. It seems that LRT may be outdated by the time construction is complete and its lack of flexibility could easily prove it to be a costly mistake. I would like to know if consideration has been given to developing an alternative strategy to LRT using self-driving vehicles (SDV) for the possible advantage</p>	<p>noted</p>

Comment	Response
<p>Rough concept: Provide a number of SDV's that would travel predefined routes and will stop to pick up passengers on an as needed basis. Users will use technology to "call" an SDV - SDV's running the routes will stop to pick up passengers as needed and drop off as needed. Dedicated lane(s) can be provided for the SDV's if confidence is not sufficient in the technology to have the vehicles share regular vehicle lanes and also to provide express operation,</p> <p>Advantages: Flexibility - able to modify routes and vehicles easily and as future needs dictate Very little construction/ modification to existing infrastructure Far less disruptive to regular vehicle traffic Easier and quicker to get up and running Can be environmentally conscious by use of electric vehicles Cost?? has research been done to compare relative costs - certainly initial costs will be far less and the potential to modify to suit the needs of the city as economic growth occurs throughout the city will be a high cost advantage in the future. The future of self-driving vehicles may make an LRT system unnecessary. Ability to model - this kind of system could be temporarily run at any time (with non-self-driving vehicles) to determine areas for concern. Allow Hamilton to be at the forefront of new technology application</p> <p>Have the relative merits of this type of system been evaluated by Hamilton or other communities?</p>	
<p>Good Afternoon,</p> <p>I am a Hamilton cyclist who has been commuting for over 10 years and this is in regard to the idea to remove the bike lanes at York Boulevard, Dundurn Street, and Main Street. I would just like to say this is very short sighted in the fact it is not inclusive of all users. These bike lanes are direct lines for people using the city to travel West. If I have a business meeting or appointment this is how I go West. The idea of providing alternative route plans raises some serious concerns in regard to time. Bicycles are not just a leisurely form of recreation they are also modes of transportation for many. They move slower than vehicles as well. Therefore as a cyclist a route choice is often the straightest line. One other strong point is the growing number of people that commute to Burlington via bicycle and this is the only way to travel in that direction. These lanes are essential for our cycling infrastructure in this city. More people in the future will be using bikes as transportation. The trend is growing and to remove these bike lanes just seems like a band-aid solution that will cause a far larger problem in the future. There must be a possible way to be inclusive of motorists, cyclists and the LTR?</p> <p>Sincerely</p> <p>Peter Hanson</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I've looked at the changes to the cycling network in the latest plan for developing the Hamilton LRT. I'm very disappointed to see that cycling lanes are being removed from the main arteries in order to enable those to have the same vehicle traffic capacity after the LRT is put in place. This is counterproductive in that the main purposes of the LRT is to get a significant amount of the vehicle traffic off of our streets and make them more suitable for cycling and other transportation modes which are friendly to the environment. While I understand that the plan is to put some cycling lanes on side streets adjacent to the main arteries, that is not an effective way to improving the culture for our citizens to make more use of cycling to get around the city, either for work or for leisure. I urge the planners to re-examine their assumption regarding the need for vehicle traffic capacity and to retain (and improve) the cycling lanes which are now in place on the main streets. Otherwise, the LRT will not be able to serve the purpose of getting more people to use public transit and get more vehicle off of our streets.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Put it on Main Street, if at all, and all the problems of King Street go away, including the bridge over the 403, the tunnel near Gage Ave, and the destination of the Queenston Traffic Square, no longer a circle. I applaud the decision to scrape the James Street North line. With HSR ridership down, the BRT is the way to go. Finally the right decision has been made. Now look again to a decision of LRT on King Street. Even if Hamilton needs or wants LRT at all. I say scrape it for more buses.</p>	<p>Noted</p>
<p>I totally support this project. I am very excited by the new A-line component. I really think it was a smart political and planning move to change from a 2km spur line to a 16km BRT line. It will be a unifying piece of infrastructure! I am unsure about the Bay Street stop and its impacts on the rapid side of LRT. I trust that the right decision will be made on this and that the LRT office won't be bullied by the Chamber of Commerce and developers with property holdings there. Despite my support for the entire project, I am mortified that bike lanes may need to be removed to accommodate the construction. I think it is narrow sighted to do this, and shows a hierarchy for the types of transportation. I have contacted my former local councillor, Aidan Johnson, and hope that alternative options can be addressed without eliminating the bike lanes. And even temporary elimination with promises of reconstruction, I do not think is acceptable. I was in Copenhagen this summer, and they create alternate detour bike routes when construction happens. So if ultimately York Street and Dundurn Street bike lanes need to be temporarily removed, new permanent bike lanes should be put in place to accommodate cyclists on parallel streets.</p>	<p>Noted</p>

Comment	Response
<p>I am so excited by this project!</p>	
<p>Thank you for the opportunity to provide comments. I am in support of the LRT 'IDEA' for the overall economic development of Hamilton. Nothing will be perfect of course, and I wish to see the people and government of the city come together with a shared sense of moving forward. MY ISSUES with LRT: 1) I don't like the antiquated technology of separated exclusive tracks and overhead wiring. I think for lack of a better word its ugly. 2) I don't think it's a good idea to use valuable land by the McMaster Innovation Park for the Operations Centre, I wish we can use that land for something better, in fact, we HAVE to! Please find another space for it. LASTLY, I'm glad we removed the tracks for James St as I don't want to see this road torn up and half of it used for tracks! The street has finally come back to life after 30 years, let's leave it as is for now. Best regards, GO HAMILTON!! John</p>	<p>Noted</p>
<p>I went to the LRT meeting last Thursday. I want to thank Paul Johnson for putting on a great presentation. I really came away with thorough understanding of the project. I was disappointed in the Q & A portion. I guess I should not have expected a meeting in Stoney Creek to be in favour of LRT but some people were very angry and rude. Several questions were about things that Paul had already explained. Paul handled all questions extremely well. I could not have kept so calm and professional.</p> <p>I was particularly disappointed in the two councillors. They feel that their job is just to represent their wards but are they not responsible for running the city also? Do they not get the same one vote that all councillors get? Should they not vote for a project that is good for the city as a whole? I wish there was a way councillors could think beyond their own ward. This is a wonderful opportunity for Hamilton, it will move the city forward and will lead to progress that most of the objectors can't even imagine</p> <p>Dave Coniam</p>	<p>Noted</p>
<p>Councillor Jason Farr; Councillor Matthew Green; Ontario Minister of Transportation Steven Del Duca; Mayor of Hamilton, Fred Eisenberger; Councillor Aidan Johnson; and Metrolinx's Chief Capital Officer, John Jensen. Are all corrupt morons and should be jailed. They all should be voted out of their positions in 2018</p>	<p>Noted</p>
<p>I am beyond concerned by the suggestion that cycling infrastructure has to be removed to accommodate cars on York and Dundurn. This change is unacceptable and an alternative must be found. I would suggest if there is a pinch point from LRT using a lane or two on Main St to accommodate west bound traffic in the west end. What you are proposing is diverting massive amounts of car traffic through residential areas which have finally started to see their efforts for a safer more pedestrian and cycling friendly neighbourhood. In addition, on Main St W. near McMaster you are currently showing 3.3-3.5 metre driving lanes which are much wider than the required minimum in Toronto of 2.8 metres. By maintaining all lanes of traffic in a slightly narrower form would allow the installation of bike lanes along Main W as originally stated. I cannot fully express my disappointment that Metrolinx is coming into my city and ripping up hard won gains in cycling and pedestrian safety, in one of the most unsafe cities for pedestrians in the province, without ANY serious consultation with the local communities affected! I must urge you in the strongest terms possible to find replacements and have them in place before any removal of existing cycling infrastructure occurs.</p> <p>In addition, the PDF of the presentation boards on page 18 it says "pedestrian-oriented intersections and crossings" where "curb radii are tightened where possible" will be included in the project. Yet Dundurn and King St is proposed a dangerous slip lane in the intersection with a wider radius turn on the NW of the intersection. This is again the case at Cline Ave in Westdale where there is a dramatic widening of the curb radius encouraging faster cornering on a street that already has problems with speeding. I hope to see this corrected in the final renderings.</p> <p>It is wonderful getting the LRT in Hamilton, but it seems like people from Metrolinx or the City don't understand that this project is designed to aid people moving around the city WITHOUT cares, yet time and again it seems traffic flow gets prioritized above citizen safety and multi-modal transportation. For this to be the case, the city and Metrolinx need to help pedestrian and cycling safety move forward, not set it back a decade.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I have some concerns regarding the safety of planned U-turn locations on King once the LRT starts up. In normal U-turns there is usually no possibility of a vehicle coming up from behind on the left side. With center running LRT, the U-turn will need to cross two sets of tracks with the most dangerous being the track next to the driver with possibly a train approaching from behind. I believe there should not be any U-turns on King with the LRT. It is unsafe and may adversely affect the on schedule performance of the LRT.</p>	<p>U-turns will operate with dedicated signal</p>
<p>I am concerned with the incompleteness of the traffic plan post LRT. There seems to have been little progress made from the information meeting I went to in the fall at LIUNA Station. There seems to be no plan to upgrade the York boulevard ramp to the 403 at the McQueston Bridge. With a reduced number of lanes on King Street the York access will take on a more important role. This brings up another point. The mass diagrams (not sure if that is the correct term) for city traffic seems to only address municipal roads in Hamilton. Does the traffic study also consider the changes that will occur on the 403, the Linc, the Redhill Xway and any other major arteries outside of the City.</p>	<p>These are addressed in traffic and modelling reports</p>
<p>LRT Project Development Process I am concerned with the seemingly lack of a proper project development process for the LRT. Successful organizations I have worked with in the past all had a rigorous process for project development and capital allocation. The specifics varied but it was generally a phased or staged process with the major phases being 1) Identification of a need or opportunity, 2) Examination of the available solutions 3) Definition of the most promising solution 4) Execution. Approvals are done at the end of each phase but only for the subsequent phase. The final investment decision is only taken just prior to execution when a full understanding of the cost, schedule, risks and impacts is available. I don't see this process in the LRT project. My understanding of the evolution of the project is the City requested \$300 million to implement a bus transit system. The province came back and said they</p>	<p>Original EPR was produced and approved in 2011 - available on City and Metrolinx website</p>

Comment	Response
<p>would supply \$1 billion for an LRT system. As far as I know, no study was done as to the alternatives and whether or not this was the optimum use of funds for the City and the Province. This step was by-passed and preliminary planning and design began immediately on the LRT. One of the benefits of studying the available options before proceeding is that it raises all stakeholders' confidence that the best solution is being implemented. It is not surprising to me that the project has turned into a divisive issue. I have no strong feelings either for or against but I also have no confidence that this project is the best use of scarce public funds.</p> <p>The project as originally envisioned could not be completed within the \$1 billion target so the scope was reduced to fit the available funds. This is a major scope change and I find it strange that the shortened line is still the optimum solution.</p> <p>Finally, the City has apparently made a Final Investment Decision on the project with the Prime Contractor not even selected and no idea as to the capital costs, the operating costs, the implementation schedule, the cost of road improvements beyond King Street and the full impacts on the community. To me it is irresponsible of City Council to make such an important decision without all of the facts known.</p>	
<p>King Street traffic post LRT. The single lane on King will only be of use for local traffic i.e. deliveries, pick-ups, trips for a few blocks, etc. The traffic flow on this one lane will be impacted by the deliveries and pick-ups, delayed by right turning vehicles and by commuters crossing the lane to board the trains. The information materials at the presentation give the impression that the single lane will be of use for travel but I doubt that drivers will use it much.</p>	<p>King Street impacts are recognized and explained in traffic reports</p>
<p>Safe and easy passage by walking biking or transit right at the first shovel, will encourage people to leave their cars behind during construction and once LRT is done, these will be ingrained habits.</p>	<p>Noted</p>
<p>Excellent idea to provide BRT to the mountain. Make the terminus a destination. It is McMaster University in the west, it should be Eastgate Mall in the east. Queenston traffic circle makes no sense. Serious concerns about traffic/cycling flows in the west end. Proper cycling lanes should be maximized if we are serious about reducing traffic.</p>	<p>Noted</p>
<p>While I am in support of the LRT in Hamilton (despite the fact that it does not reach into my neighbourhood in any way), I am very concerned that bike lanes will be sacrificed when the LRT goes in. I commute from Dundas into the downtown core for work and use both public transit and bike lanes to do so. Hamilton has worked so hard over the past 5 years to make the City a Cycle friendly city (not quite there yet but certainly better than it was) and I would be very disappointed to see any backwards movement on safe Cycling routes. Thank you for your time.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>No LRT. Hamilton does not need such a large system. It will be operating on electricity, this is wrong. LRT will become redundant and trashed because it will cost too much in energy. This is not the way of the future. It will be ugly with wires, and many areas will be expropriated unnecessarily. Greatly improve the current BUS system, that's all that is needed. Hamilton City Hall is famous for doing the wrong thing, just because we are getting a freebee, think twice. Let's not ruin Hamilton for this LRT mistake. I'm a born Hamiltonian, I'm over 65 and love this City, and am a homeowner who pays taxes to have things done right, please pay attention.</p>	<p>Noted</p>
<p>We do not NEED LRT in Hamilton. The city will never recover from all the disruption this will cause. Businesses will never recover. The system is against senior citizens. 16% of the population of Hamilton are seniors. It will be impossible to get to one of the 13 stops. We now have 52 bus stops and a wonderful bus service. You are obviously not from this city and do not know how to navigate it. It will be so overdue because Bombardier can't supply their present orders for cars. You don't listen to criticism. You just barge ahead. Election time is near.</p>	<p>Noted</p>
<p>REALLY? ONE DAY TO COMMENT. WHAT ARE YOU AFRAID OF?</p>	<p>Comments were received for 2 weeks following the PIC</p>
<p>While I am in support of the LRT in Hamilton (despite the fact that it does not reach into my neighbourhood in any way), I am very concerned that bike lanes will be sacrificed when the LRT goes in. I commute from Dundas into the downtown core for work and use both public transit and bike lanes to do so. Hamilton has worked so hard over the past 5 years to make the City a Cycle friendly city (not quite there yet but certainly better than it was) and I would be very disappointed to see any backwards movement on safe Cycling routes. Thank you for your time.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Please save the bike lanes! I support LRT, but see no need to remove bike lanes which help make our city safer. Cycling infrastructure like the LRT is a crucial step towards making the city both more sustainable and safe for everyone.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I have heard talk about the bike lanes on Dundurn and York being removed and I am strongly against this idea. I live right at York and Dundurn and there is a large number of people including the members of my household who use these bike lanes on a daily basis, several times a day. The York bike lane is essentially to any cyclist and our Strathcona neighbourhood has many, to be able to get to and from downtown. There is no other safe way to get downtown by bike. Also as a person who lives right on York Blvd, I appreciate the buffer zone of the bike lane between the sidewalk and the cars. We have many families with young children in this area and walking down York feels incredible safe with a small child because this safe zone of bicycles exists between us and the cars. I think taking the bike lane away on York would be a huge mistake. As for Dundurn, I would like to actually see the bike land expanded vs. removed. Many people use the Dundurn path to get town to the Fortino's plaza to do grocery, as well as to connect from our neighbourhood down to King to be able to get to Westdale. Please think about our future as Hamilton being less car centric then it has in the past. We need to focus on more bike lanes not less! We need to think about the environmental factor that taking bike lanes away will have in our city. As well as how unsafe it will be to cyclist who will no longer be safely protected in a bike lane. Thank you! Shannon</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>I submit that none of the Metrolinx or City of Hamilton pro-LRT decision makers, live anywhere on King St. E., and do not have relevant, street level comprehension of the negative impact of the proposed LRT on the people and businesses that do.</p> <p>Firstly, since the city's property line cuts off the front steps of my house on King St. E., near Scott Park, I'm very concerned as to which entity will pay for the repairs for the structural damages to my house (built in 1905) from the low frequency, transmission vibrations of the excavation and construction, as well as the potentially forever now, low frequency emitted from the LRT cars, which are not exactly 'light' in actual weight. They're cushioned for the riders and the suspension reactions go into the ground.</p> <p>I lived and was a recording engineer for RCA Studios in Toronto for many years, so I know the physical impact of streetcars. They are significant, and over time can be structurally destructive. Last year I had concerns with the soil remediation going on at the Transit Union's building at Lottridge and 1005 King St. E., and the vibrations I was feeling as they broke up the concrete with an excavator. Existing hairline cracks in the house were getting worse. So what's to happen with this LRT construction when it's at my front door, which is 26 ft (7.9 metres) from the street and my house starts shaking? Looking at the KW LRT Noise and Vibration Impact Assessment document, they acknowledge there will be 'db levels of noise' generated and have all the statistics for 7m, 12m and 15+m zones and the bandaids for the new noise which is to be accepted by the residents, even though the impacts are 'predictions'. This is unacceptable and unaddressed.</p> <p>Another infuriating aspect is that none of artist renderings depict anything other than fantastic, sunny and ideal weather conditions with minimal pedestrian and street traffic. Where are all the electrical towers to be built? Which brings me to the many negative aspects of the project which need further consideration and not necessarily in this order.</p> <p>Emergency Route - currently it is a critically vital route for EMS, Fire and Police, with express access to facilities and emergencies, because the one-way traffic is able to move out of the way. Although Emergency vehicles will have access to the rail tracks, that may work in an ideal theoretical situation, instead of a stopped LRT car picking up passengers, and a line of cars travelling the curb lane alongside of it. Not too efficient I would think. And once again, what about a snowy winter? Everything ties back to emergency access and exit, from a situation.</p> <p>Snow removal - since there will be an isolating curb along the length of the line, how will the snow removal be accomplished? Separate removal? Where does the track snow go? Onto the one lane of traffic after it's been cleared? And at intersections where turning is tight and extremely dangerous at times with heavy snow at streets that are not plowed, what happens there? In certain areas I suspect they city will take some of the buffered grass area beside the roadway/sidewalk, to expand the width of the street to accommodate the expansion needed for the LRT. And I guess they'll be taking down trees as well as a part of that.</p> <p>Garbage removal - I saw today the difficulty a truck had making a turn onto King St. E., from Lottridge and keeping the truck in the curb lane. The entire logistics of pickup will have to be altered I would think as well, since cross streets will not be accessible. Crossing King will only be accessed at stop-lighted intersections I expect. And what about the delays as they do their pickup? Everyone will be stuck in one lane. Even worse when there's snow.</p> <p>School Buses and City Kids - those vehicles will have difficulty accessing the curb lane when turning from side streets as it is now.</p> <p>Removal of parking - currently, parking spaces are limited, and for the use of residents and businesses. They're supposed to figure something else out? And the comeback of using the back alley is a trashy suggestion and would be OK if the city maintained them by creating jobs for unemployed people. As it is, with most households in my neighbourhood of the Sherman Hub, many have more than one vehicle, and parking is scarce as it is.</p> <p>Additional Side streets traffic- since there will be no crossing of King St. from side streets, more traffic will be generated on those neighbourhood streets as people now have to find a route that allows them to cross King and choose the direction they want to travel. No parking on King will just add to that problem.</p> <p>Expropriation and razing of properties -Gage St. Underpass: Does anyone realize just how much land use it takes to construct a railway underpass!? Centennial Parkway and Upper Middle Road in Burlington, just west of Appleby Line are great examples. Also in Burlington is the King Rd. underpass, north of Plains RD. E., where they had to create a significantly curved, redirect of the road. To accomplish this for Gage, they will most likely have to expropriate properties on both sides of King, starting at Glendale. What angers me the most about this issue, is that houses on King, between the tracks and Gage, are currently being renovated and marketed at \$400,000.00+, to unsuspecting buyers, not knowing what's really in their future. And The Delta - how much expropriation and ruination of people's lives and businesses, will be collateral damage to reconstruct that narrow, and significantly iconic intersection?</p> <p>Bridging the 403 - how unnecessary and exorbitantly expensive is that! Especially when Main St. would have the capacity for the LRT. Plus, what happens at Paradise Rd. S., and the split around Westdale Collegiate? More expropriation?</p> <p>New business development and existing ones? - there are already new businesses being started by young entrepreneurs on King St. E., just within walking distance of my neighbourhood alone. They're expected to suck it up and survive? And the negative impact on already existing ones is to be accepted? What about the automobile repair businesses? I live across from a very active shop, open until 9pm 6 days, that often has tow trucks, or tankers waiting in the curb lane because customers are coming and going and jamming up what little lot they have to work with. So that plus, there are other times when larger, tanker trucks arrive to remove the contaminants, etc. and that's not too practical to be done from the back alley, and they have to somewhat manoeuvre on the roadway, to gain access.</p> <p>Removal of existing stops - now you're asking the elderly, disabled and mothers with children to travel further to catch transit when it's a torrential rain, a blowing, heavy snow storm (where around here, people and businesses don't clear their sidewalks of snow), extremely hot and humid or extremely cold and bone chilling weather, complete with strollers, etc. How considerate and thoughtful.</p> <p>Convenience - for me, not. I'm a senior on an extremely low pension (under \$20K) but fortunate enough to still be able to own and operate a car which necessitates me grocery shopping for example, where the flyers take me. Using my car, to go to my bank at Nash, then Freshco, Fortino's, Food Basics and either Walmart or Metro, takes me maybe an hour or two. By transit, it would take all day. No thanks.</p> <p>Ridership - currently, very low I will submit. I don't think this is a "build it and they will come" situation. Since I'm home every day, other than errands, I'm out on my front porch at various times throughout the day and night. Most times there are 10-15 people on a bus, if that, even the articulated and B-line Express. Never anywhere near capacity. Plus, many in the Sherman Hub, can't afford transit and walk great distances, or ride bikes, both manual and electric, or electric carts.</p>	

Comment	Response
<p>International Village - traffic will be zig zagging and creating gridlock to get around and go in the direction they want at Wellington. With the restricted access of the LRT, unlike streetcars in Toronto for example, traffic patterns all along the route will have to be greatly altered to compensate for this restriction. More gridlock.</p> <p>TREES - how many will be removed in the International Village and elsewhere to accommodate curb shaving.</p> <p>No Deliveries and Services - No Parking on King creates a tumultuous situation for many businesses. Tractor trailers are to manoeuvre the side streets and back alleys to make deliveries, service calls, etc., and block traffic? No more deliveries for Pizza Pizza across from Delta Collegiate and its other locations. Not many of the alleys are concreted and well maintained either as you know.</p> <p>I've also included an article from the Toronto Sun outlining the woes of the Eglinton LRT project in Toronto. http://www.torontosun.com/2016/02/15/lrt-construction-nightmare-on-eglinton-ave</p> <p>Thank you for your time and considerations,</p> <p>I'm inviting you to visit me at my home at your earliest opportunity, to have a street view and experience of this location, and to discuss the above and more, and what can be done to stop this project.</p> <p>Respectfully, David Balan</p>	
<p>Hi there.</p> <p>Happy the LRT is moving forward, and that you're taking feedback from the community. I have quite a few concerns with the proposed elimination of the already sparse cycling infrastructure available in Hamilton. I strongly oppose eliminating any infrastructure as a part of this project. The purpose of the LRT is to provide more integrated, cost-effective and environmentally friendly travel options to the residents of Hamilton. Disrupting cycling infrastructure does not contribute in any way to these stated goals. In fact, this simply further marginalizes Hamilton's most vulnerable and least-supported road users, sending the message again and again that they are not entitled to a safe space to travel within. Building a disconnected network which requires users to make lengthy detours, cross over 400-series highways, and dismount to walk their bicycles in order to access LRT platforms creates a disincentive for individuals to bicycle.</p> <p>Furthermore, eliminating the proposed bicycle lanes on Main St, adds significant distance from McMaster to the downtown core, requiring cyclists to track either far north or far south to travel safely, and negating the mostly excellent (save for the off-ramp crossing) protected cycling infrastructure that has already been built on Main St.</p> <p>As well, while I do understand that congestion will become a problem as King St closes for construction, I don't understand why a) cyclists (who are already vulnerable and disadvantaged due to our incomplete network) are re-routed to accommodate single-occupancy vehicles (i.e., maintain the status quo) and b) this vehicular congestion is projected to remain even AFTER the LRT is built. According to the rules of induced demand - creating more space for automobiles will simply urge people to continue using their automobiles, as opposed positioning the LRT and active transportation as competitive alternatives to auto use.</p> <p>Having said all of this - if bike lanes are being removed, I strongly recommend replacing them with even better infrastructure. Again, not maintaining the white-painted-line-ride-if-you-dare system, but instead building protected and supportive infrastructure that can be used by citizens of all ages and abilities. Complimented by the presence of SoBi, the LRT presents the opportunity to revolutionize travel in the Hamilton area, attracting new investment, residents and businesses to our community, who can make real, viable transportation choices. Commuting will be significantly easier if the bike, train, bus and LRT are truly integrated, however it may require boldness in city planning - resisting the supremacy of the automobile and challenging assumed travel norms.</p> <p>Thus, if York and Dundurn are to be widened (bad choice) it would be great to see the Cannon St cycle track extended all the way along York Blvd into Breadalbane St, with the option to track west towards Westdale/McMaster or continue through Cathedral Park, connecting to Frid st and linking to the Hamilton-Brantford rail trail. This would fill a much need current gap (Dundurn between King and Main) and create a very pleasant and viable commuting option for those traveling to and from the North End, Burlington, Kirkendall etc. Furthermore, if the Main St cycling infrastructure is cancelled, I would like to see nothing less than separated, protected infrastructure on King St W. Riding on King is a challenge at the moment with numerous vehicle parking on both sides of the road, increasing the risk of dooring and/or being hit as a vehicle attempts to park.</p> <p>As well - it would be fantastic if the planning team could bring positive changes to King and Main St's, where the protected infrastructure crosses over 400-series highway on and off ramps (accident/death waiting to happen). As well, I see no reason that the lane widths in all LRT related planning can't be reduced to 2.8 meters, to accommodate bicycling lanes in the corridor. Complete streets support ALL transportation choices, particularly those that are healthy, environmentally friendly and create less noise pollution. Again, allocating more than the bare-minimum required space to vehicles reinforces the notion that they have a right to the road, and deserve to rule the streets unchallenged throughout our city. This is problematic, and fundamentally opposed to the values the LRT project has championed.</p> <p>Please - I am begging you. Be bold. And be realistic. You should be building state of the art infrastructure and convincing us to use it, you know it's more healthy, environmentally friendly and creates a better community. It should not, yet again, be a die-hard fight for people-friendly space and for the opportunity to experience our streets in a joyful and safe manner.</p> <p>Thank you kindly for considering my feedback.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
<p>As Hamilton LRT’s Public Information Centre 2 report notes, “Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options” (p4). This same report also notes that the Metrolinx Regional Transportation Plan “articulates a vision for all modes of transportation in the region” (our emphasis added) and reinforces the need to integrate LRT with pedestrian and cycling infrastructure. Unfortunately, the changes proposed along the LRT route—those aimed at accommodating the status quo traffic flow of single-use occupancy vehicles—don’t add up to the ambitious goals of creating a more sustainable and active transportation network that LRT has been built upon.</p> <p>While I am concerned with the overall shift away from active transportation network integration proposed by the LRT project, I have some very specific concerns regarding the current proposed plans. These include:</p> <p>Removal of Main St. W. Cycling Lanes: Part of the original LRT proposal, these lanes have been removed completely from plans between McMaster University and Highway 403. While the map provided in the Public Information Centre 2 slides notes that there is willingness to explore alternative routes, both of the routes noted (through Westdale and Ainslie Wood) are already cycling routes. This change results in a net loss of proposed infrastructure.</p> <p>Status Quo on Highway 403 Overpass: While we are very happy that the City’s cycling infrastructure currently includes protected two-way cycling tracks on both Main St. W. and King St. W., it must be noted that both of these routes require cyclists to cross either an onramp or an off-ramp from a 400-series highway. We would hope that given the resources being allocated to this project, and the vision of improving transportation options for all, this safety concern would be top of mind in plans to adapt and change the overall traffic flow in this corridor.</p> <p>Dundurn St. N. & York Blvd. Bike Lane Removal: These lanes comprise the major cycling route between Westdale and Downtown Hamilton. Removing these lanes in favour of improved automobile traffic flow goes directly against the LRT vision of “safe, sustainable and affordable transportation options” and speaks to the ongoing challenges that cyclists have in our city to be seen as a valued and respected form of transportation. One only needs to look at Hamilton’s Cycling Master Plan and the fact that it is incredibly underfunded and decades behind schedule to understand how often cyclists’ safety and value as citizens is neglected.</p> <p>Finally, as LRT is meant to be integrated with active transportation options at each hub, the removal of bike lanes would mean that cyclists arriving to the LRT by bike would have to dismount and then walk an additional distance to reach the hub—not ideal for a system that is aiming for seamless integration of transportation modes.</p> <p>Centre-East Lower City: The centre-east lower city boasts two safe east-west cycling routes along Cannon and Lawrence/Cumberland. However, there are no designated or improved north-south routes linking these to the proposed LRT system. Moreover, the SoBi bikeshare system has been implemented much more sparsely between Wentworth and Ottawa Streets and does not serve the area from Ottawa St. to the Queenston Traffic Circle.</p> <p>Larger Systems Implications of Proposed Changes: Hamilton’s cycling network is vastly underfunded and many of the existing pieces of infrastructure along the LRT corridor have come to fruition only after a great deal of effort from citizens and neighbourhood groups. One such piece of infrastructure is the Cannon St. Cycle Track. As plans develop, we are concerned that proposed removal of cycling infrastructure along the Dundurn/York corridor may also extend to Cannon St. The Cannon St. cycle track is the only safe east-west cycling route through the north central lower city; its removal would be catastrophic for cyclists and would send an unwanted message that cyclists’ needs do not matter in Hamilton.</p> <p>Thank you for accepting my feedback.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I have serious environmental concerns about the LRT bridge over the 403 in front of my home I want to request a one month extension to the Feb 3rd deadline for formal input into the EA process as per the PIC comment sheets on the following grounds.</p> <ol style="list-style-type: none"> 1) I am still disabled from the 1275 mornings, nights, afternoons, days, evenings, weekends, and weekdays of illegal sound bombardment that happened here during bridge demolition/reconstruction of 2010 to 2013 inclusive. This exacerbated PTSD and led to financial ruin a death, and permanent severe personal injuries 2) The two-week period of public consultation is unreasonably short and for no reason. What’s the rush??? The completed LRT won’t be any faster than a B-line bus. The completed LRT won’t be as fast or as inexpensive as the self-driving electric taxis coming out in a couple years. Re-election strategies should not outweigh proper environmental process. 3) Diligence of notification has been deliberately not done/avoided in terms of the actual LRT bridge/route location as follows. What you are calling the second PIC is really the first PIC. The so-called door knocking team sent out to notify involved properties on the route never came to <my house>. If they did, they didn’t leave any notification whatsoever. Notification that you would be building a bridge (definitely re-injuring me) a bridge which will bring permanent, eternal, intermittent train noise to my home. Did they honestly think I wouldn’t care??? Of course not!!! Who wants their home ruined??? Maps of the route at the PIC events of Jan 16 17 18 (the first genuine PIC) do not clearly show the LRT bridge location in a clear and understandable way. Streets such as <mine> the residences on them (such as mine ...), and the names of landmark buildings such as the Beverly Hills Apartments are all unreasonably unlabelled or absent altogether on the maps. The LRT route is usually depicted unintelligibly as over 100 yards wide if drawn to scale. Google maps produces better mapping in nanoseconds and without cost!! This very wide depiction made it seem the LRT route was preliminary/undecided rather than totally unchangeable as they said at the first pic of Jan 16 to 18 4) I lost available time after the first pic of Jan 16 17 18 waiting for the LRT staff/city council to reply to my request to be expropriated which they still have not done. 	<p>Separate response sent by Metrolinx – see letter in Appendix D-5</p>

Comment	Response
<p>I'm concerned that the bike lanes will be removed on Dundurn and York. We live on Dundurn and see how much bike traffic there is, and how much congestion there is already. If bikes had to be operated in the vehicle lanes, we'd have traffic backup in front of our house constantly, or cyclists using the sidewalks, endangering my kids.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Closing bike lanes on Dundurn and York Blvd is a mistake. This would directly affect the safety of myself, my family and community. Please look at alternatives plans for the LRT which I support but will quickly move to unsupport if it inhibits safe bike/pedestrian routes in our city.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am disheartened to hear about the possible removal of bike lane infrastructure on York and Dundurn streets to accommodate the LRT construction. I am excited for LRT in Hamilton, but not at the cost of removing bike lanes. I urge the city to keep working on the planning to make every effort to make our roads Complete streets. The City's cycling master plan is way behind on implementation and removing lanes that have been slow to be created is nothing but counterproductive.</p> <p>As a resident of the Strathcona community, I use those bike lanes often and their absence would dramatically reduce how often I commute by bike. Rush hour already creates an induced demand on the side streets in my neighbourhood, as drivers, too impatient to wait in line on York and Dundurn weave their way through the neighbourhood, looking for a shortcut to their destination. Taking away the bike lanes and doubling the road allowance for cars will only send more traffic into our streets. Again, I urge the city to keep working on the plans to ensure that they find a way to keep traffic to the arterial roads instead of the residential side streets.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am very concerned about removing bike lanes in order to add car lanes on York. This seems like a huge step backwards. I am very opposed to this</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I am in full support of the LRT. I think it is a wonderful initiative. I am also an avid user of our city's bike lanes. I travel with my two children around the city in the bike lanes to commute, do groceries, for leisure. It is our primary mode of transportation now that we have such good bike lane access around the city. Please find a way to keep our excellent bike lanes and develop the LRT. It is just not safe for me to travel with my children on the regular roads.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Please do not remove bike lanes! Especially on York. We do not need more car traffic, going fast. Let's move to the future - less cars, more transit!!!</p>	
<p>It is recommended that the A-Line Bus Rapid Transit route be provided with zero-emission all electric powered buses available now from Proterra. (http://www.proterra.com). The Proterra Catalyst E2 model is a proven, state of the art all electric 40 passenger bus with a nominal range up to 350 miles (560 km) (http://www.proterra.com/products/catalyst-40ft) These buses can be recharged overnight when electricity rates are low, and could also receive charge if needed through the day, at the route terminal points. (http://www.proterra.com/technology/chargers).</p>	<p>Noted</p>
<p>While I am generally supportive of the proposed LRT project, I have serious concerns about the proposal to remove bike lanes from Dundurn St. and York Blvd. I use these bike lanes regularly to commute to work, and, honestly, it seems backwards for Hamilton to be remove bike lane infrastructure when we have been pushing for it for so long. There are better ways to manage both vehicular and bike traffic and I encourage you to think of creative solutions to ensure that everyone's needs (LRT, cars, bikes, etc.) are met.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>Before his retirement, I worked with agencies serving seniors and people with disabilities. He has investigated LRT's in 7 communities in North America and Europe.</p> <p>Many indicators show that Hamilton will be left with a poorer overall transportation system as a result of the LRT, despite the expenditure of a billion dollars. The loss will be especially felt by people with disabilities, notably seniors, people who depend on public transportation.</p> <p>The problem is the loss of local service. Planners are so enamoured of the theory of LRT travel that they have ignored the needs of the Hamilton travelling public. The spine of Hamilton, the King-Main corridor, has been usurped by Metrolinx people, with the dregs left for buses, trucks, ambulances, and the 90% of Hamiltonians who drive cars.</p> <p>The Hamilton proposal is offering us only the express bus service to replace the #10. This decision seems inexplicable, but it does fit the blueprint for the LRT "miracle". After all, you can hardly be rapid if you are stopping all the time for those pesky passengers. So 2/3 of the stops will be closed. People who find these stops to be close to their home or destination are just out of luck. We are told we will all be healthier if we hoof it to the distant stop.</p> <p>Too bad about the people in wheelchairs, too bad about seniors with hip or knee problems, so sorry for parents with strollers, too bad for all users, really. But if we do manage to struggle in the nearest stop and get across the traffic lane, there will be a helpful lane for us. No time estimate is provided for an elderly person to push her walker 400 meters in the snow.</p> <p>As a concrete example of deterioration of service, 350 seniors live in the high rise at 30 Sanford. It is about 100 meters to King or Main to catch a bus at present. But the Sanford stop is disappearing, so now those folks will have to hobble an extra 200 meters to utilize the nearest stop at Wentworth. Further, the #1 bus provides the preferred curbside transfer at the Hunter St. GO station, but the new, improved, expensive will require the same senior to take a 3 block hike.</p> <p>Additionally, many more passengers will need to transfer from buses to the LRT's to reach their destinations, and those transfers will further discomfort the disabled.</p> <p>LRT planners here are so fixated with the non-existent speed improvement that they have ignored the fact that LRT's in other communities achieve their speed goals by burrowing underground, running</p>	<p>Noted</p>

Comment	Response
<p>along highways, renewing disused rail tracks, or moving to less congested side streets. NONE of these opportunities fit the Hamilton landscape. But heck, for a million dollars, so what if the travelling public is worse off than they were before.</p> <p>One might think that a Hamilton first plan, as opposed to a Transit First plan, might have looked at these issues many years ago. Instead it seems only now that the city is trying to figure out the best proposal considering Metrolinx has already waltzed off with our best artery. Will local transit and GO buses still be cruising King Street, gobbling up the remaining traffic space? Will auto traffic be crawling up the remaining two lanes on Cannon? Who knows?</p>	
<p>I am 100% FOR LRT in Hamilton. There is no question that it will help morph us into a forward thinking/sustainable city, one that is definitely hard to embrace for some, but completely necessary and obvious to a lot others.</p> <p>However, the messaging needs to align itself as a whole when it comes to alternate modes of transportation. Public transit and cycling should be embraced by Metrolinx as opposed to being two separate entities. Pushing one agenda while considering hindering the other is backwards. Removing bike lanes that were literally fought for to help create a cycle-culture doesn't all make sense. Make the plan succinct and get people to think less on cars and more on the environment!</p> <p>I know you have hurdles, and a city council that is extremely difficult to work with, so I wish you all of the luck down the road. Or track. Or both!</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>It is recommended to apply state-of-the art technology to reduce the costs and impact of the LRT project.</p> <p>The project is currently proposing 100+ year old overhead technology that is very expensive to install and maintain, and will be obsolete when battery electric technology from the automotive (tesla.com) and bus transit (proterra.com) are applied to LRT transit. The use of electric self-propelled (ESP) technology to LRT rail cars will eliminate the high capital costs for installing overhead catenary lines (850 VDC safety concerns, ugly, exposed to ice storms). It will also eliminate the need for relocation of underground services to control EMF and stray currents: - rails can simply be installed where they are needed. The zero emission ESP LRT cars can be recharged overnight when electricity rates are low, rather than use power at peak rates with the catenary system. The ESP LRT cars are more efficient as regenerative braking can be used to recover 50-90% of the braking energy directly to the on-board energy storage system, increasing range between charges and reducing brake maintenance. The major LRT suppliers are aware of this technology and could develop and offer this if specified.</p> <p>It is also proposed to reduce to single (bi-directional) rail lines between stations, wherever possible rather than parallel double lines at present. A single line will reduce implementation costs, and mitigate negative traffic flow impacts, impacts on business, loss of downtown parking, etc. This can be implemented using 'Autopilot Technology' to the LRT system. This would involve the use of GPS and on-board sensors on each LRT car to protect against collisions. A computerized monitoring and control system would control the movement of LRT cars through the system, with on board radar systems and an operator as final backup to override automation in the event of a mal function.</p> <p>Finally, the project should consider the use of all-electric buses as an alternative to LRT rail system. These buses are available now (proterra.com) and would provide emission-free rapid transit that has significantly reduced capital cost over LRT. This approach is scalable with additional vehicles provided as demand increases, and dedicated bus lanes provided to facilitate and bypass traffic congestion.</p> <p>I am very concerned that the proposed LRT system will destroy the fabric of downtown Hamilton, and saddle future generations with the extremely high costs of this project. It is for these reasons that I offer these alternatives as outlined. I am available for further information as needed.</p> <p>Sincerely</p>	<p>Noted</p>
<p>Location is asinine. King Street is already the most developed street in the city.</p> <p>Completely unnecessary. Transit use is declining. Colossal waste of money. Will destroy this city. LRT will offer a decline in actual transit service, as well as block the road for any traffic. I and 92% of people I speak to are strongly against flushing a billion dollars down the drain. NO confidence in Metrolinx through Infrastructure Ontario to do anything right. The stadium still isn't finished. There is no parking anywhere at the terminus. Electricity rates are through the roof. It seems the mayor has lied twice regarding the LRT. The trust is gone. Just stop the insanity already and get back to prudently running the city. Oh, by the way the Netherlands has been running a driverless bus for 2 years now. Self-driving vehicles are coming whether you like it or not. So, naturally, Ontario is investing in the oldest and worst technology they possibly could. Go figure.</p>	<p>Noted</p>
<p>I want to express my deep concern over the loss of parking on King St. I am Pastor of Lifepoint United Pentecostal Church at 887 King St. E. Hamilton. When this building was constructed in 1955 parking on King St. was obviously a consideration since they received approval for seat for over 240 with only room for about 28 cars. Now the proposed plan is to eliminate all parking on King St. with no solution for the nearly 30 car street parking we require to meet our seating capacity. This is great problem and concern to our parishioners and I have not heard of one possible solution yet. Please inform me concerning the progress in addressing this serious problem created by the current LRT plan. Pastor Michael Shaw</p>	<p>Noted</p> <p>Detailed parking plans will be developed during design phases</p>
<p>To Whom It May Concern:</p> <p>The amount of concerns, questions and comments, we as business owners and taxpayers have, are too many to put in writing. Not even sure where to start. First of all, I believe, the entire process to get this project approved was not democratic. The citizens, who are business owners, who will be astronomically affected financially, were not asked for any input. In Hamilton, every project that gets approved is over time and over budget. For example, Tim Horton's field. Still not finished. Also, the bus lane that was implemented a couple of years ago, and then changed later, all at a cost to taxpayers again. Hamilton is not Toronto. You can take public transit and make it to the other side of the city in 20 minutes max. We don't have rush hours the way Toronto does. It also public knowledge that public transit numbers are way down and no one knows why. That alone should be a reason to halt this project. Shameful, how much money has already been spent and will continue to be spent. We have many other</p>	<p>Noted</p>

Comment	Response
<p>issues downtown that take precedence!!! Please, reconsider this project.</p> <p>Hello,</p> <p>I have a comment regarding the end of the LRT. When does the City and Metrolinx expect the extension of the LRT to Eastgate Square to be completed? This route does not make sense as Money is being spend on a new end terminal and one already exists. In addition, with buses no longer required to run the existing B-line route, will buses within the Stoney Creek Area be increased above the 1 bus every 30 minutes that currently runs the 55A and 55 routes. Is ridership is expected to increase the City should interest money in bringing people in from the suburbs (THIS IS WHERE THE PEOPLE ARE). More buses are required in one of the largest areas of population in Hamilton. I would not have to drive my car everywhere if I could take a reasonable bus.</p> <p>The 10, 1 and 1A run every 5 mins from Eastgate Square, you should increase the buses in Stoney Creek to run every 10 minutes and include one to run the North end of Stoney Creek over the QEW. You would get more people taking it, especially the elderly you people you rely on Families or DARTS to move them around.</p> <p>If the government is going to spend \$1.0B, please use it effectively. As a taxing paying citizen, I would like to see my money put to good, not wasted away like it has been in the past.</p> <p>Thank you for your time.</p>	<p>Timing is not known at this time</p> <p>Noted</p>
<p>Overall, I am highly supportive of the LRT project, which I believe will be a huge improvement for public transportation in Hamilton and will induce more development, revitalization, and the resulting rise in the tax base. I am, however, dismayed by how much the design of the LRT has been distorted and compromised in an attempt to accommodate motorists. Specifically, I am outraged to learn that important and well-used bike lanes could disappear and that some streets (such as Dundurn) could actually be widened. This is so wrongheaded it strains belief. The whole point of making a major investment in public transit like the LRT is to try and nudge more people out of their cars and into other more sustainable modes of transportation. As the LRT presentation says, the project "is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton" (p. 4). Mutilating streets and neighbourhoods to preserve Hamilton's already-too-fast car traffic, while also making conditions *even worse* for pedestrians and cyclists, works against the stated goals of this project.</p> <p>It seems to me that the planning for the LRT is based on a fundamentally flawed premise: that "traffic will increase in relationship to the projected population and employment growth, with or without LRT" (p. 29). Does this projection account for the probable and possible changes to our transportation system that will come as a result of autonomous and electric vehicles, ridesharing services, and rising energy costs? While the City of Hamilton seems to be taking the dominance of single-occupant cars for granted, more forward-looking cities are already starting to plan for the transportation system of tomorrow, not the transportation system of 1950. For example, here is a fascinating overview of how the City of Vancouver is approaching these issues: http://www.modacitylife.com/blog/vancouver-prepares-for-driverless-future</p> <p>More immediately, it seems to me that many of the worst elements of the LRT design could be avoided if Main Street were converted to two-way traffic and the 403 ramps were slightly reconfigured. This would also have the added benefits of making Main Street safer, more pleasant for pedestrians and residents, and more attractive for development. Moreover, it would allow for two-way local bus service on Main Street parallel to the LRT on King Street. In other words, it could be a win/win/win solution. Why is this option not even being studied?</p> <p>In sum, I hope that the details of the LRT design will be rethought so that this project can achieve its full, transformative potential and truly improve Hamilton's urban fabric.</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I have questions that were not answered by any of the staff who I engaged in the January 17, 2017 open house session. Without answers to these questions, it's hard for me to provide meaningful input. Please send me answers to these questions.</p> <p>1. Roughly how would a \$1B budget be allocated among key components?</p> <p>Specifically, what share will be for: a) property acquisitions, b) non-transit infrastructure like sewer and utility realignments, c) the LRT maintenance facility, and d) the LRT infrastructure such as the rails, poles, wires and cars?</p> <p>A comparable project is the LRT right-of-way along St Clair Avenue in Toronto, which was built in 2010. The roadway was re-engineered to accommodate newly-built and exclusive LRT lanes, with new tracks and wires and landscaping and other utility work. That project cost \$106 million for 7 km with 26 stops that make the travel time 29 minutes.</p> <p>In comparison, Hamilton's LRT would have a 4.6-fold increase in costs per kilometre, even after accounting for 14 years of inflation if the LRT were to start in 2024.</p> <p>I cannot understand how Hamilton might get so little LRT out of \$1 billion expenditures.</p>	<p>Approximately 85 percent of construction and 15 percent for vehicles</p>

Comment	Response
<p>E.g. Applying the inflation-adjusted costs-per-km of the Toronto St Clair LRT line cost to Hamilton would mean that 14 km of LRT from downtown Dundas to Centennial Road in Stoney Creek should cost closer to \$290 million, plus the cost of a bridge over Highway 403 and over the Red Hill Expressway, plus the costs of an LRT storage facility.</p> <p>2. How many property parcels would be partly and fully acquired?</p> <p>The overhead renderings of the route look as if it overlaps with many existing property parcels. One posterboard noted “acquired sites, where demolition has created a vacant parcel on the streetscape... deemed unlikely to be redeveloped in the first 5+ years following opening day”.</p> <p>It’s hard for me to understand the significance if it’s not clear which properties will be partly and fully acquired, and which are believed to be unlikely to be redeveloped. It looks as if the project planners are attempting to create a Main Street out of King Street – which raises my next question.</p> <p>3. Why isn’t Main Street considered for the entire route?</p> <p>The draft design concept looks to me like it aims to re-engineer King Street into a wider street like Main, through demolitions, deforestation, and acquisitions. Intuitively a Main Street-only route would seem to reduce the amount of acquisitions and demolitions and deforestation, while saving 1 km off the distance from McMaster to Queenston Rd. The reduced length and reduced acquisitions could presumably allow for a longer LRT route within the project budget.</p> <p>Considering the high costs of the project, perhaps even a King/Main split between 403 and Gage could be accommodated since that would require only 1 lane on either street and allow the existing sidewalk to be used for LRT boarding. Answers to my earlier questions could help inform whether this could be in budget as a trade-off.</p> <p>4. How is the “P3” aspect of the project affecting costs and routing decisions?</p> <p>I was astounded to hear from a staff person that the project’s style as a “Public-Private Partnership” (P3) means that “investors” don’t want any utilities underneath the tracks because their focus is on “returns”. I also heard that acquired properties could be sold after the project is completed in order to realize capital gains. This has me wondering about how much of the project is being driven by private interests rather than the public interests of public transit.</p> <p>I also wonder if this means that the roadway that will be used for the LRT will no longer be considered a municipal public asset – because the P3 aspect of the project will have effectively privatized its surface area and the land underneath.</p> <p>5. How many existing trees will be cut, and how many newly planted?</p> <p>The posterboards note “tree felling” and also note plantings, but without any quantification and any commitment to replanting. Hamilton’s Tree canopy is a scarce element of natural heritage that should be quantified at this stage of the design concept.</p> <p>6. Why is the southbound Waterfront stop not in front of that station?</p> <p>The stop was to the south of the station, in front of a kitchen supply store. Let’s keep connecting transit as close as possible!</p> <p>7. Why were your materials out of sync with recent media reports?</p> <p>Prior to attending the January 17 open house, I read in the Hamilton Spectator and CBC Hamilton that the so-called A-Line Spur will not be LRT. I also read that all-day GO train service is now planned for the Hunter St GO station and not the waterfront one. These were confirmed by staff who I asked at the poster session. And yet the posters at the event did not reflect this, so I was asked to comment upon aspects that I’m not sure are actually true.</p> <p>I am therefore sceptical about the authenticity of the presented information that I am supposed to comment upon. This is very disappointing for such a large and important project.</p>	<p>Information is provided in the EPR, Ch. 3 and 4</p> <p>Project was defined on Main and King</p> <p>Routing decisions are made by City of Hamilton and Metrolinx</p> <p>Information is available in the EPR in Appendix C-4 and C-5</p> <p>A-Line is no longer part of this project</p> <p>Media reports preceded official announcement</p>
<p>1) I feel the nice posters greeting people as they entered the display area were totally deceptive in not portraying the posts and electric lines necessary to run the LRT. You've done this for at least a couple of years so it has to have been deliberate. Please be more realistic and honest in future shows.</p> <p>2) I think that pushing the LRT west of Wellington on King street will destroy the International Village there. There is virtually nothing to prevent a jog southbound at Wellington to Main and then proceeding west around the Village and if it can't remain on Main bring it back to King by jogging north at Bay or some other appropriate street. I personally think the LRT should remain on Main west of</p>	

Comment	Response
<p>Wellington to remove the necessity of a bridge at Dundurn shifting from King to Main. Westbound traffic on the 403 could exit to York Blvd instead of Main East. A bit of imagination could handle the eastbound traffic exiting at Main east.</p> <p>3) My real disappointment with the LRT project is that it has never been shown to do anything to really improve traffic flow in Hamilton - it has been and still is being sold as a project to spur development in the downtown (e.g. the argument for a new stop at Bay). To spend \$1 billion of public funds to hopefully get developers to spend their own money is pure speculation. We have seen the 'development' argument before in all the hype attending the McMaster Innovation site - it still remains basically an empty field - and what are we now promised there? A bus barn! At public expense? And what a traffic headache it will cause at that very busy intersection of Aberdeen, Longwood and 403.</p> <p>4) I remain very sceptical but look forward to your next steps.</p>	<p>Noted</p>
<p>I support whole heartily support LRT B-line in Hamilton. I believe the Hamilton LRT office is doing some great work towards implementation of this amazing system in the city. I hope in the face of the abuse, demands, concerns and comments you get from citizens and city council that you never forget that you are part of a once in a generation project. Your incredible work will leave a lasting positive legacy on the City of Hamilton! Thank you so much for your diligence and professionalism in the face of vocal, non-constructive opposition.</p> <p>I have the following minor concerns about the implementation of LRT:</p> <p>Obviously our community could use more bicycle paths as part of the integration of complete streets. I encourage you to be as creative and imaginative as you can in making sure that as part of the investment of LRT in the city of Hamilton also includes a bicycle lane traveling contiguously from east to west near or along (where possible) the LRT system. There already exists in Hamilton many disjointed cycle paths that stop and start across the whole of the LRT line. Using creative strategies to join them as possible to complement LRT would be amazing.</p> <p>The second is a specific and rather selfish neighbourhood concern with regards to the Stinson Community itself. When I attended the higher order transit corridor workshop there was discussion about modernizing the lighting in the International Village. Given the historic character of downtown and community opposition against "new" looks I would recommend you consider keeping as much of the existing "historic" looking lighting and as many trees (even if this causes extra cost) as you can.</p> <p>Also in Stinson, related to Stinson St. It appears that the street our community has been working hard on providing measures to "calm traffic" that this street will fall into the traffic mapping as an alternative root around downtown. We in the Stinson community would like your office to work with us directly on discussing exactly what traffic flow might look like and what we as a community organization can do to lessen the speed and aggressiveness of that traffic flow.</p> <p>Thank you again for your hard work</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p> <p>Details in Design Excellence report</p>
<p>The following comments are submitted on behalf of the Kirkendall Neighbourhood Association (not the above noted individual)</p> <p>February 3, 2017 Dear Honourable Mayor, City Council and Hamilton LRT Office, Re: LRT and the Kirkendall Neighbourhood</p> <p>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.</p> <p>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 centred 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.</p> <p>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.</p> <p>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. 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.</p>	<p>Response sent to similar letter</p>

Comment	Response
<p>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.</p> <p>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.</p> <p>Thank you for taking the time to review our letter. We look forward to a continuing dialogue with you and regarding these issues.</p>	
<p>Dear Metrolinx and Hamilton LRT Project,</p> <p>I’m very glad to know that the plans for LRT in Hamilton proclaim a commitment to environmental sustainability and quality of life, and include attempts to connect the LRT to active transportation methods. However, I’m concerned that the plans as they stand may actually be undermining active transportation at the same time.</p> <p>When I moved back to Hamilton three years ago after six years away, I was delighted to find a number of improvements in the infrastructure to accommodate bicycles; I felt for the first time that in some areas I was actually welcome on the roads as a cyclist. The system still had (and still has) some significant holes in it, especially in areas where a bike lane frustratingly starts or ends on a road that does not connect adequately to other routes (for example, on Hunter near the GO station, King or Main at Dundurn, York at Bay or Cannon at Hess), and the dominance of one-way streets in Hamilton means that I often get trapped in a loop that ends up shunting me out onto a high-traffic street, or I have to dismount and walk for a while, or go far out of my way, in order to stay both safe and legal. But I have been optimistic that the positive changes I’ve seen were going to continue, and that Hamilton would continue to develop into the bike-friendly city it’s been showing signs of becoming.</p> <p>I’ve appreciated the bike racks on HSR buses for getting further distances across the city and up and down the mountain, I’ve enjoyed taking the Cannon Street bike track to get quickly to events on the east side of the city (and explored that area much more than before as a result) and I’ve relied on the Dundurn bike lanes on a daily basis as a way of connecting to transit, trails, shopping and work.</p> <p>However, I am still regularly made aware of my status as a second-class citizen on the roads. In addition to the frustrating impediments to travelling mentioned above, I have had people in cars honk at me, yell at me, and pull into bike lanes ahead of me to cut me off—just because I was on the road, and cycling normally and legally. When I bike to work on Main West, coming up Longwood from Aberdeen, I’m very close to my workplace, but I have to cross Main and go up and across through the winding side streets, then backtrack to a crosswalk to get back to the south side, because too many car drivers are unwilling to tolerate a cyclist in their lane on Main Street, even for a short distance, and it’s not worth risking my life. The message from many Hamiltonians is clear: roads are for cars, and if you’re not in one, you don’t belong there.</p> <p>So I was very disappointed to find that the plans for the LRT project include the elimination of some existing bike routes, and do not include some improvements to cycling accessibility that had been discussed. A major construction project involving this level of financial investment and future planning is an opportunity to make changes that are forward thinking and have the potential to shape the city, its landscapes and the face it shows to newcomers. As the world moves in the direction of reducing fossil fuels, public transportation will become more vital and necessary, but so will active forms of Cycling plans are not confirmed and will be developed in consultation with the cycling community Transportation. As we meet the demands of global change and shifts in energy use, we have a responsibility to work towards making these “alternative” forms of transportation less alternative and instead safer, easier and more accessible than before, so that more people will see them as viable options.</p> <p>If the LRT project makes accommodations for cars (especially single-occupant vehicles) at the expense of accommodations and existing infrastructure for cyclists, I have these two concerns:</p> <ol style="list-style-type: none"> 1. We need to be making the cycling system we already have better and more effective, increasing options and access for cyclists—so decreasing those, instead of using this opportunity to start becoming a model of transit sustainability in Canada, means we are on the wrong track. 2. Car drivers are given the message that they are more important than cyclists, and that bikes deserve to be marginalized to suit their needs—which in some cases will reinforce their already ingrained belief, and in other cases will just allow them to be complacent, instead of challenging their thinking and causing them to re-evaluate how they and others get around. <p>In order to constitute an effective investment in the sustainable future of our city, the LRT development must fight the “Cars First” mentality, not support it. If Hamilton goes in the direction of prioritizing car traffic over more sustainable options, it will be betraying itself and its citizens. I love Hamilton, and I believe in its future as a welcoming city that is civic-minded and community-oriented. I would hope that those involved in planning and building the LRT do as well.</p> <p>Sincerely,</p>	<p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>

Comment	Response
Emily Shepard	
<p>LRT as designed going from McMaster to the traffic circle at Queenston Rd only serves to reduce continuous service we already enjoy to Eastgate. Saying an extension is planned is disingenuous nonsense. Not only does the LRT fail to take cars off the road because it doesn't serve lower Stoney Creek as all other systems in the world service commuters from the burbs to the core it also complicates transit for regular riders trying to get to banks grocery stores and Eastgate Square. The net effect is less people will find transit a viable option and drive as my wife will. We could have had the maintenance and storage facility in the Stoney Creek city hall area and saved 10s of millions. We could have saved 10s of millions on a bridge and expropriations on the much narrower corridor of King and put it on Main. (15 feet is not a small difference Mr Johnson, quit lying) We can't afford to waste millions on an underpass. Work it out or just stop.</p>	Noted
<p>I have 3 main concerns regarding the LRT Project:</p> <ol style="list-style-type: none"> 1. Extension to Eastgate Square and the A-line BRT Announcement- I'm concerned about the recent announcement about the A-line BRT to the Hamilton Airport. While I support the plan for the Blast Network including the A-line, I think that the B-line LRT needs to be completed to Eastgate Mall before starting on the A-line BRT. Eastgate Mall is a key destination and transit hub compared to the Queenston Traffic Circle. Starting on the A-line could mean that it is several years before the LRT is extended to Eastgate Mall and could put the success of the B-line LRT at risk. 2. Walking and cycling connections to LRT stops- It is important that the LRT project incorporates safe and convenient walking and cycling connections to LRT stops to encourage active transportation and transit use. 3. Cycling lanes on Main St. (403 to McMaster), Dundurn Street, and York Boulevard- It is very important that we continue to build a network of safe and convenient cycling lanes. A well-connected network of cycling lanes will provide people of all ages and incomes with affordable access to jobs, education, recreational and entertainment opportunities, and access to health and retail services. 	<p>Noted</p> <p>Noted</p> <p>Cycling plans are not confirmed and will be developed in consultation with the cycling community</p>
<p>I ask that you keep the bike lanes on Dundurn St. N. & York Blvd. -- these are essential route for me and many others who bike between downtown and West end for work each day. Dundurn St North is already an unsafe spot for cyclists crossing Dundurn at Hunt street as cars speed through the area and often go into the opposing traffic lane at that spot to get to the King St light. Removing the bike lanes there would create a further hazard. Thanks!</p>	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>Just a comment. This LRT is not what Hamilton needs. the fact that BRT is now in the picture is a joke as that wasn't acceptable to put funds towards in-lieu of an LRT to run east-west. No one will want to come downtown, both during and after construction of the LRT. Countless businesses, including mine, will be forced to close up shop. Look at how things have gone in Kitchener. Good on the powers that be for lining pockets and ruining lives/livelihoods. I love this city, but poor decision after poor decision has left me baffled and disheartened. You want this information to assist in meeting the requirements of the Environmental Assessment Act? I asses that this environment, Hamilton, is governed by idiocy and greed, and will be a wasteland of promise and potential never fulfilled and long forgotten.</p>	Noted
<p>I would like to voice my concerns over the proposal to remove the bike lanes on York and Dundurn. My primary concern is for Dundurn for safety reasons. I have lived in the neighbourhood while it was 3 lanes of traffic, and now 2 lanes of car traffic with bike lanes. I can assure you walking that road with young kids (as SO MANY do, particularly with the school down Lamoreaux) is SO MUCH safer now with only 2 lanes of traffic. I am very disheartened to hear it is even being considered to remove them. It felt treacherous to walk that road before they switched it to 2 lanes. I am not equipped to offer an alternative, but I am a concerned citizen that does not want change to compromise safety for all the young families and elderly in Hamilton/Strathcona. This would also be a backward step as far as the goal of improving safe walkability & bike-ability. Please remember the concept of "complete streets" and don't waste money that was already spent on such a positive improvement. Bottom line = KEEP ONLY 2 LANES OF DUNDURN TRAFFIC and make all effort to reduce impact to the bike lanes on York as well! Thank you for your consideration.</p>	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>I am very concerned about the plan to remove cycling lanes in the city. The current cycling infrastructure is already inadequate and needs to be expanded to become a real network that covers the city ("suggested routes" with no bike lanes do not count). Removing the Dundurn and York lanes would mean there is no safe path for cyclists to get from downtown to McMaster University. We should be moving forward, not backward, in this area. This goes directly against the goal of complete streets.</p>	Cycling plans are not confirmed and will be developed in consultation with the cycling community
<p>I think as a whole I support the LRT plan, but losing bike lanes is a bad idea for everyone.</p>	Noted
<p>The LRT is proposed to go right by my dress design shop on Main Street West in Hamilton. In my opinion, LRT would definitely not be a good thing for Hamilton for many, many reasons including having all those 'UGLY' overhead power lines and support cables for the power lines and hundreds of poles required to support them that are required to run the vehicles that will replace and destroy the beautiful streetscape that we now have where power and telephone lines have all been put underground, planters, trees etc., that are there now; which will all be destroyed with LRT. Also, with the elevated right-of-way that the LRT will have, it will not be possible to turn left when heading east on Main Street into my parking lot without going many blocks east and turning back, and same for all the other businesses along the way. LRT will reduce parking in front of businesses and traffic lanes will be lost causing traffic jams and will not be good for businesses because the vehicle will just be going by with fewer stop than buses make. With LRT people will have to walk much further to get to where they want to go and they will have to do this in the cold, windy and rainy weather that we get and it will make it much more difficult for the disabled to get around. The answers to have battery-operated buses that can run on the same roadways as cars and to forget about the huge expense required to rip up the streets, replace and relocate all that stuff underground and install rails that will be an annoyance to cars and bicycles! I know of at least 20 other reasons not to have LRT but there is not enough space here. The bottom line is that LRT is an ill-conceived idea for inner-city rapid transit and does not belong running down the main streets of any City including Hamilton. battery-operated buses are the answer. not LRT. LRT SHOULD BE STOPPED..... it is a waste of money to go ahead with and it will, in my opinion, destroy out downtown and everything along the way and those that support it will forever regret doing it!!!</p>	Noted
<p>Dear Hamilton Council,</p> <p>How many of you in Hamilton Council have seen the movie Idiocracy?</p>	

Comment	Response
<p>There are so many issues that are fundamentally wrong at the root level to your 10 year long Metrolinx Hamilton LRT project that it is simply a real world example of the 2006 movie Idiocracy starring Luke Wilson. Where to begin when all except one parameter for a successful transit project are not met?</p> <p>The project should be looking forward to how Hamilton should work as a city in the future not in the present and certainly not in the past.</p> <p>How is it that Hamilton will squander 1 Billion 2012 dollars?</p> <ol style="list-style-type: none"> 1. By not knowing how to negotiate and spend the money on finalizing connection of the main transportation networking hub, our John C, Munro International Airport, to the core of the city. What could possibly inform council that in 20 years the Queenston traffic circle is going to bring more commerce to the city than the airport being connected to the core? How does council ignore that the Upper James route is already all commercialized and waiting for such a connection? How does Council not see the urban growth to the south of the city towards and around the airport? Binbrook and Caledonia would also be then included. How does Council ignore that this route to the airport already has major assets along its entire route whereas, the east west route they are proposing has but the McMaster University and downtown and nothing east of downtown? 2. By ignoring the fact that we are falling behind by 250 million 2017 dollars every year in maintaining our infrastructure. How does Council continue on with this proposed Metrolinx LRT Hamilton project when right in front of them and in real time, the Claremont access has to be closed for months for unprepared for maintenance? How embarrassed would Council have to be to begin to understand what it means to maintain city infrastructure? When roads, now including the relatively new 'Lincoln Alexander Parkway' are failing. The main thoroughfare road surfaces in the city are right now, in atrocious condition. How does Council think Hamilton will survive in 2, 5 and 10 years even? 3. By adding incredibly expensive inflexible objects to the already mentioned item 2; such as a dedicated LRT bridge over Highway 403! By using the only 20-acre parcel of downtown land that could be home to high tech business for a train barn that will employ 130 people rather than 1, 000 people. If the airport route were chosen, this train barn could be up where the bus barn and thereby keeping available the only 20-acre downtown parcel of land for INNOVATION as they say on the very billboard that is on the 20-acre parcel RIGHT NOW. Holy crow Council. What are you doing? 4. By making each and every vehicle that is currently going west along King Street to make an additional FOUR 90 degree turns to get themselves going westbound again. Each and every vehicle following has to then also make an additional FOUR stops and turns for every time the vehicle ahead of it stops and turns. How can Council ignore this fact? Holy Crow. <p>IDIOCRACY. Right now in Hamilton and if you choose to continue with this cockamamie proposal, this Council will be subjecting Hamilton to 50 years of accelerated descent. Who will want to invest in a city like Hamilton with so little foresight as to ignore what is sitting right in front of them and they are driving through it, taking a bus through it, walking through it every day blind?</p> <p>I honestly thought the City couldn't do worse than not knowing how to position and use the Haida effectively as a tourism asset but that simply pales in comparison to what you are now possibly landing Hamilton in.</p>	<p>Noted</p>
<p>I'm looking forward to Hamilton developing a healthier mix of transportation options. The car isn't the right answer for all our needs: let's continue to promote transit, cycling, and pedestrian infrastructure. The cross-town LRT is a critical next step. Let's not wait for 100% unanimity which is impossible; let's get building now.</p>	<p>Noted</p>
<p>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</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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</p>	<p>Noted</p>

Comment	Response
<p>In addition to these poisoning deaths and injuries, motor vehicle operators also:</p> <ol style="list-style-type: none"> 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. <p>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</p> <p>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.</p> <p>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.</p>	

Appendix D-2.C: PIC #2 Panels

Next page.

Hamilton LRT Project

Public Information Centre 2

Meeting Purpose

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

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

- Design modifications to the 2011 EPR LRT (the B-Line) alignment;
- Adding the A-Line along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area;
- Potentially reconfiguring the MacNab Street bus terminal;
- Creating a new terminus with bus facility at the Queenston Traffic Circle;
- Adding a High-Order Pedestrian Connection on Hughson Street connecting the Hamilton GO Centre with LRT; and,
- Locating an Operations Maintenance and Storage Facility (OMSF) where light rail vehicles

would be maintained and stored, along with its run-in track in mixed traffic on Frid Street and Longwood Road to Main Street West, across the Longwood Road bridge and via the Frid Street extension.

The purpose of this Public Information Centre is to:

- Present new and updated information on the study topics developed since PIC #1 in September 2016.
- Provide information on the Transit Project Assessment Process (TPAP).
- Obtain your input and views on key elements of the project to assist us in finalizing the design concept.
- Staff are available from the City of Hamilton, Metrolinx and the consultant team to explain the materials and answer your questions.



↑ Scott Park Visualization (poles for overhead wires not shown)

What Has Changed?

Based on input received at PIC #1, several important changes have been made to details of the project, and new details are being presented.

Several elements of the project have been changed based on your input:

- Selection of a preferred option for the McMaster terminus with side running LRT west of Dalewood to maintain existing traffic circulation patterns in the area
- Selection of a preferred option for the Longwood Road / Paradise Road area which retains the left turn at Paradise Road and eliminates the U-turn at Longwood
- Added a new stop – Gage Park, near the Delta
- Added new pedestrian crossing signals

New and additional detailed information is also presented for environmental studies covering:

- Natural heritage
- Contamination
- Hydrogeology
- Noise and Vibration
- Air Quality
- Traffic impacts
- Transit route changes



Project Introduction: The Vision

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

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



↑ James Visualization (poles for overhead wires not shown)

What is the Hamilton LRT project?

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

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



Sustainable environment



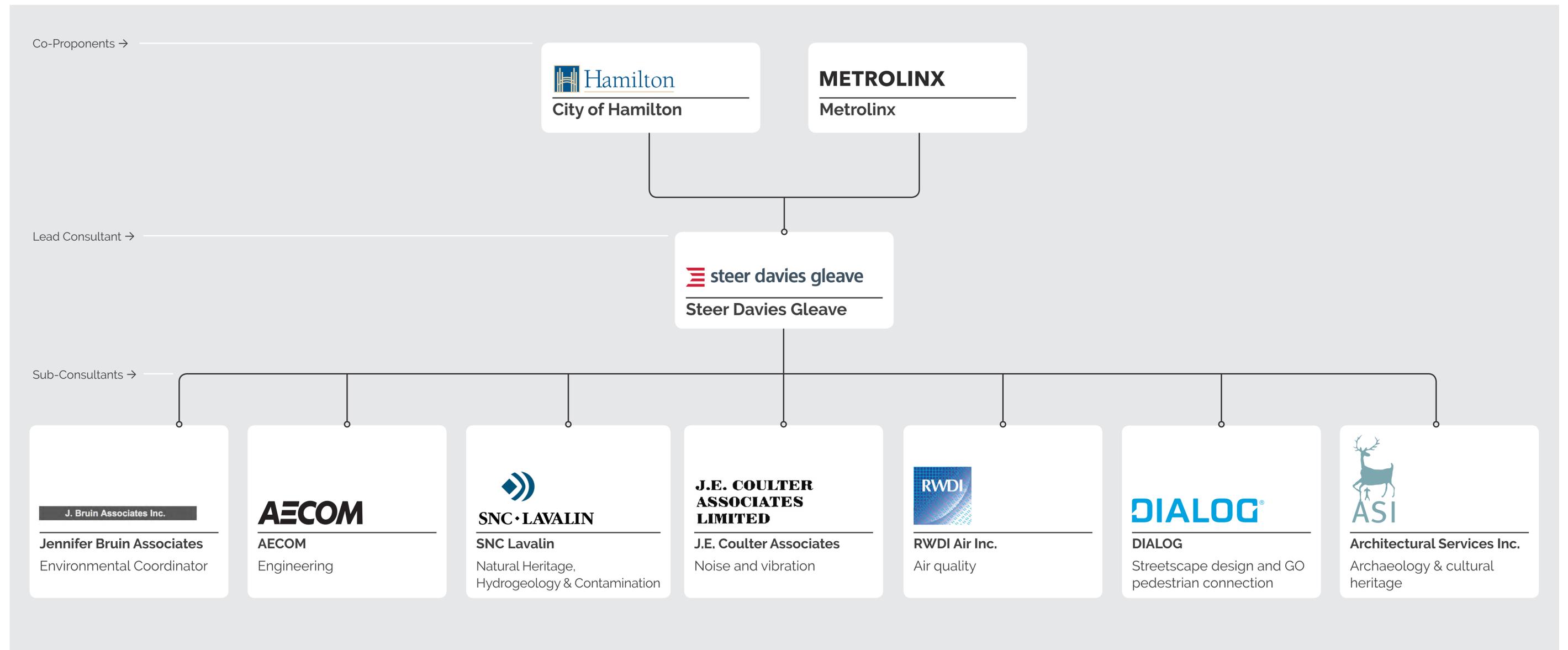
High quality of life



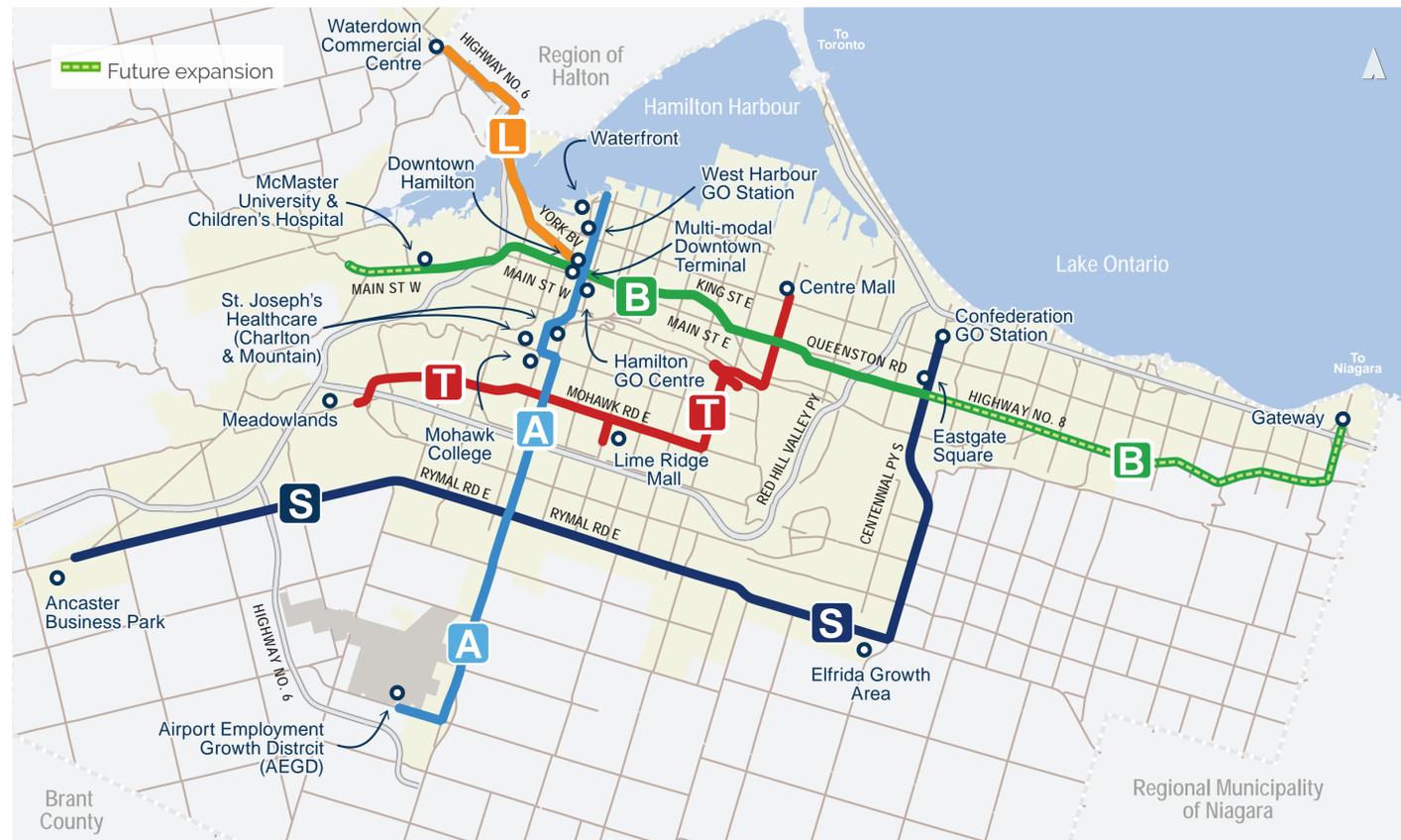
A competitive economy

Hamilton LRT Project Team

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



Policy Context



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

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

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

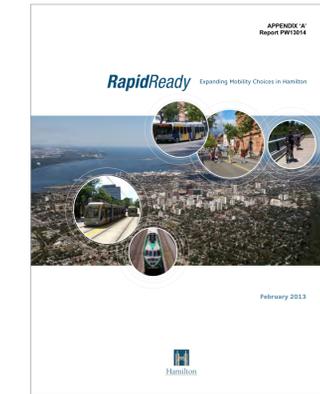


Provincially / regionally

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

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

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



Other relevant studies

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

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

Hamilton LRT Project



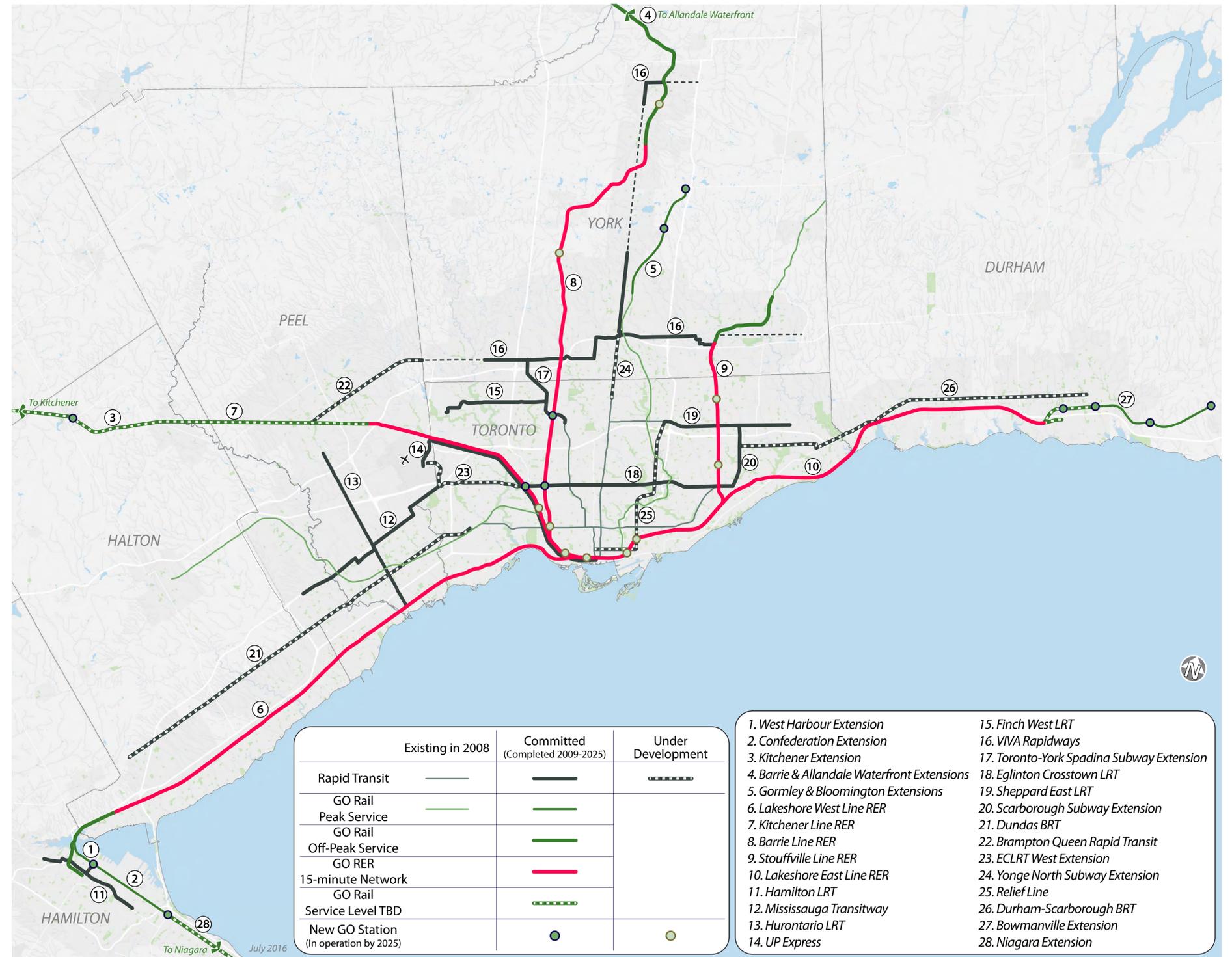
The Regional Transportation Plan is centred on developing an integrated transportation system that enhances our prosperity, environment and quality of life across the Greater Toronto & Hamilton Area (GTHA).

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

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

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

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



↑ In-progress Rapid Transit Network. Subject to change. This diagram is not to scale.

Benefits of Light Rail Transit



Safe for passengers

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



Fast and reliable

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



Accessible

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



Superior passenger experience

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

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



Integrated fares

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



Flexible travel times

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



Clear routes

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



Incorporates cycling

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

LRT System at a Glance



- 1 Overhead wires (poles not shown pending design)
- 2 Driver controlled
- 3 Transit shelter
- 4 Step-Free access and level boarding
- 5 Segregated LRT with curb
- 6 Landscaping
- 7 Pleasant walking areas

↑ Scott Park Visualization (OCS poles not shown)

LRT Systems: The Key Components



Modern vehicles

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



LRT stops

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



Track

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



Electrically powered

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

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



An integrated network

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



Operations, Maintenance and Storage Facility (OMSF)

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



Electrical substations

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



Integrated in the streetscape

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

Typical LRT Cross-sections

These images show typical cross-sections for the LRT in various locations along the corridor.

Typical centre stop platform



LRT	Platform	LRT
2.95m	4.5m	2.95m
Curb		Curb
0.35m		0.35m

Side-running cross-section

King Street East International Village



Sidewalk	LRT	LRT	Travel	Sidewalk
3.7m	3.1m	3.1m	3.7m	2.5m
Curb	Buffer	Curb	Curb	
0.2m	0.9m	0.35m	0.5m	

Centre-running cross-section

King Street East, Main Street East with 1 lane in each direction



Sidewalk	Travel	LRT	LRT	Travel	Sidewalk
2.5m	3.7m	3.1m	3.1m	3.7m	2.5m
Curb	Curb	Buffer	Curb	Curb	
0.5m	0.35m	0.2m	0.35m	0.5m	

Side-running cross-section

Main Street West with 3 east bound traffic lanes and 2 west bound traffic lanes near McMaster stop



Grass	Sidewalk	Grass	LRT	LRT	Boulevard	Travel	Travel	Landscape median	Travel	Travel	Travel	Sidewalk	Grass
1.9m	3.5m	2.0m	3.1m	3.1m	2.9m	3.5m	3.5m	4.3m	3.3m	3.3m	3.3m	3.0m	1.5m
		Curb	Buffer	Curb	Curb			Curb	Curb		Curb		
		0.2m	0.9m	0.2m	0.5m			0.5m	0.5m		0.5m		

Centre-running cross-section

Main Street West with 3 east bound traffic lanes and 2 west bound traffic lanes at Dalewood Avenue to Paradise Rd



Sidewalk	Travel	Travel	LRT	LRT	Travel	Travel	Travel	Sidewalk
2.5m	3.5m	3.5m	3.1m	3.1m	3.3m	3.3m	3.3m	2.5m
Curb			Curb	Buffer	Curb			Curb
0.5m			0.35m	0.9m	0.35m			0.5m

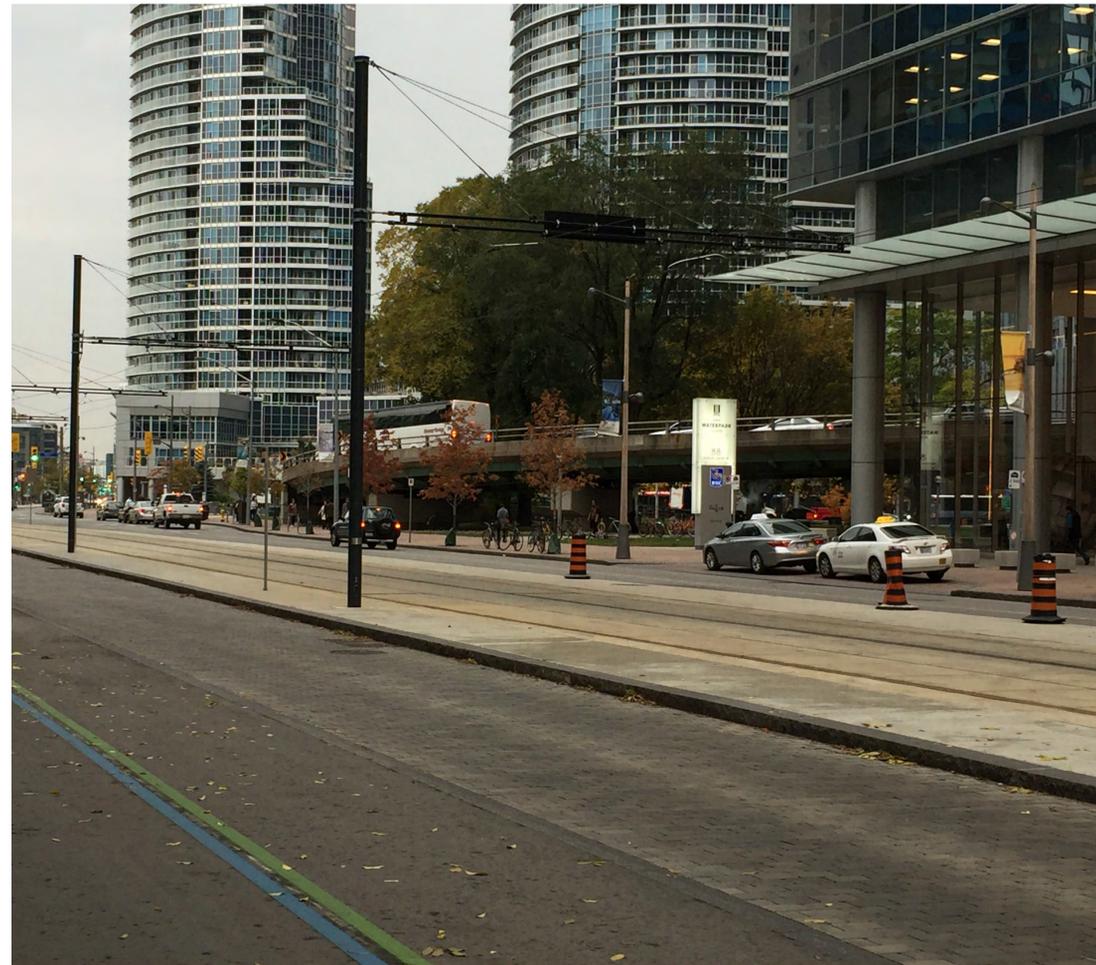
Overhead Contact System (OCS)

Light rail vehicles are electrically-powered, and the electricity is delivered from power substations located along the corridor (about 7 or 8 along the B-Line) to an overhead wire running above the tracks. Wiring systems for urban LRT are typically simple single wire systems, though some use a two-wire “catenary” system.

Suspension Systems

Overhead wires are suspended through different methods, depending on the characteristics of the corridor.

- Centre poles are located between the tracks with the wire suspended on either side.
- Side poles are located at the side of the road or sidewalk, with arms or support wires extending across the roadway and LRT tracks.
- Building mounts can be used in narrow corridors where appropriate mounting locations are available.
- For side poles, poles can be combined with light standards to minimize intrusion.



↑ OCS poles on Queen's Quay in Toronto



↑ Centre-pole catenary system in Minneapolis (centre-running with one traffic lanes on each side)



↑ OCS poles on Queen's Quay in Toronto



↑ Side-pole system at off-street stop in Dublin with platform lighting combined on OCS poles



↑ Building mounted supports in Nottingham

Operations, Maintenance and Storage Facility

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

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

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

Functions:

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



↑ Location area for the OMSF site



↑ Rendering of interior of Eglinton Crosstown OMSF facility



↑ Rendering of exterior of Eglinton Crosstown OMSF facility

Operations, Maintenance and Storage Facility

Site Detail

The Operations, Maintenance and Storage Facility (OMSF) will include the completion of Frid Street from Chatham Street to the McMaster Innovation Park.

THE OMSF facility will include:

- 1 Service and repair shop with administration offices
- 2 An outdoor storage area for LRVs
- 3 Stormwater management facility
- 4 Parking
- 5 Service buildings
- 6 Visual and sound screening

LRVs will travel to and from the B-Line via service tracks on Frid Street and Longwood Road.

The Environmental Assessment for the Frid Street extension was completed in 2011, and will be included as part of this EPR Addendum, since the alignment is changed somewhat from the original approved plan.



↑ Possible configuration of Operations, Maintenance and Storage Facility

Transit Concept

Local transit service in the corridor will be re-organized to support the LRT, and ensure good travel options throughout the region.

Consistent with the 10-year Transit strategy and the Rapid Ready network recommendations, local service will be re-organized to provide:

- Feeder services to and from Stoney Creek and Dundas;
- Reconfigured north-south routes to feed LRT stops;
- Effective service on Main Street West where there are few parallel alternatives;
- Continued 1-King service in Westdale;
- Relocated service from the LRT corridor to appropriate parallel streets: B-Line replaced by LRT and 1-King westbound to east-west corridor north of King (to be determined); and,
- New and upgraded terminals at McMaster, MacNab and Queenston.

Objective is to integrate LRT fares with the HSR fare structure in place at the time.



↑ Transit concept

Integrated Transit Network

Route Overview

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

Locally

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

Regionally

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

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



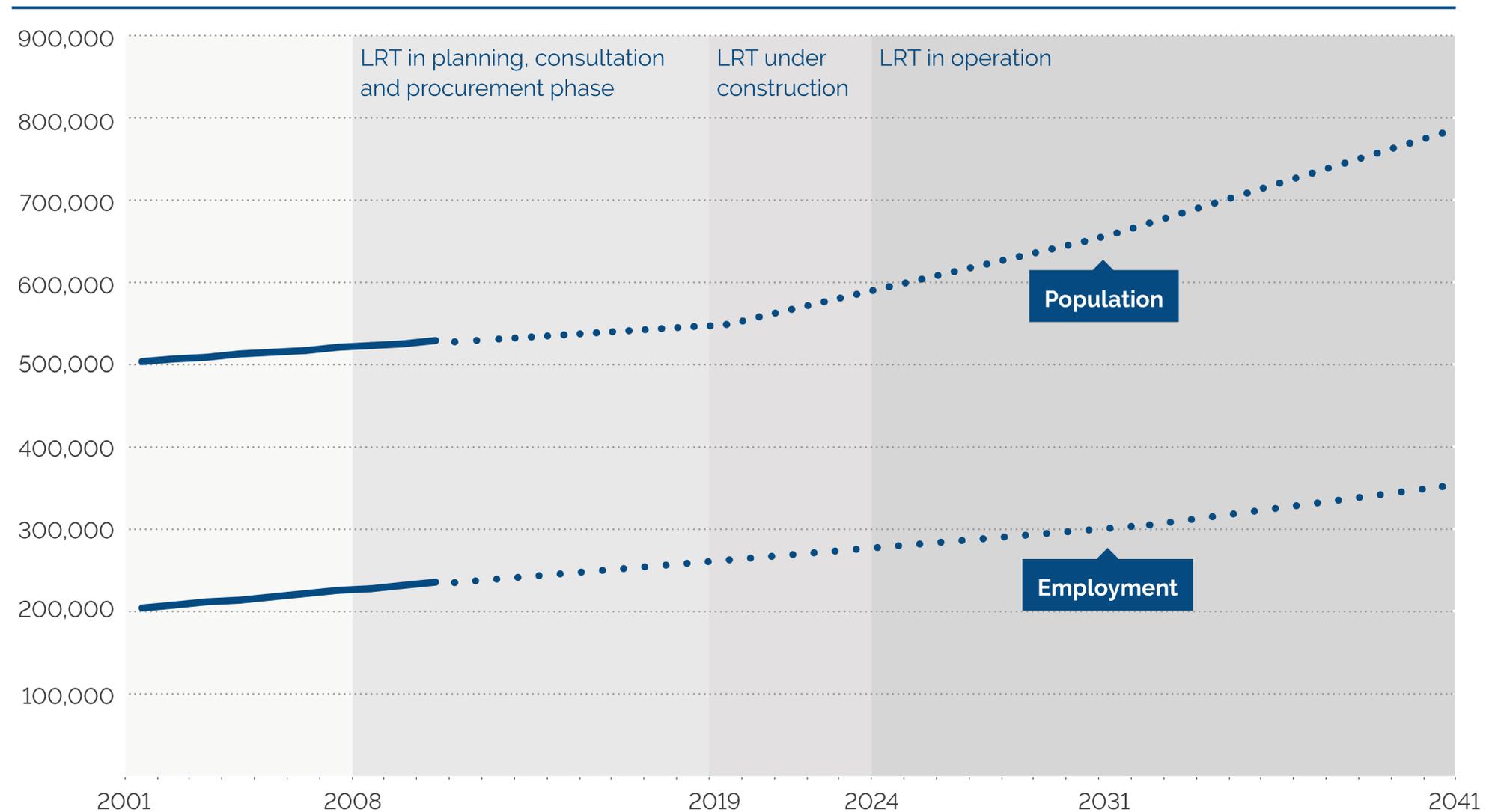
↑ Integrated transit network

Hamilton is Growing

The Growth Plan for the Greater Golden Horseshoe (2013) forecasts that the City of Hamilton will have a population of 660,000 by 2031 and 780,000 by 2041, while the number of jobs will increase up to 300,000 by 2031 and 350,000 by 2041.

This is equivalent to a growth of about 25 percent by 2031 and almost 50 percent by 2041. This increase in people and jobs also means increased activity throughout the city, and thus, more people making more trips.

The LRT project, as part of the City's on-going transportation planning and development, will help the City of Hamilton accommodate the added traffic expected from this growth.



Moving More People

Transit in the Main / King corridor is a crucial element in Hamilton's transportation network, serving the downtown, significant employment and residential areas, and major institutions.

Current bus services are often at capacity and crowding and congestion degrade reliability, affecting growth potential. The LRT on King Street – replacing the B-Line and complemented by other routes will provide direct reliable service throughout the corridor. Fed by complementary routes, the LRT will provide effective end-to-end travel serving key stops along the way.

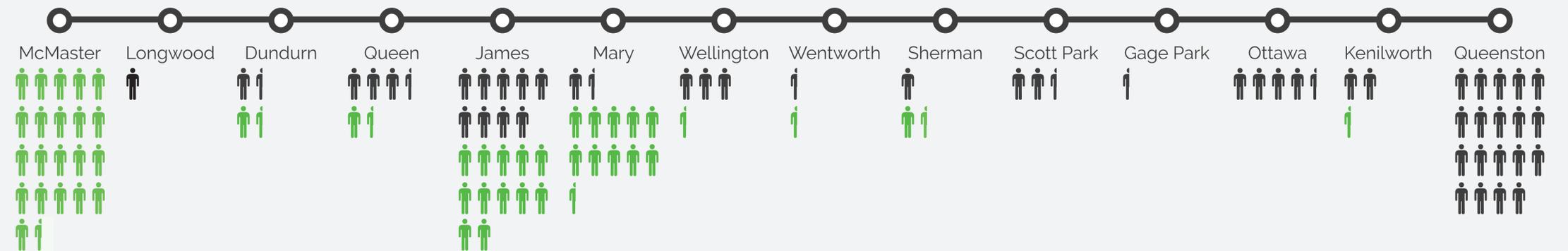
Key stops at the terminal and downtown locations will promote both ridership and economic development. The introduction of the LRT to the corridor will help achieve both the transportation and growth objectives for the City of Hamilton.

B-Line stop activity 2041 – westbound AM peak hour

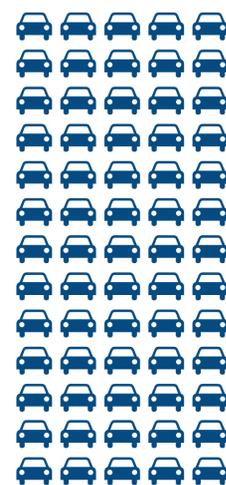
Each person represents about 75 riders:

 Boardings  Alightings

*Ridership patterns shown here typically reverse in the afternoon peak



130 people in cars
(1 car = 2 people)



130 people in buses
(1 bus = 55 people)



130 people in LRV
(1 LRV = 130 people)



A-Line ridership

The A-Line ridership pattern is different from the B-Line. As a short spur, the A-Line is designed to connect to the West Harbour GO Station and the Waterfront, and provide local service along James Street. Ridership patterns will depend on the level of service at West Harbour GO, compared to the Hamilton GO Centre, and the amount of local service that remains on James Street. Since James Street is very walkable and the distance from end-to-end is short (about a 25 minute walk), people will choose

to use the A-Line more as a shuttle rather than a commuter connection, and thus peak usage will vary. Off-peak use on this line could also be important – on evenings and weekends – as riders take advantage of the James Street and Waterfront experience.

Keeping Traffic Moving



Where will car traffic go?

The modelling process projects various changes in traffic patterns with the LRT in place, including:

- Significant reduction on King Street westbound.
- New traffic on King Street eastbound where the new lane is introduced.
- Decreases on some perpendicular routes because of restrictions on crossing the LRT alignment.
- Increases on some perpendicular routes as traffic consolidates at crossing points.
- Increases on parallel routes as traffic is diverted.
- Challenges are at intersections.



Traffic modelling

Projections of future traffic movements, with and without LRT, were forecasted using a three-tiered modelling approach that looked at regional, area and corridor projections and impacts.

This process showed:

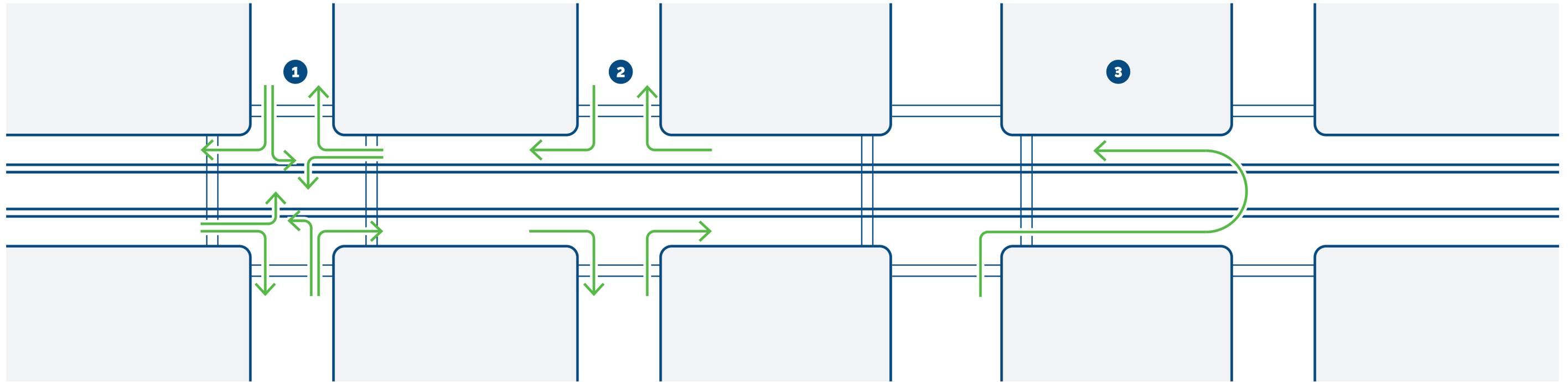
- Traffic will increase in relationship to the projected population and employment growth, with or without LRT.
- LRT will change traffic patterns, the flow of traffic, and the level of service at intersections. The results of those impacts will require mitigation strategies.
- With proper management strategies, traffic will continue to flow when LRT is in service.
- The change in alignment of the LRT from primarily "side running" (2011) to primarily "centre running" (2016) produces similar impacts.

What kinds of strategies will be used?

For each intersection where there are important increases in delay, network solutions will be examined including:

- Signal timing and phasing optimization
- Lane configuration alterations
- Turn restrictions
- LRT signal priority adjustments

How Will Traffic Work?



With segregated centre-running LRT on the B-Line, traffic will only be permitted to cross the tracks at select locations, typically major streets with signalized intersections.

At minor side streets, traffic will not be permitted to cross the tracks, either turning left or going straight through.

To maintain access to all locations, U-turns will be permitted at strategic locations.

On the A-Line, the LRVs will operate in mixed traffic, so all current turning movements are maintained.

- 1** Typical signalized intersection entrance and exit: Crossing of tracks permitted.
- 2** Typical side-street entrance and exit: No crossing of tracks permitted.
- 3** Drivers wishing to turn in the opposite directions where crossing the tracks is not permitted, will need to make the allowed right turn and travel to the next U-turn location, and make a permitted U-turn. U-turns at these locations will be combined with left turns, and controlled by their own separate signal phase to ensure safety.

Where will Cars Park and Trucks Unload?

Implementing LRT in the King / Main corridor will have an impact on on-street parking and loading areas. Specific plans will be developed to ensure that this impact to residences and businesses will be minimized.

Parking and Loading Impacts

Implementation of the LRT will eliminate current metered parking spaces and formal loading areas on the street from Dundurn to Queenston.

Approximately 400 metered parking spaces will be eliminated.

Both formal and informal loading areas will no longer be available on-street, on King Street and Main Street East.

Current use of parking and loading spaces varies in relation to the distance from the downtown. In and around downtown, both parking and loading spaces are highly utilized – more than 80 percent in peak times.

Outside of the downtown, utilization is lower – down to 60 percent in some areas.

This means that not all parking spaces may need to be replaced – detailed studies will be conducted to determine the specific replacement rate by area, and how these spaces are to be replaced.

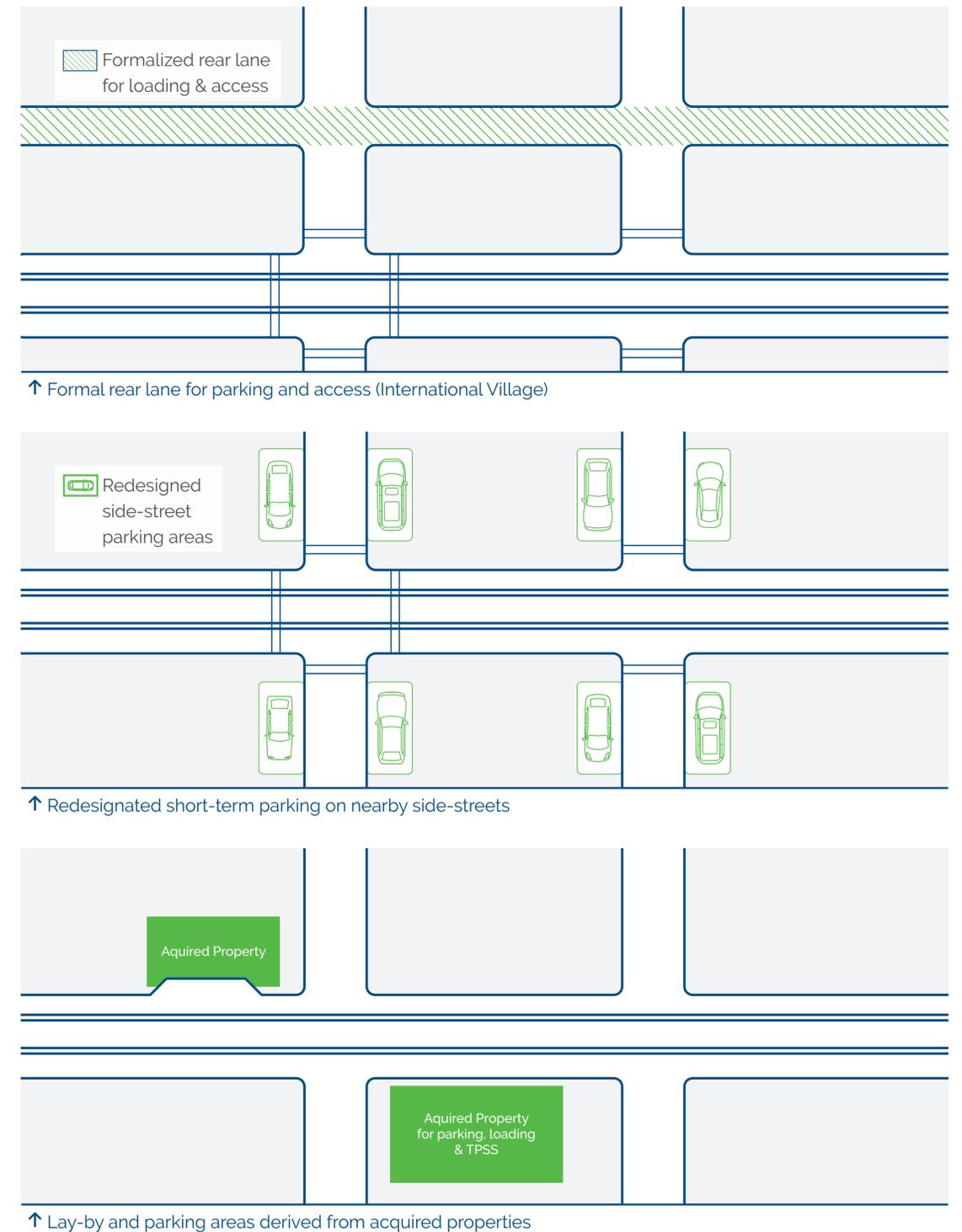
Developing Solutions

Parking spaces will be replaced in a number of prioritized methods. Specific studies for each area will be conducted to determine the measures that include:

- Re-designating permit and unlimited parking areas on side streets close to the corridor;
- Identify and designate short-term parking spots and loading areas in nearby parking lots ;
- Use portions of acquired properties to establish short-term parking spots and loading areas;

- Develop formal rear lanes (for example, north of King Street in the International Village) for loading areas and access;
- Integrate parking and loading laybys with the power substation locations; and,
- Integrate parking and loading layby design with the streetscape design plans.

Hamilton and Metrolinx will work closely with the community to develop effective solutions both for the short-term construction period as well as the long-term.



Where Will Traffic Go?

Projections of future traffic movements, with and without LRT, were forecasted using a three-tiered modelling approach that looked at regional, area and corridor projections and impacts.

The modelling process projects various changes in traffic patterns with the LRT in place including:

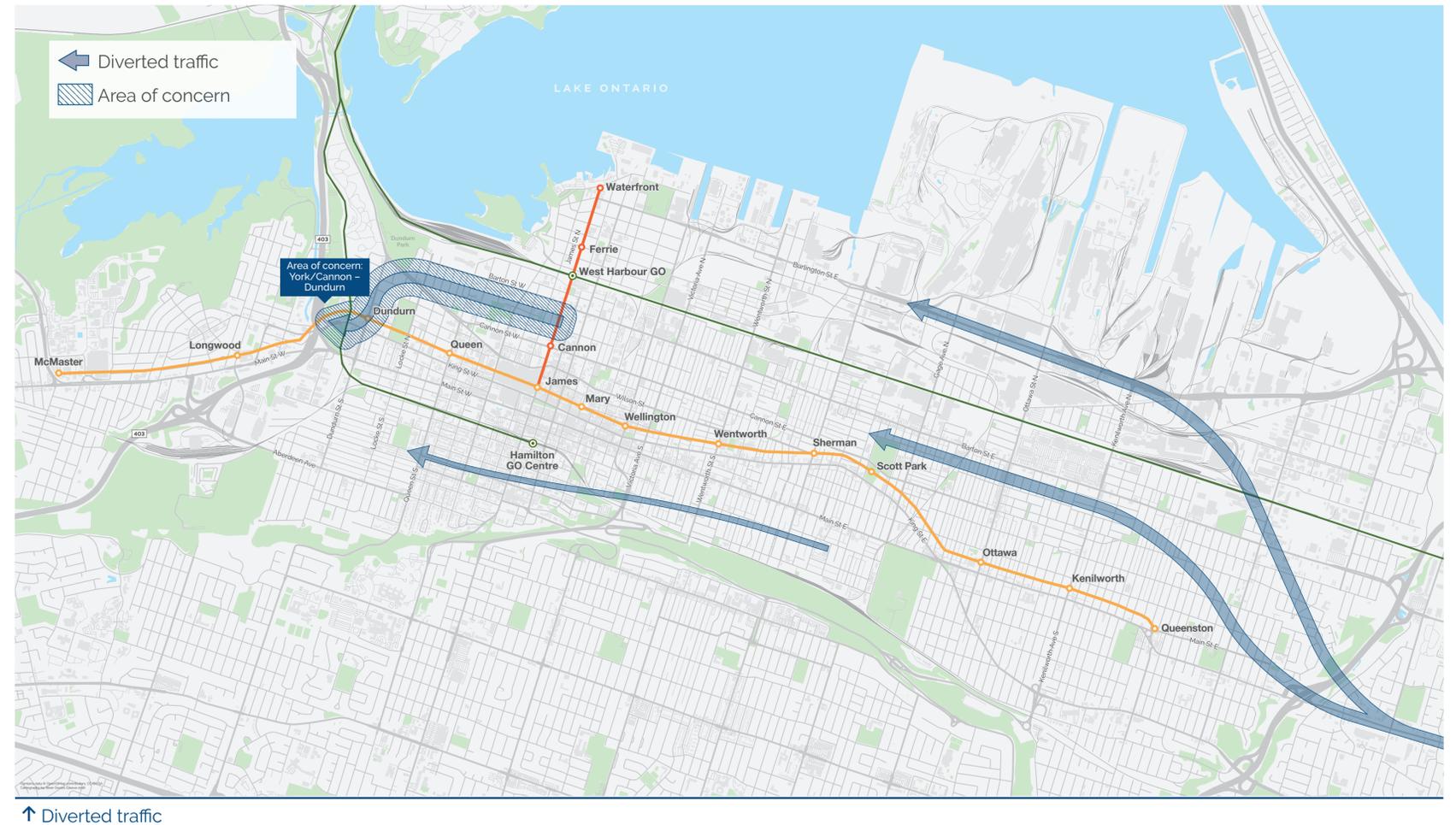
- Significant reduction on King Street westbound.
- New traffic on King Street eastbound where the new lane is introduced.
- Decreases on some perpendicular routes because of restrictions on crossing the LRT alignment.
- Increases on some perpendicular routes as traffic consolidates at crossing points.
- Increases on parallel routes as traffic is diverted.

This process shows:

- Traffic will increase in relationship to the project population and employment growth, with or without LRT.
- LRT will change traffic patterns, the flow of traffic, and the level of service at intersections. The results of those impacts will require mitigation strategies.
- With proper management strategies, traffic will continue to flow when LRT is in service.

Areas of concern:

- The York / Cannon / Dundurn corridor from Queen to King / Dundurn will require further study.
- Mountain accesses will continue to operate adequately after the introduction of LRT.



↑ Diverted traffic

Traffic

Traffic volumes will increase considerably to 2031, with or without the LRT. Implementing the LRT will change traffic patterns in and around the corridor.

These figures show the forecast PM peak traffic volumes, based on the 2031 targets for population (660,000 people) and employment (300,000 jobs).

The *2031 Difference* figure shows the projected PM peak difference between the "Business-as-Usual" scenario, without LRT, and the LRT scenario. The difference figure illustrates the changes in traffic as a result:

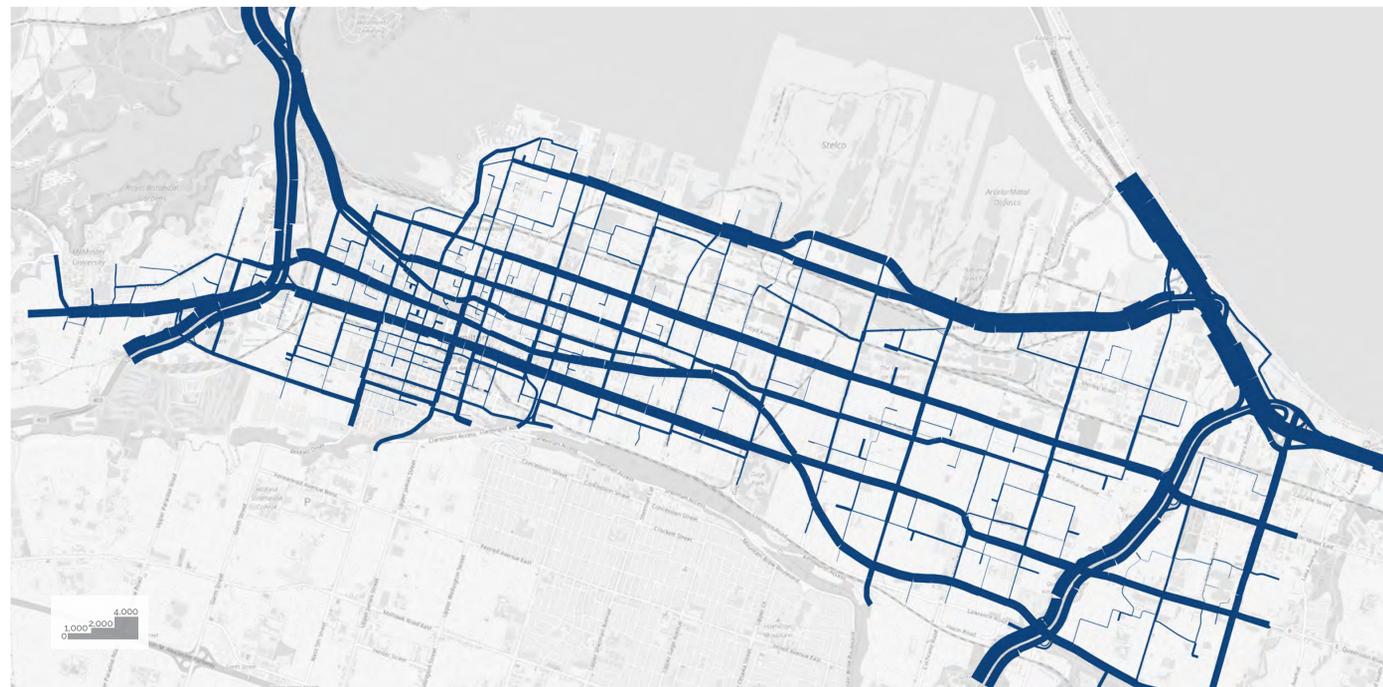
- Reductions (green) in traffic westbound on King Street, with new eastbound traffic;
- Increases in westbound traffic on York Street, from Bay Street to York/Dundas and south to King Street;
- Reduction in inbound traffic on York Boulevard, with an increase on 403 traffic to Main Street; and,
- Increases on Barton, Cannon, Hunter, Aberdeen and north-south connections.

This represents the overall pattern of traffic diverting around the LRT corridor. These traffic patterns created the need for improvement strategies.

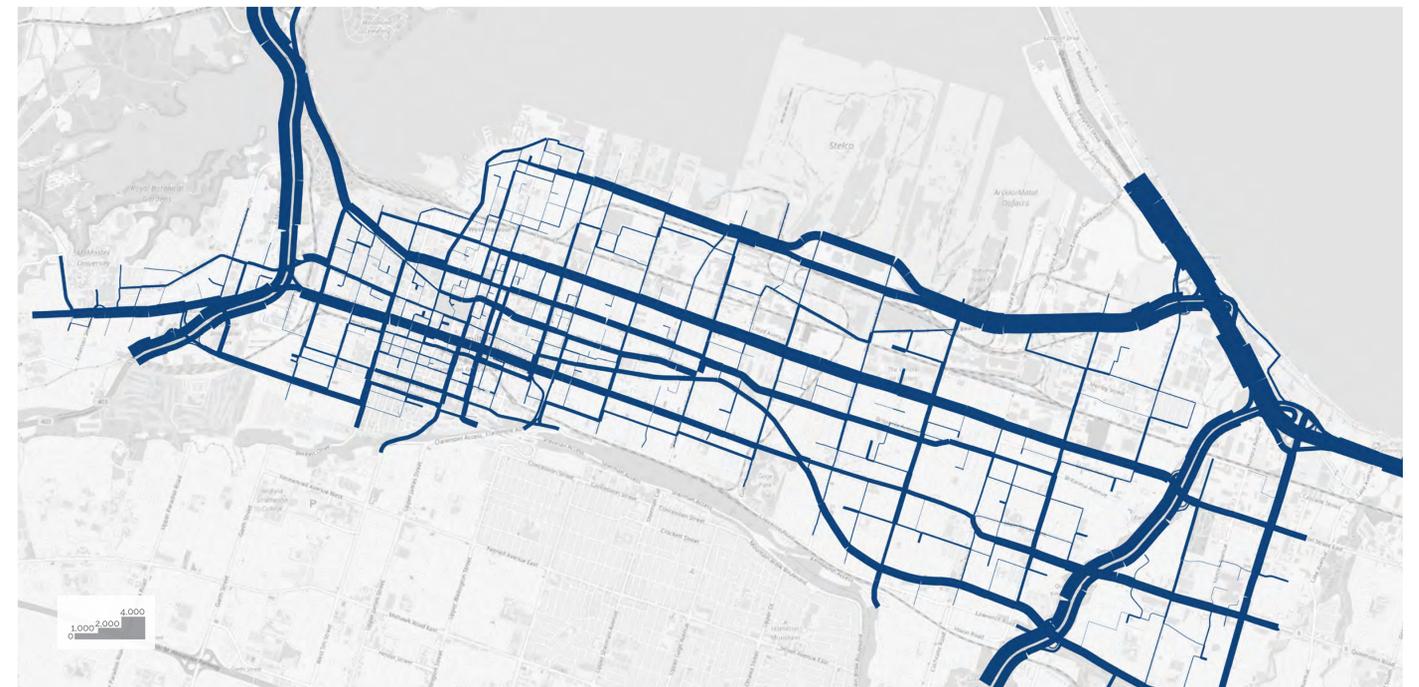
2031 Difference



2031 Traffic Volumes without LRT



2031 Volumes With LRT



Traffic Impacts and Mitigation

The diversion of traffic resulting from the LRT operation created congestion in several area intersections, and one significant area of concern, where diverted traffic needs to return to the King / 403 corridor.

Mitigation Measures

The initial round of modelling pointed to several areas throughout the network with congestion problems at the intersections.

Initially, improvements were tested that did not require physical modifications to the roadway. These included:

- Traffic signal operations
- Timing allocation
- Staging changes
- Dedicated turn phases
- Signal cycle times
- Turning lane reallocation
- Turn movement bans

These changes resulted in reasonable traffic conditions throughout the network, with the

exception of the corridor on York Street from Cannon / Queen to Dundurn and Dundurn to King Street – a result of traffic needing to return to King Street for access to Hwy 403, King West and Dundas.

To address congestion in the York / Dundurn corridor, a number of physical changes are necessary, including:

- Cannon at Queen / York – three lanes on eastbound approach;
- Dundurn at York: added lane on all three approaches to accommodate turns;
- Locke at York: westbound left turn ban, added lanes on all approaches (100 metres);
- York from Dundurn to Queen: three lanes in both directions;

- Dundurn from York to King – added southbound lane; and,
- King at Dundurn: added southbound right-turn slip lane; added westbound approach lanes.

These changes along York and Dundurn will require further assessment to identify cycling impacts and options (see [Committed to Cycling](#) board)



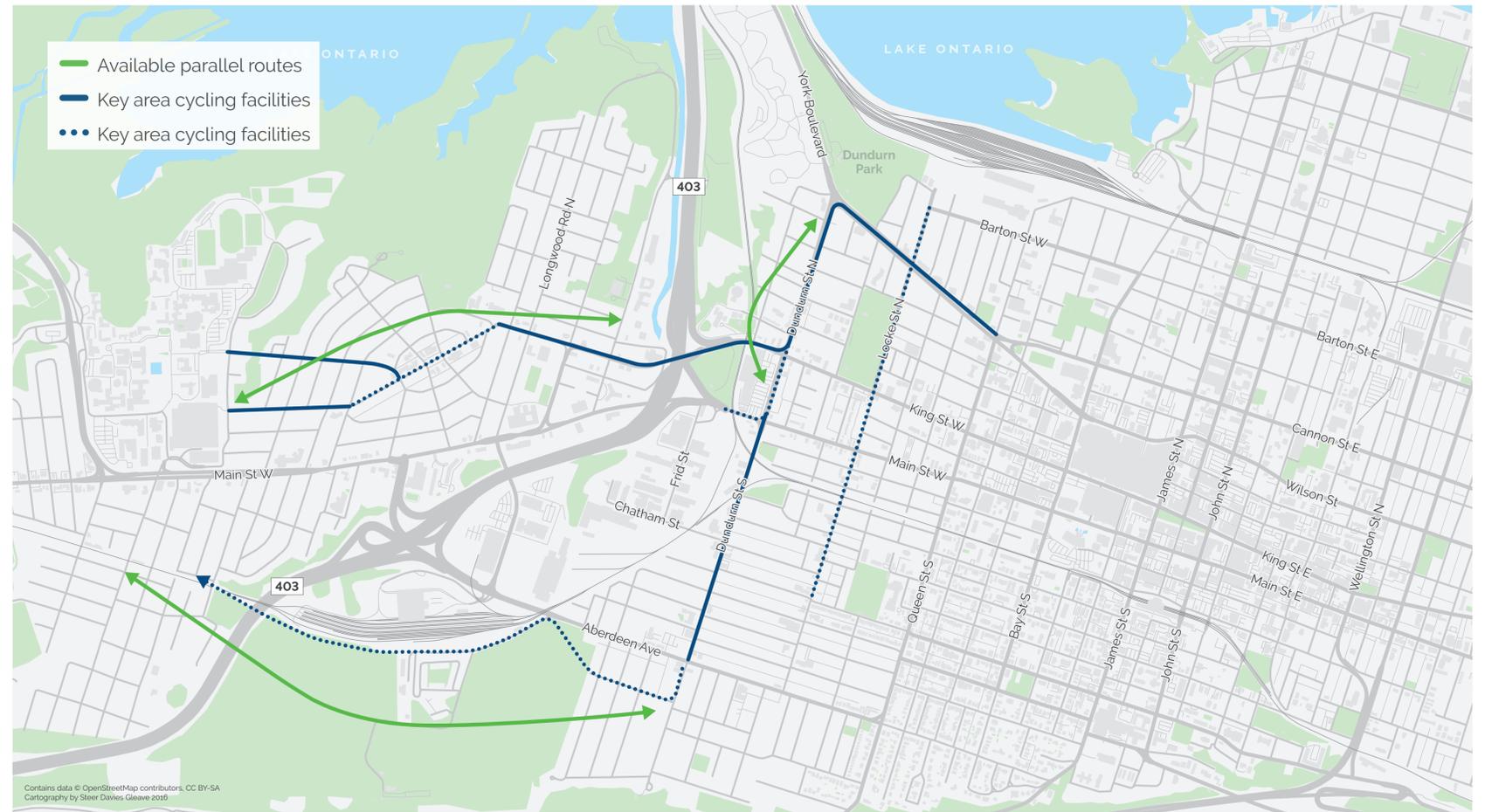
Committed to Cycling

Metrolinx and the City of Hamilton are committed to replacing bike lanes impacted by the LRT project during construction and developing longer term solutions in close consultation with affected neighbourhoods and the cycling community.

The LRT project team is seeking input from the cycling community and affected neighbourhood associations to identify alternative routes and innovative solutions. A community consultation session will be scheduled for February or March 2017.

- Dundurn Street North existing bike lanes
- York Boulevard (Queen to Dundurn) existing bike lanes
- Main Street West proposed bike lanes from Macklin to Cootes

Based on the traffic modeling information, we have identified areas along the west end of the route that will require more traffic capacity during LRT construction and when it is in service. This may have an impact on existing and proposed cycling infrastructure, including:



↑ Cycling plans

Planning for Pedestrian Oriented Corridor

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

Metrolinx Mobility Hub Guidelines



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

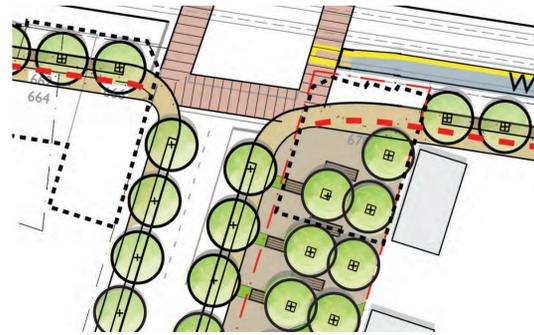
Some of the emerging work illustrated on this and subsequent panels may come forward as part of this project, while others may come forward through change and development on lands adjacent to the corridor, undertaken by individual property owners and stakeholders.

[Here are some early design opportunities for consideration →](#)



Pedestrian through zone

Where feasible, provide a 2.0 metre wide Pedestrian Through Zone, located on both sides of the street, and continuous along the entire length of the corridor.



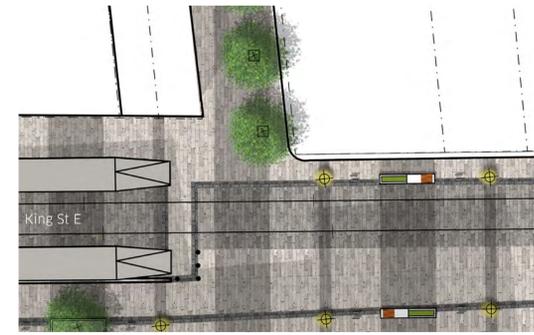
Interim design of vacant properties

The design strategy proposes to install plantings, and pedestrian amenities on acquired sites, where demolition has created a vacant parcel on the streetscape, and where that parcel is deemed unlikely to be redeveloped in the first 5+ years following opening day.



Healthy plantings & street trees

Cluster plantings and street trees to leverage a shared soil trench to support long term health and growth potential. Provide 8–10 metre spacing between trees. This approach also supports an organized visual rhythm to plantings, furnishings, lighting, and other elements.



Side streets: Green lobbies to the corridor

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



Pedestrian-oriented intersections & crossings

Pedestrian safety and comfort is prioritized by demarcating crosswalks with distinctive paving treatments, colours and materials, in combination with urban braille. Where possible, curb radii are tightened, to reduce the crossing distance for pedestrians.

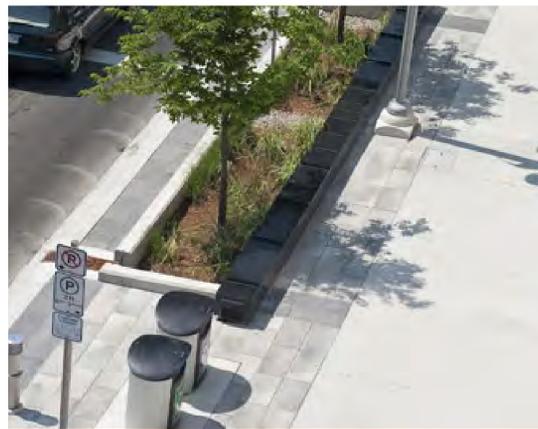


Context sensitive design

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

Streetscape Types and Elements

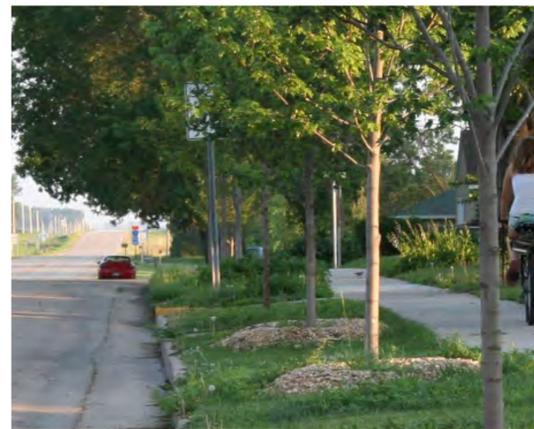
This panel outlines streetscape types to support the future vision for existing and emerging urban areas, as well as areas of less urban intensity along the corridor. The types respond to the intended character of the area, as well as the level of targeted investment.



↑ Typical

Urban streetscape zones

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



↑ Typical



↑ Tree in single pit, with grate



↑ Tree in continuous, uncovered pit

Greenscape zones

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

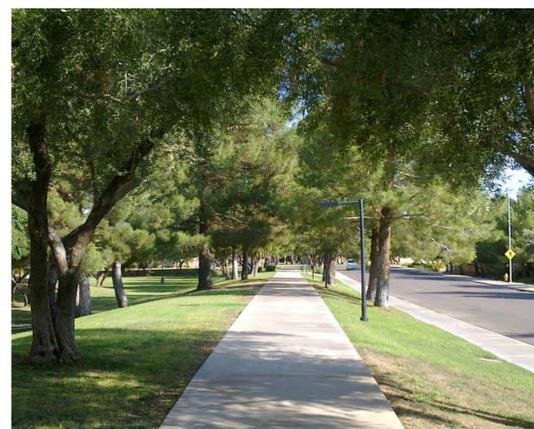
Streetscape plantings and paving

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

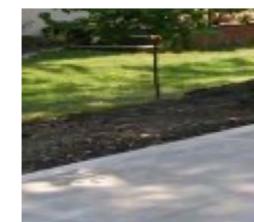
- Low shrub, perennial and grasses at select locations within the central roadway median, and adjacent to LRT stops;
- Trees along the streetscape, where feasible, to improve the quality of the experience for pedestrians and transit users, particularly in close proximity to LRT stops; and,
- Specific areas within the streetscape environment, such as sidewalks and crosswalks.



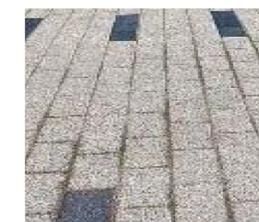
↑ Enhanced



↑ Enhanced



↑ Concrete sidewalk



↑ Concrete unit paving

Design Objectives: GO High-Order Pedestrian Connection

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



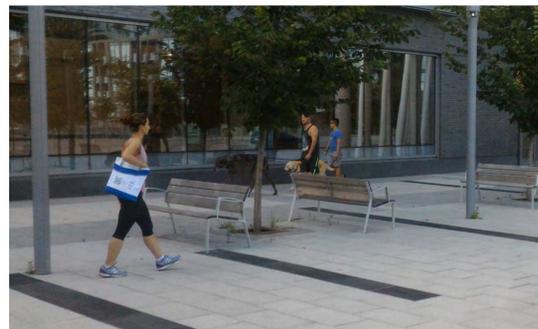
Design excellence

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



Convenient

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



Comfortable

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



Safety and security

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



Intuitive

Support intuitive wayfinding between transit destinations.

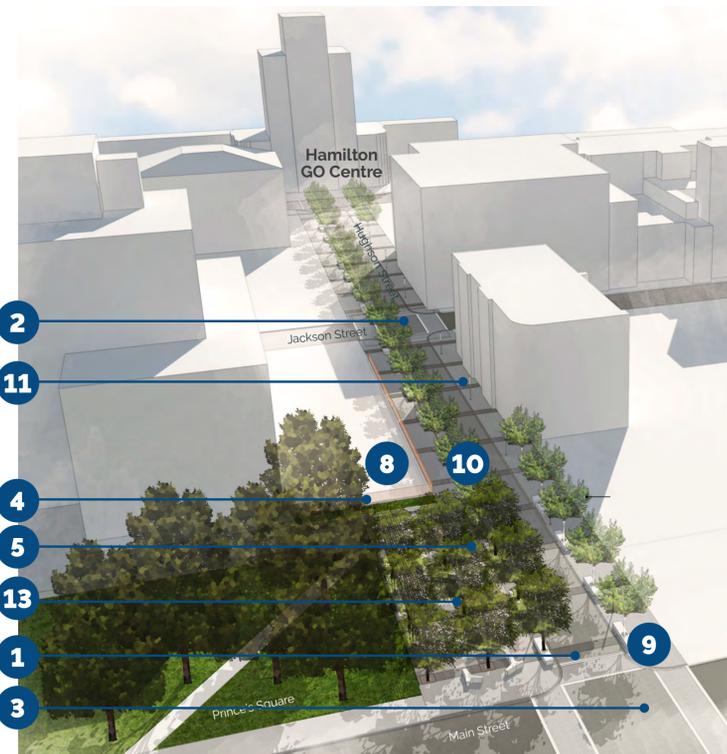
Corridor selection criteria

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

- **Short walking distance from the LRT to the GO Centre:** As measured from the westbound LRT platform, to the Station building entrance at Hughson and Hunter Streets.
- **Wide pedestrian walking zone:** Average width of clear sidewalk as measured along the journey between the LRT platform and GO rail station entrance.
- **Weather protection opportunity:** Hughson Street provides opportunities to plan for awnings or canopies affixed to existing buildings, along the pedestrian journey.
- **Safe pedestrian crossings:** Hughson Street provides a safe walking environment, with relatively few crossings of busy roads, relative to other parallel streets in the area.
- **Few unsignalized crossings:** Most intersections along Hughson Street are signalized, which supports greater pedestrian safety, relative to unsignalized crossings.
- **Development / frontage potential:** Measured as the linear length of vacant blocks along the route, where future development may occur.
- **Plantings and furnishings zone:** Areas where there are existing trees and/or furnishings, and where it is reasonable to accommodate them in future, without unduly impacting the available walking area.
- **Intuitive wayfinding:** Without the aid of signage, this route provides clear view corridors that allow pedestrians to see the transit destination, at either end of the route.
- **Minimizing traffic impacts:** Relative to other route options, Hughson Street minimizes potential impacts to vehicle oriented traffic operations.

Street Design Approach: GO High-Order Pedestrian Connection

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



↑ Conceptual View: Looking North to the Hamilton GO Centre



↑ GO High-Order Pedestrian Connection: Conceptual Plan

- 1 Enhanced hardscape paving
- 2 Two-way vehicular traffic
- 3 Distinctive hardscape paving at intersection with raised profile
- 4 Decorative screening opportunity
- 5 Pedestrian plaza / bosque
- 6 Existing drive to parkade & surface parking to remain
- 7 Restricted vehicular access from King Street E to Hughson Street
- 8 Loading area
- 9 Tree in integrated bench / planter, comes with soil cell (typical)
- 10 Tree in grate, comes with soil cell (typical)
- 11 Proposed pedestrian light pole (typical)
- 12 Existing pedestrian light pole to remain (typical in front of Hamilton GO Centre)
- 13 Plaza canopy structure (above)



↑ Conceptual view: Looking south to the Hamilton GO Centre



↑ 'A - A' conceptual Hughson Street cross section: looking north

Streetscape Design Approach: GO High-Order Pedestrian Connection

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



↑ Key plan of Hughson Street between Jackson Street and Main Street



Hardscapes

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



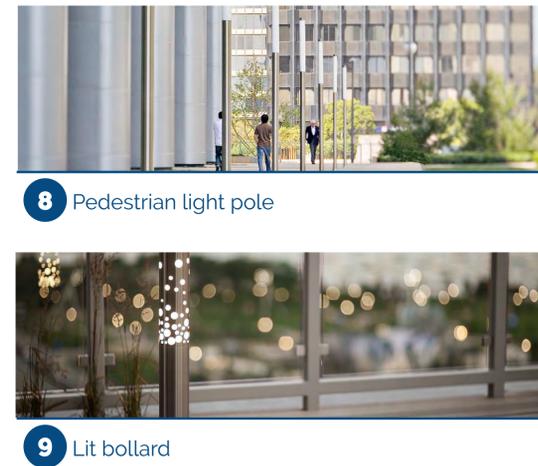
Plantings and street trees

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



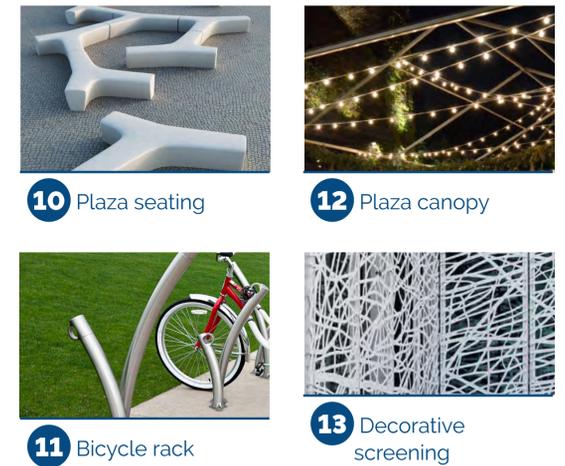
Intersections and crossings

Distinctive hardscape colours and patterns are used as visual cues to drivers, people with low vision, and other users of the roadway to support the safety and comfort of pedestrians.



Lighting

Lighting provides several benefits: visual continuity along the corridor; highlighting the character of the streetscape; contributing to a safe environment; and providing a distinctive design feature to enhance the pedestrian experience.



Pedestrian amenities

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

Street Design Approach: International Village

The streetscape concept illustrated on this panel has been designed to establish a high-quality civic corridor, prioritizing pedestrians and supporting safe, convenient and comfortable connections within International Village, between Mary and Wellington stops, and along the LRT Corridor.

- 1 Enhanced hardscape paving
- 2 One-way vehicular traffic
- 3 Distinctive hardscape paving at intersection
- 4 LRT trackbed
- 5 LRT stop platform
- 6 Restricted vehicular access
- 7 Shrubs in planter/seating (typical)
- 8 Tree in planter, come with soil cells (typical)
- 9 Tree in grate, comes with soil cell (typical)
- 10 Existing drive to parkade and surface parking to remain
- 11 Proposed pedestrian light pole (typical)
- 12 Proposed bicycle rack (typical)



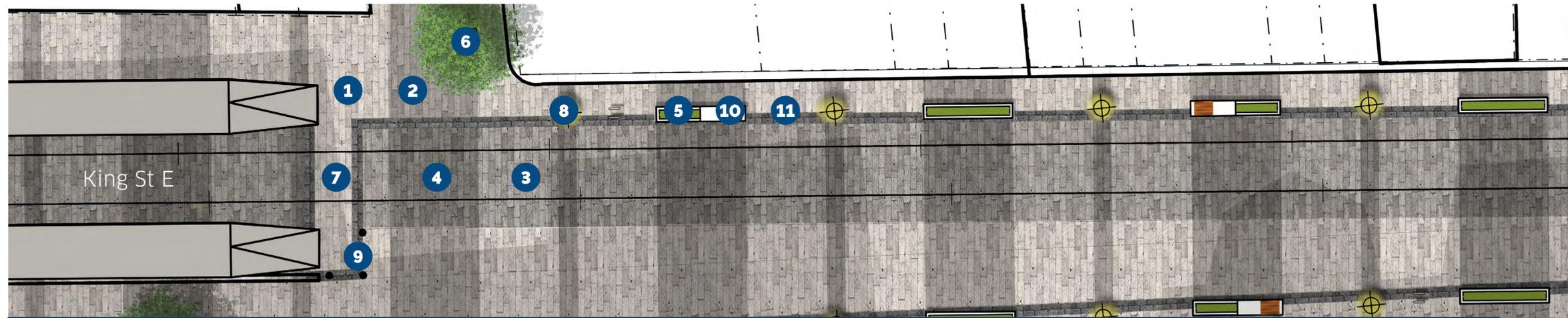
↑ Axonometric view 'A': Side street intersection at International Village



↑ International Village Streetscape Design: Conceptual Plan (1:500)

Street Design Approach: International Village

The design aims to create a civic space that enhances the experience of pedestrians and transit users within International Village, and particularly between Mary and Wellington Streets. The concept deploys a range of streetscape components to support a safe, convenient, comfortable, and attractive experience.



↑ Key plan of LRT corridor within International Village



1 Paving bands



2 Sidewalk



3 Roadway



4 Crosswalk edge



5 Shrubs in planter



6 Tree in grate



7 Paved intersection / crossing



8 Pedestrian light pole



9 Lit bollard



10 Linear seating



11 Bicycle rack

Hardscapes

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

Plantings and street trees

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

Intersections and crossings

Distinctive hardscape colours and patterns are used as visual cues to drivers, people with low vision, and other users of the roadway to support the safety and comfort of pedestrians.

Lighting

Lighting provides several benefits: visual continuity along the corridor; highlighting the character of the streetscape; contributing to a safe environment; and providing a distinctive design feature to enhance the pedestrian experience.

Pedestrian amenities

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

Design Excellence

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

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

Step 1: Listen and learn

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

Step 2: Build on the vision

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

Step 3: Engage with bid teams

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

Step 4: Select a winning bid team

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

Step 5: Ensure compliance

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



↑ Design excellence workshop



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



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

Principles of Design Excellence

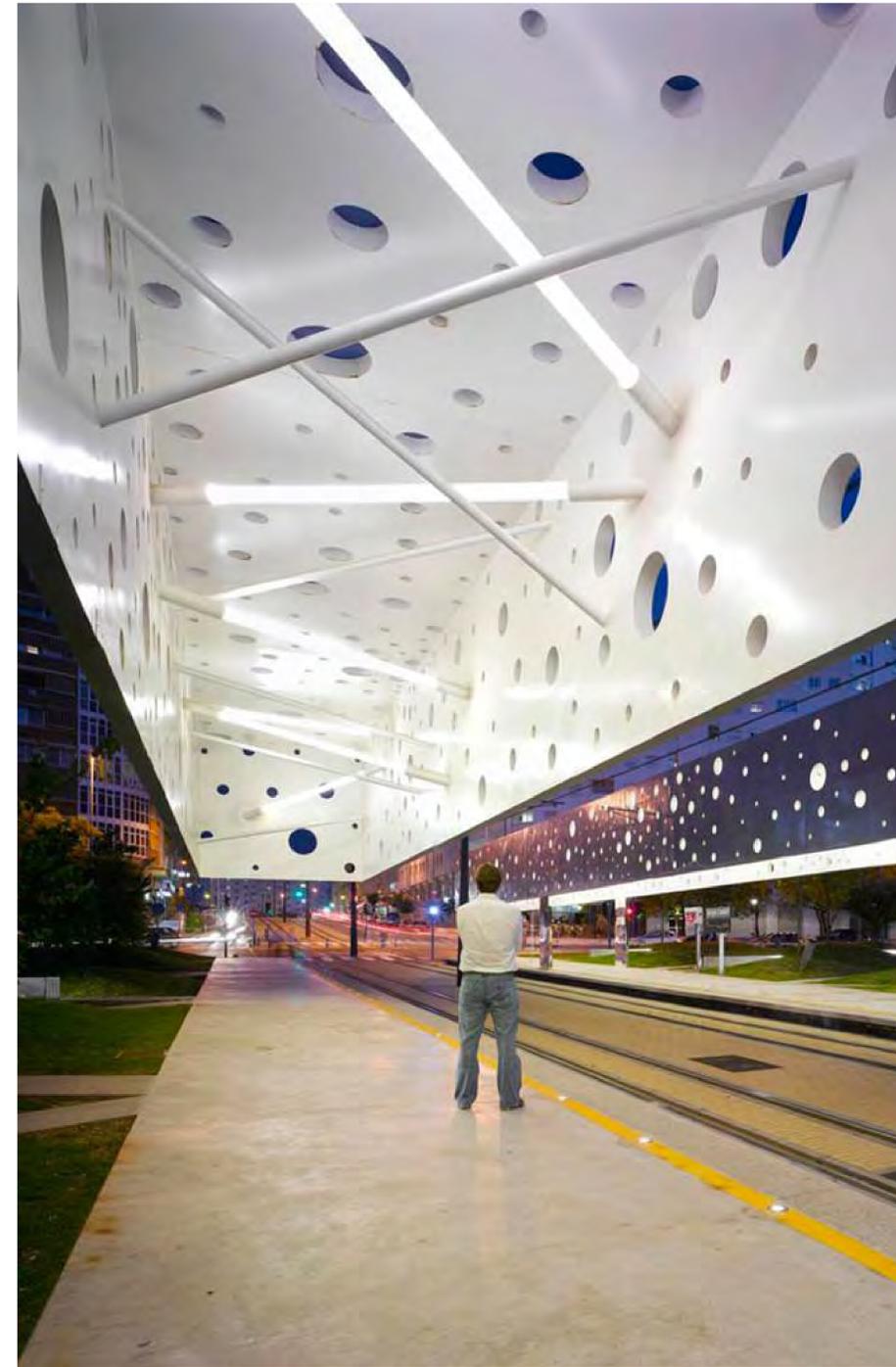
The Principles and Requirements of the Design Excellence document contains three distinct elements of guidance: principles and requirements, precedents, and demonstration designs.

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



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

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



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



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



↑ Precedent example of well designed Stops, Zürich, Switzerland



↑ Precedent example of well designed Stops, Hamilton

Scope of Environmental Project Report Addendum

These environmental components include cultural heritage and archaeology, natural heritage (aquatic and terrestrial), contamination, hydrogeology, air quality, noise and vibration.

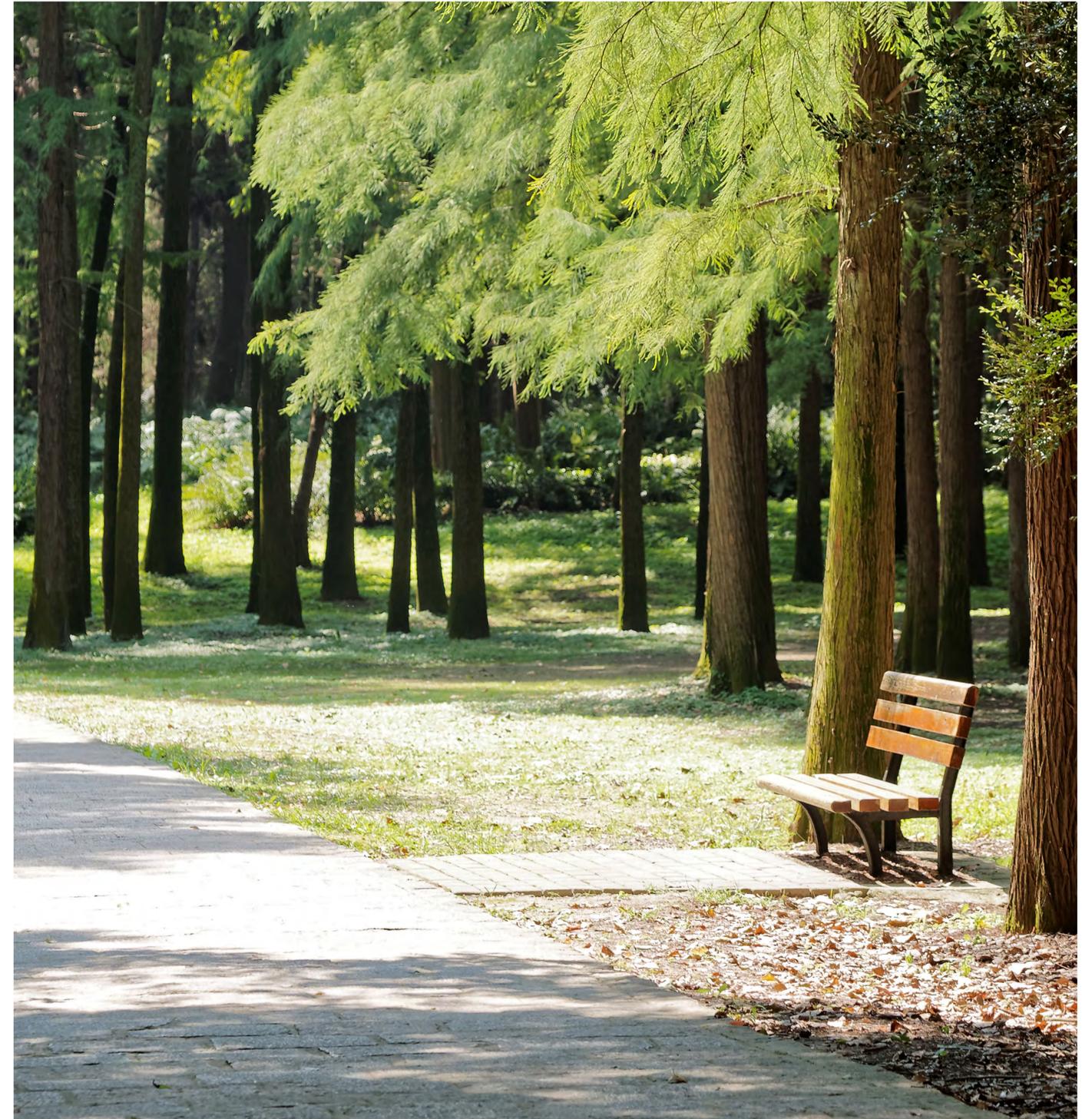
The new scope includes:

- Updating the 2011 existing conditions, impact assessment and mitigation.
- Inclusion of the A-Line spur line, running to the north from the B-Line along James Street North, that will connect to the new West Harbour GO Station and Waterfront. This spur link was previously part of the A-Line feasibility study.
- Development of an Operations, Maintenance and Servicing Facility (OMSF) on a site located near Frid Street and Chatham Street, which will run from the intersection of Longwood and Main Street, across the Longwood bridge over the 403 bridge and using the Frid Street extension to the site.

The following list of environmental inventories were conducted:

- Hydrogeological Report (SNC- Lavalin);

- Contamination Overview Study (SNC- Lavalin);
- Ecology Report (SNC- Lavalin);
- Arborist Memo, RE: Endangered Species (Bruce Tree);
- Air Quality Existing Conditions Report and Air Quality Study (RWDI Air Inc.);
- Stormwater Management Report (AECOM);
- A-Line and OMSF Geotechnical EA Report (AECOM);
- Review of B-Line Geotechnical Report (AECOM);
- Noise and Vibration Report (J.E. Coulter Associates);
- Stage 1 Archaeological Assessment (ASI); and,
- Cultural Heritage Screening Report (ASI).



Hydrogeology

No significant impacts to the groundwater regime are expected, as no significant groundwater recharge areas or wellhead (municipal well field) protection areas are present, and no private drinking water wells are expected within the project study area.

Construction/Operation Impacts

Minor localized disturbance and impacts to groundwater may occur due to project related construction activities. These could include construction dewatering (for structure foundations) and utility relocation (especially in shallow groundwater level areas; i.e. near shoreline or creeks); accidental spills or releases of contaminants (i.e. fuel, lubricating oil and metals) during refuelling; operations and maintenance of the equipment; and potential contaminated soil and/or groundwater handling.

Mitigation Measures and Net Effects

Mitigation measures will be outlined in contract specifications and operational constraints, and on the detailed-design drawings:

- Limit dewatering duration and volumes as minimal as possible;
- Groundwater sampling should be conducted prior to discharge to assess baseline groundwater qualities;
- Discharge water should be treated prior to discharge if contamination/exceedance is detected;
- If extracted water is to be directed to the natural environment (i.e. creeks, ditches), proper erosion and sediment control measures should be implemented;
- Refuel equipment and vehicles on spill pads and/or in designated areas;
- Remove and dispose waste materials by licensed contractors;
- Utilize MOECC soil management best practices, including developing soils management plans for the project;
- Cover contaminated soil piles during rain events (to prevent contaminants/leaches from releasing into the ground); and,
- Dispose contaminated soil off-site (at a licenced waste facility) as soon as possible using licenced contractors.



Monitoring/Future Work

An overall monitoring plan is not required. Temporary or localized plans can be prepared on an as needed basis (i.e., in proximity to Chedoke Creek and Red Hill Creek). Contingency plans will be developed to handle contaminated soil and/or groundwater (in case encountered) and accidental spills during the construction period to prevent or minimize potential groundwater contamination.

Contamination

The potential for adverse environmental impacts along the corridor is considered medium to low. The subgrade material underlying the surface of the road may be fill material of unknown quality, which has been subjected to years to de-icing and may be considered potential impacted as a result. During the proposed earthwork activities for construction of the spur line, contaminated soil or groundwater may be encountered.



Construction / Operations Impact

The potential for adverse environmental impacts directly within the OMSF site is considered high, due to historical and on-going industrial operations at the property. Potential off-site sources of impact to soil and groundwater exist in the vicinity of the site. If required, Phase I and Phase II Environmental Site Assessments will be undertaken during detail design.

Potential impacts associated with disturbance of contaminated properties include runoff of contaminated materials into watercourses, airborne transmission of particulate matter, and contaminant leaching into groundwater.

There are localized areas of potential environmental concern adjacent to the alignment, which may impact the soils or groundwater encountered during construction. The likelihood of encountering contaminated material will depend on the actual land takings for the project. During construction, impacts to activities can be mitigated by including special provisions in the contract documents if contaminated soil or groundwater is encountered.

Mitigation Measures and Net Effects

Where removal of potentially contaminated soil or groundwater is necessary, contractors will be required to test excavated soil and groundwater for suspected contaminants of concern identified in the area under construction. Testing of the soil and groundwater within the OMSF study area should be conducted prior to construction. The analytical results from the soil and groundwater sampling should be compared to the Ministry of the Environment (MOE) Soil, Ground Water and Sediment Standards (July 2011) in accordance with Ontario Regulation 153 / 04 (O. Reg. 153 / 04) (as amended) under Part XV.I of the Environmental Protection Act (EPA).

Monitoring / Future Work

Regular and frequent monitoring will be performed in areas where contamination has been identified, following the City's contaminated Sites Management Program manual.

Ecology / Vegetation and Vegetation Communities

Impacts to both natural and culturally impacted vegetation communities (cultural and forest communities) are anticipated.



Construction / Operations Impact

In addition to the direct impacts as a result of construction activities, the construction of the OMSF will have indirect impacts to vegetation communities, both during construction and operations phases. These indirect impacts may include:

- Release of construction-generated sediment to vegetation areas;
- Vegetation clearing / damage beyond the working area. This may include additional vegetation removals associated with grading encroachment into vegetated slopes;
- Damage to adjacent vegetation from tree felling and / or grubbing;
- Spills of contaminants, fuels, and other materials that may reach natural areas;
- Creation of opportunities for invasive species at the edges of the forest community associated with the Chedoke Creek valley; and,
- Changes in drainage patterns (groundwater and / or surface runoff flow) that can affect dependent vegetation areas adjacent to the development area.

Mitigation Measures and Net Effects

Mitigation measures will be outlined in contract specifications and operational constraints, and on the detailed-design drawings.

In order to minimize the potential for negative impacts to vegetation communities adjacent to the development area for the proposed OMSF development, the following general mitigation measures are recommended:

- Temporary erosion and sediment control measures prior to construction, and to be maintained throughout construction;
- Any dewatering effluent (if dewatering is required) as result of the proposed works will be treated (i.e. filter bags, sediment traps) as needed, to ensure it does not transport excess sediment into vegetated areas; and,
- It is recommended that a complete inventory and assessment of all trees that are to be affected by the proposed work be completed, and appropriate tree management activities implemented.

Monitoring / Future Work

Environmental site inspections will be required during key construction periods and at key locations. This will ensure environmental protection / re-vegetation measures are implemented and working, and any required remedial action is undertaken. If species at risk are identified within the influence zone of construction activities, the Ontario Ministry of Natural Resources (MNR) will be contacted to determine how specimens of such species should be treated.

Butternut trees have been identified in the OMSF impact area, and a focused Butternut / health assessment survey will be conducted as part of the tree inventory during detailed-design. If species at risk are identified within the influence zone of construction activities, the Ontario Ministry of Natural Resources (MNR) will be contacted to determine how specimens of such species should be treated.

Ecology / Wildlife and Wildlife Habitat

Anticipated impacts to wildlife and wildlife habitat within the study area, as a result of the construction of the Hamilton LRT and construction work at the OMSF, are considered against the general wildlife habitat function of the project area, where mitigation takes into consideration local and resident wildlife communities often comprised of the most urban tolerant species.



Construction / Operations Impact

Potential effects to wildlife or their habitat as a result of the proposed works include:

- Direct removal of available habitat for resident species;
- Construction disturbance to adjacent habitat and communities;
- Potential for incidental killing or harm to local and resident wildlife species;
- Change in animal behaviour due to lighting (i.e. nocturnal foraging, migration movements, light attraction or repulsion, social interactions); and,
- Animal / vehicle conflicts may occur where there are existing migratory corridors such as along linear landscape features (i.e. valleys), and anywhere with low topographic complexity.

Mitigation Measures and Net Effects

To minimize impacts to wildlife and their habitat during construction, the following mitigation measures should be implemented:

- Minimize habitat removal through minimizing access, staging, storage, and grading footprints;

- Avoid harassment to wildlife species during all stages of construction;
- Construction zone should be walked at a slow pace to flush any animals out of the area prior to silt fence installation;
- Workers should be trained on the potential for mammal species to move through the project area, and should remain vigilant and alert to the presence of wildlife in the work area;
- Install temporary erosion and sediment control measures prior to construction, and maintain throughout construction;
- Routinely inspect sediment and erosion control measures, including after storm events, and repair as required;
- Stabilize and re-vegetate exposed surfaces as soon as possible. Construction activities must adhere to the Migratory Birds Convention Act, which states that no tree cutting can take place from April 1 to August 31 in any given year;
- If tree removal cannot occur outside of the migratory bird nesting window, then undertake a pre-clearing nesting bird survey by a competent avian biologist;

- Ensure the construction areas are delineated by fencing (i.e. silt fencing) to exclude wildlife from entering the work areas; and,
- All construction vehicle movement should be at a slow pace to avoid trampling.

Monitoring / Future Work

Monitoring of the migratory bird prevention measures, if required, will occur during the critical breeding / nesting period (April 10 – July 15) to ensure that the measures are effective in restricting nesting on structures scheduled or removal or alteration; thus, eliminating the potential for incidental take.

A detailed Species at Risk Assessment will be undertaken for Chimney Swift and Bats.

Ecology / Fish and Fish Habitat

Indirect impacts to fish and fish habitat are possible due to land and water based construction activities near Chedoke Creek (i.e. release of silt as a result of poor sediment controls, fuel spills), as well as construction access to roads. The aquatic habitat effects analysis focused on the evaluation of the fisheries and aquatic habitats with respect to the effects from construction activities and the operation of the facility.



Construction / Operations Impact

Potential effects to fish and fish habitat include:

- Discharge of sediment to a watercourse from earth / spoil stockpiles, grading and excavation activities associated with highway reconstruction, and culvert works resulting in the impairment of water quality and / or physical damage to habitat;
- Changes to groundwater discharge to the creek;
- Release of fuel, oil, and / or grease contaminants from mobile equipment, resulting in unacceptable contaminant concentrations in receiving watercourse; and,
- Change to sensitive life stages / process (i.e. spawning) if in-water works are not timed appropriately.

Mitigation Measures and Net Effects

To address the potential impact to fish and fish habitat, the following key design and construction mitigation measures, with respect to the works in the study area, will be incorporated in the construction contract through the detail design drawings and

contract documentation:

- Design and install native woody vegetation and groundcover to pre-construction conditions or better;
- Design and implement erosion and sediment controls to prevent erosion of exposed soils and migration of sediment to watercourse;
- Store, handle, and dispose of all excess materials in a manner that prevents their entry to a watercourse;
- Operate, maintain, and store (i.e. fuel, lubricates) all equipment and materials in a manner that prevents the entry of any deleterious substances to the watercourse;
- Maintain existing ground cover such as grasses or other low lying vegetation within the valley, particularly on the banks of Chedoke Creek and in close proximity to surface water features and other sensitive areas;
- Properly maintain erosion control measures, including following storms events, until all construction work has been completed and the site has been stabilized; and,
- Refuel and maintain vehicles and equipment at the staging areas

or other pre-designated locations which are a minimum of 30 metres removed from the surface water system.

Monitoring / Future Work

If needed, an environmental monitoring plan to assess the mitigation measures for protection of aquatic and surface water resources will be prepared. Monitoring during operations is anticipated to be limited to sediment accumulation and functioning of stormwater management facilities, and stability of drainage systems and slopes near the watercourses in the study area.

Air Quality

The project was reviewed for the potential to create project related changes in traffic that impact air quality at nearby sensitive land uses. The impact to traffic change was considered negative if it increased the potential for an air pollutant to exceed its acceptable threshold, and positive if it decreased this potential. The potential for construction activities to cause temporary impacts at nearby sensitive land uses was also studied.



Air Quality Impacts from Changes in Road Traffic

Since the proposed Hamilton LRT is an electrified rail system, it does not produce any significant local air emissions. Rather, it displaces emissions that would otherwise be generated by alternative methods of carrying its passengers, either automobile or bus.

Air Quality Impacts from the Operation, Maintenance and Servicing Facility (OMSF)

One of the advantages of the proposed site is that rail access can be created without using one of the existing street corridors. The site will generate some employee traffic on the local roads, as evidenced by the 236 parking spaces that are included in the current OMSF site layout. This traffic will contribute a small increase in local levels of vehicle exhaust pollutants. Therefore, the proposed facility is not expected to cause impacts to local road traffic that would significantly affect the local air quality.

Construction/Operations Impact

An emissions management plan will be developed for construction, setting out the various practices to be undertaken to minimize dust and other air pollutants.

The operations at the OMSF facility will include activities and equipment that have the potential to generate air pollutant emissions, including sandblasting, spray painting, welding, wheel truing, sand handling system, compressed air blow-downs, steam cleaning, boilers, and emergency generators.

Mitigation Measures and Net Effects

In order to comply with provincial regulations (Ontario Environmental Protection Act and Regulation 419/05), the OMSF must be designed so that off-site concentrations of air contaminants emitted from it are below the provincial standards at all times. This has to be documented in an Emission Summary and Dispersion Modelling (ESDM) report, which is submitted to the Ontario Ministry of Environment and Climate

Change (MOECC), together with an application for Environmental Compliance Approval (ECA).

Monitoring/Future Work

Ontario Regulation 419/05, under the Environmental Protection Act, requires that every measure be taken to minimize emissions and prohibit visible emissions from escaping beyond the project limits of a construction site. During construction, observation of visible emissions will be treated as a case where immediate action must be taken. Dust generation will be visually monitored, to proactively achieve the goal of reducing impacts to local air quality.

The City of Hamilton will continue to assess area wide air quality under its current monitoring program (through Clean Air Hamilton), and it is expected that the Hamilton LRT operations will be captured by this initiative.

Stormwater

The majority of the Hamilton LRT alignment will have surface runoff collected and fed into the City of Hamilton's storm sewer system. The amount of impervious area will not increase substantially along the corridor and therefore the impacts on stormwater drainage are not significant.

Construction / Operations Impact

The OMSF site will require site plan approval, addressing stormwater quality and quantity controls. These controls are to be designed based on relevant criteria (Ontario Ministry of the Environment Stormwater Management Planning and Design Manual, 2003).

Where an increase in impervious surface area occurs, along with increased stormwater runoff, best management practices will be assessed. Consideration will also be given to enhancing runoff conditions in existing road segments, where practical.

An erosion and sediment control plan is required to satisfy the criteria of "Erosion and Sediments Control Guidelines for Urban Construction"

(Greater Golden Horseshoe Area Conservation Authorities, December 2006).

Monitoring / Future Work

A Storm Water Management (SWM) study will need to be undertaken to prepare the detailed stormwater management plan required for the OMSF site.



Geotechnical

Subsurface and groundwater information was reviewed, and the investigation requirements for the detailed design stage have been identified with consideration of Infrastructure Ontario (IO) AFP-Geotechnical, Hydrogeology, Environmental Due Diligence Technical Requirements-Civil Infrastructure Projects (final draft dated on January, 2016).



An assessment of the potential for contaminated sites within the study area has been completed concurrently, and will have an impact on how groundwater is controlled during the construction stages.

Construction / Operations Impact

Depending on the site-specific subsurface conditions and subgrade inspection findings during construction, proper frost mitigation measures should be implemented to minimize any frost related maintenance issues, should they be identified.

Where deep excavation in sands and silts is anticipated, a positive groundwater control system will be required. The impacts of groundwater in areas of deeper excavation shall be assessed through a detailed hydrogeological assessment.

Mitigation Measures and Net Effects

In case of using short caisson foundations in a frost susceptible soil with a high groundwater table, adfreezing / frost heave uplift mitigation should also be considered.

Preferably, construction is to be carried out during the summer months when the groundwater is usually the lowest, in order to minimize the quantity of groundwater to be handled.

Monitoring / Future Work

Consideration can be given to the use of Infrastructure Ontario (IO) AFP-Geotechnical, Hydrogeology, Environmental Due Diligence Technical Requirements (final draft dated on May, 2012).

The following hydrogeological testing of the geotechnical boreholes will be conducted during detail design:

- Monitoring wells for every third borehole;
- Well development prior to testing;
- Water quality sampling of every monitoring well;
- Slug testing of every second monitoring well; and,
- A short-term pumping test for each of the excavations for deep structures (if any).

Noise and Vibration

Increased noise and vibration levels during construction due to construction activities and operations are anticipated. Noise sources evaluated include McMaster Bus Terminal, OMSF site, MacNab Bus Terminal and Queenston Bus Terminal. Both McMaster University and CanMET have been identified as receptors sensitive to vibration.

Construction / Operations Impact

Noise level increases during construction are temporary and can be mitigated. Limits have been provided against which noise from the bus terminals and OMSF will be evaluated.

Mitigation Measures and Net Effects

Provincial and municipal guidelines provide restrictions with regard to construction noise and vibration, including:

- Noise limits outlined in NPC-115 guidelines;
- Use of noise abatement equipment on machinery;
- City of Hamilton By-Law No.

03-020, which prescribes periods of construction activity between 7a.m and 7p.m.; and,

- Best practices.

Noise by-law exemptions will be obtained prior to construction in periods prohibited by the noise by-law, if required.

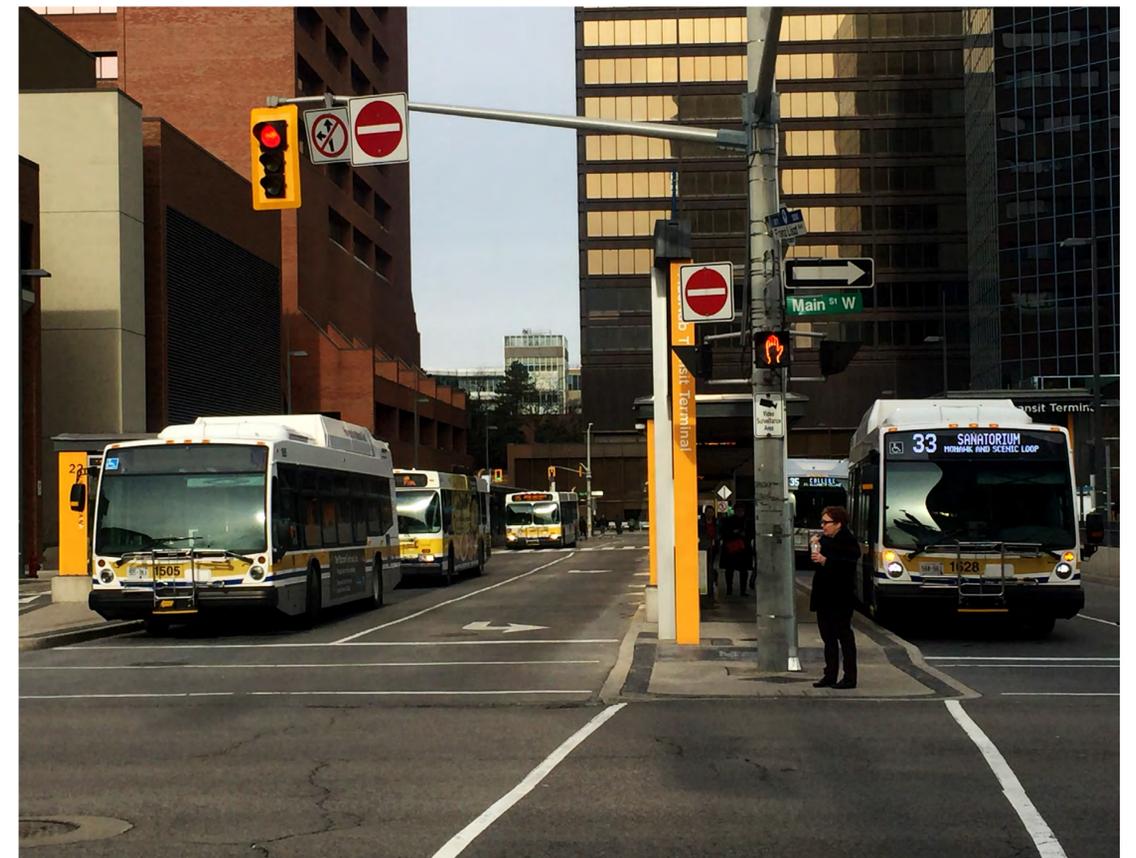
Monitoring / Future Work

The OMSF will require a detailed noise and vibration study in support of an Environmental Compliance Approval for that site;

- A more detailed noise and vibration impact assessment of the final alignment, including the effects of special trackwork using the proposed vehicle's actual noise emissions (manufacturer's data);

- A noise barrier is recommended for the OMSF property;
- A more detailed noise assessment of the traction power substations and bus terminals;
- An assessment and mitigation strategy for construction related noise and vibration; and,

Noise and vibration monitoring during the construction period.



Archaeology

The Stage 1 Archaeology Report determined that four previously registered archaeological sites are located within one kilometre of the study area. However, the study area itself does not retain archaeological potential.



↑ Evacuation site



↑ Northeast view of the proposed OMSF site old rail line; area is disturbed with no archaeological potential.

The study area has a long and complex Indigenous history due to its proximity to Cootes Paradise and Lake Ontario. A review of the geography of the study area suggested a potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance. However, a property inspection determined that the study area has been subjected to deep and extensive soil disturbance events and does not possess archaeological potential.

Construction/Operations Impact

The project was assessed against the potential for encountering and disturbing archaeological resources adjacent to the disturbed right of way that remain undisturbed and does not contain archaeological potential. Should the proposed work extend beyond the current study area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands. It should be noted that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict,

account for, or identify every form of isolated or deeply buried archaeological deposit.

Mitigation Measures and Net Effects

In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Tourism Culture and Sport (MTCS) should be immediately notified.

Compliance with the following legislation is required:

- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site, or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has: completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site, and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately, and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.
- The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police, or coroner, and the Registrar of Cemeteries at the Ministry of Consumer Services.

Monitoring / Future Work

During construction, a licensed archaeologist should be on site to monitor earthworks in areas exhibiting archaeological potential.

Built Heritage and Cultural Landscapes

There are no affected properties within the project study area that have previously been identified as a Provincial Heritage Property (PHP) or Provincial Heritage Property of Provincial Significance (PHPPS).

A Cultural Heritage Screening Report (CHSR) was prepared to identify properties in the study area with built heritage or cultural heritage landscape resources that are over 40 years of age. These properties are further screened to identify known cultural heritage value or potential for cultural heritage value. Cultural Heritage Evaluation Reports are currently being prepared to evaluate properties in accordance with Standards and Guidelines for the Conservation of Provincial Heritage Properties.

Construction / Operations Impact

The proposed undertaking, including construction and operations impacts, has the potential to impact identified cultural heritage resources. Where appropriate, further impact assessment studies and conservation plans are recommended to be undertaken during detail design. Should the proposed work extend beyond the current study area, further cultural heritage assessment should be conducted to determine the heritage potential of the surrounding properties.

Mitigation Measures and Net Effects

Cultural Heritage Evaluation Reports (CHER) will be prepared for impacted properties of cultural heritage value. Where recommended, avoidance, minimization of encroachment, maintenance of vehicular access to identified cultural heritage resources, minimization of negative visual impacts through sensitive design of LRT stops and platforms in areas where cultural heritage resources have been identified, and documentation of resources in advance of alteration will be addressed during detail design.

Monitoring / Future Work

Based on the results of vibration studies, appropriate conservation plans should be developed, including but not limited to building and / or façade stabilization measures or development of appropriate setbacks.



Transit Project Assessment Process (TPAP)

On December 22, 2011, the Ontario Minister of the Environment and Climate Change (MOECC) issued a Notice to Proceed with the Hamilton LRT project in accordance with the Environmental Project Report (2011) completed under the Transit Project Assessment Process (TPAP).

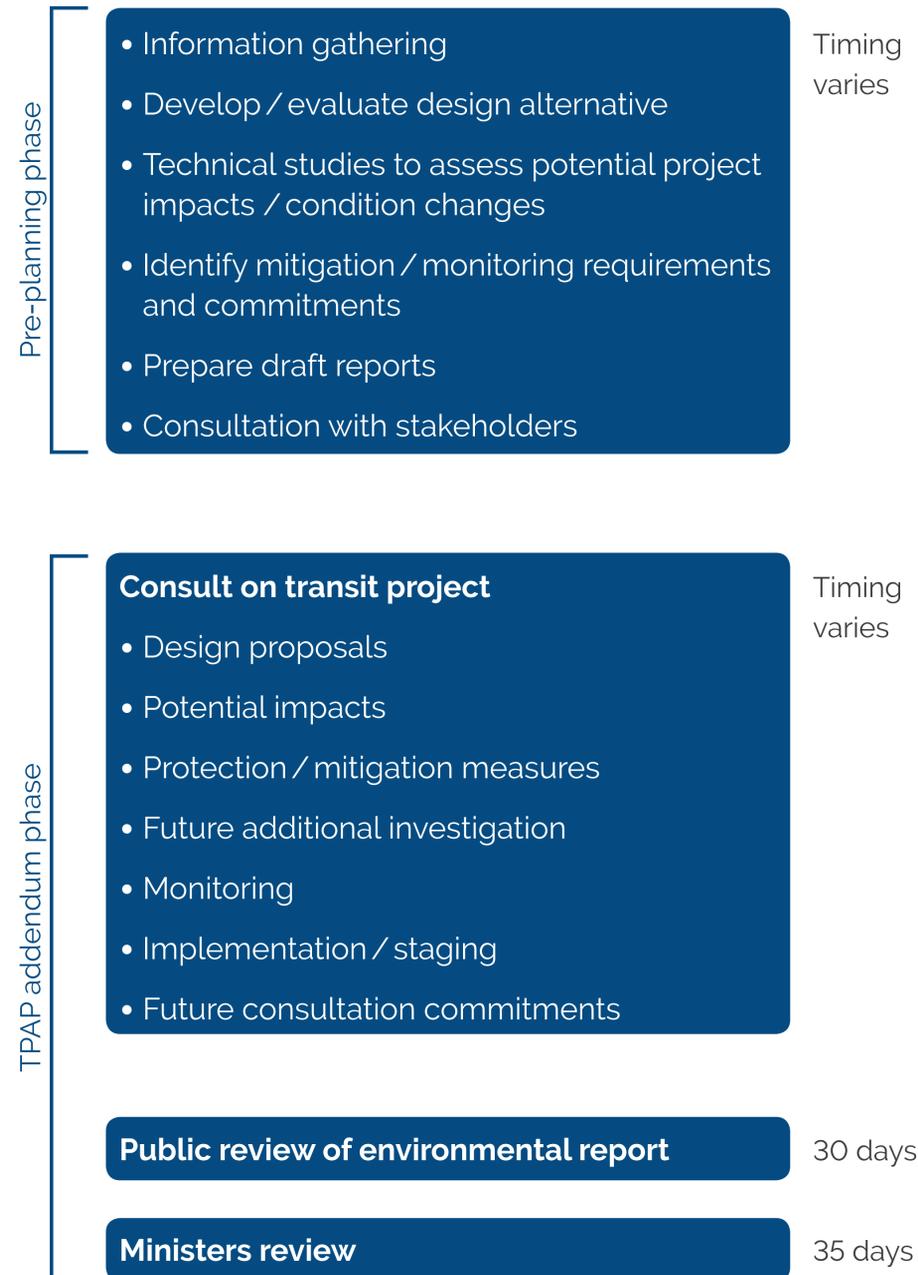
The TPAP process is a focused Environmental Assessment process specific to public transit projects that includes consultation, an assessment of potential positive and negative impacts, and assessment of measures to reduce negative impacts and documentation in an Environmental Project Report (EPR).

The TPAP documents the process that was followed and the conclusions that were reached including:

- An overview of the process used to select the transit project.
- Description of the transit project.
- Assessment of environmental impacts and how negative impacts will be mitigated.

- Record of consultation with the public, agencies, aboriginal communities and stakeholders.
- Commitments to monitoring environmental effects / mitigation, conducting further technical analysis, and consultation in other project phases.

The TPAP process includes an addendum process to make changes in a project after the EPR is completed. This allows for the possibility for changes or additions to the project that change the scope of the Environmental Project Report.



Why is a TPAP addendum required?

The approved LRT project in the 2011 Environmental Project Report (EPR) included a side-running, street-level LRT alignment on Main Street West, King Street, and Main Street East, from McMaster University to Eastgate Square.

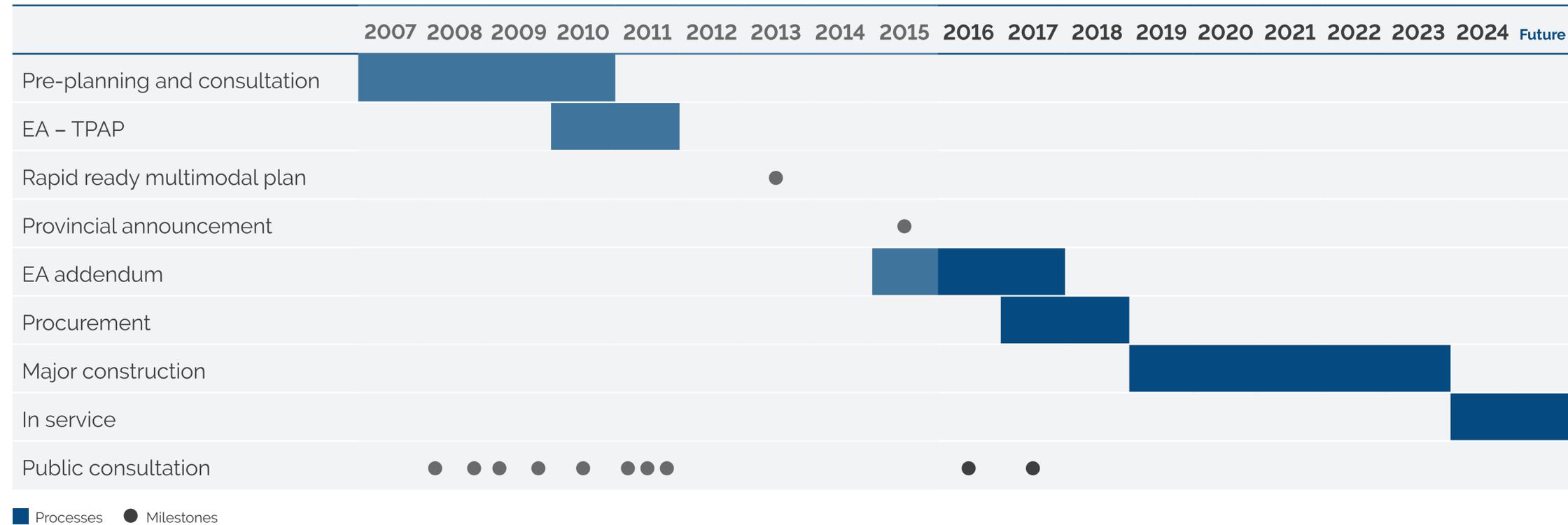
An addendum to the EPR is required to assess the impact of these changes.

With the Provincial announcement and further project development, changes to the project include:

- A new eastern terminus at Queenston Traffic Circle, with a new bus facility.
- A new spur line connecting from King Street via James Street North to West Harbour GO Station and potentially extended to the Waterfront.
- A High-Order Pedestrian Connection, connecting King Street at James to the Hamilton GO Centre.
- A shift to centre-running alignment to improve transit speed and reliability.
- The required Operations and Maintenance facility.

Project Timeline

Hamilton and Metrolinx have been working together on planning the LRT since 2007, with numerous consultation events like this one. This timeline shows the general outline of activities we have completed, and what is coming up.



Next steps

Following Public Information Centre #2, the Environmental Project Report Addendum will be prepared and submitted.

Once the Addendum has been submitted and reviewed by members of the public, government agencies, aboriginal communities, and other interested parties, the proponents will respond to and address any matters arising from the review of the project.

To stay on track with us, visit the project website for the latest developments or email your questions to lrt@hamilton.ca

For more information go to:
hamilton.ca/LRT
metrolinx.com/HamiltonLRT

Thank you for coming!

If you have any project related questions or would like to be added to our project mailing list, please contact:

LRT@hamilton.ca

Andrew Hope

Director, Hamilton LRT, Metrolinx

Paul Johnson

Director, LRT Coordination, CoH

36 Hunter Street East,
Hamilton, ON

(905) 546-2424, ext. 6385

For more information go to:

🌐 hamilton.ca/LRT

🌐 metrolinx.com/HamiltonLRT

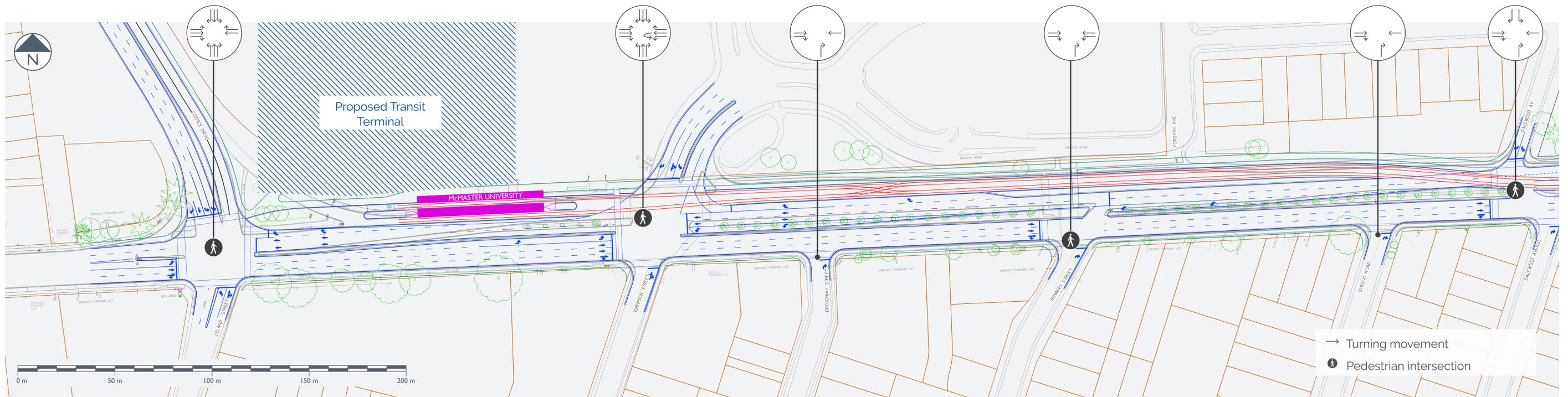
🐦 [@HamiltonLRT](https://twitter.com/HamiltonLRT)

McMaster University

Alignment Drawing #B-01A



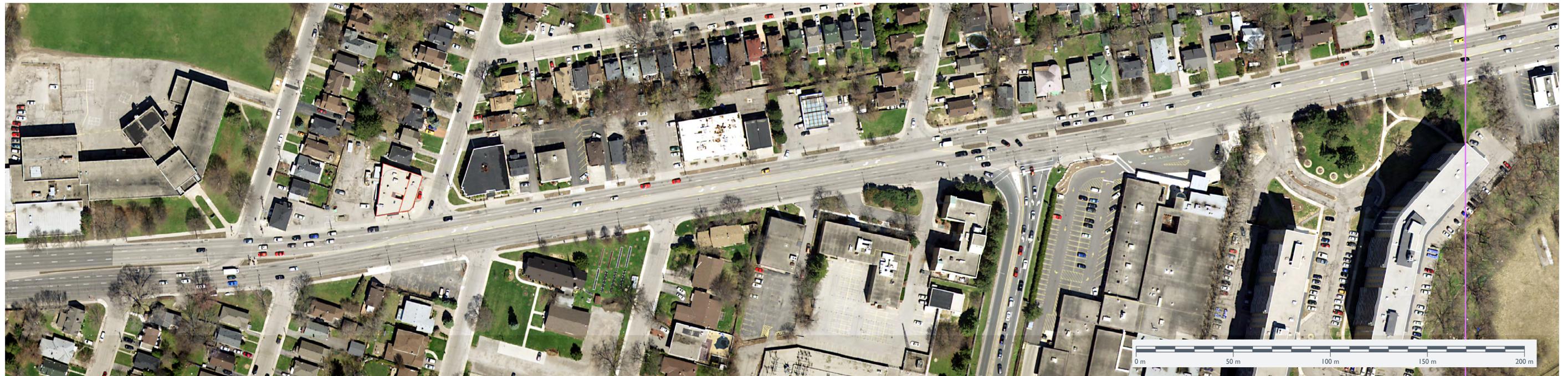
↑ Existing conditions



↑ Proposed Layout with LRT

Main Street West (Gary Avenue to Paisley Avenue)

Alignment Drawing #B-02



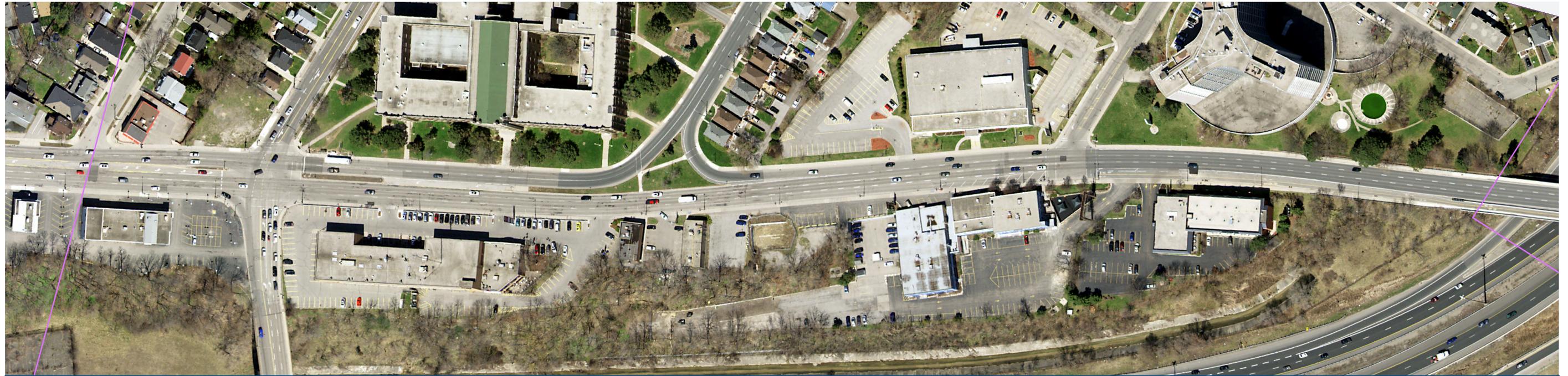
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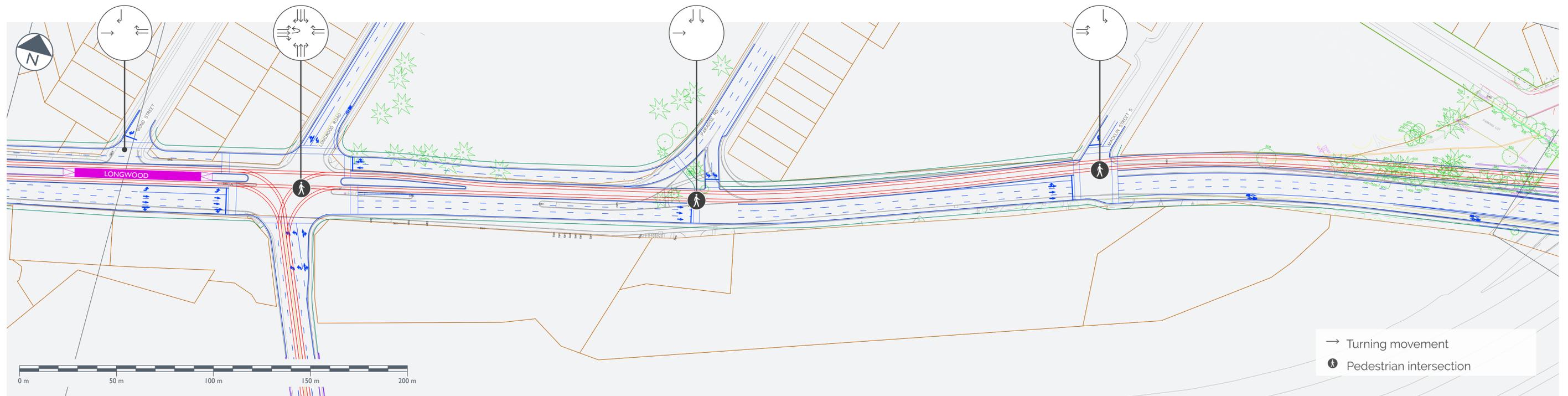
↑ Proposed Layout with LRT

Paradise Road (Left Turn)

Alignment Drawing #B-03B



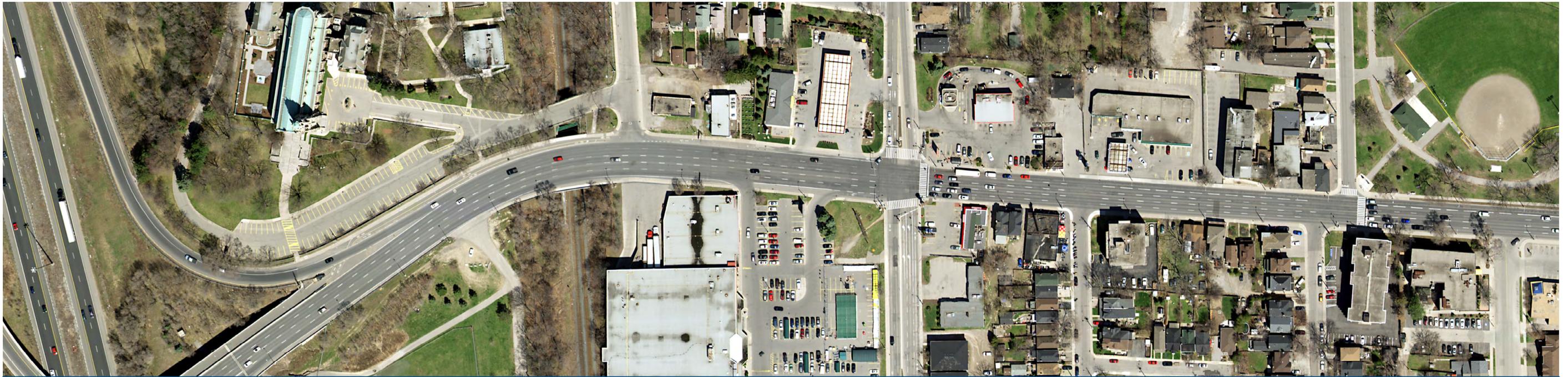
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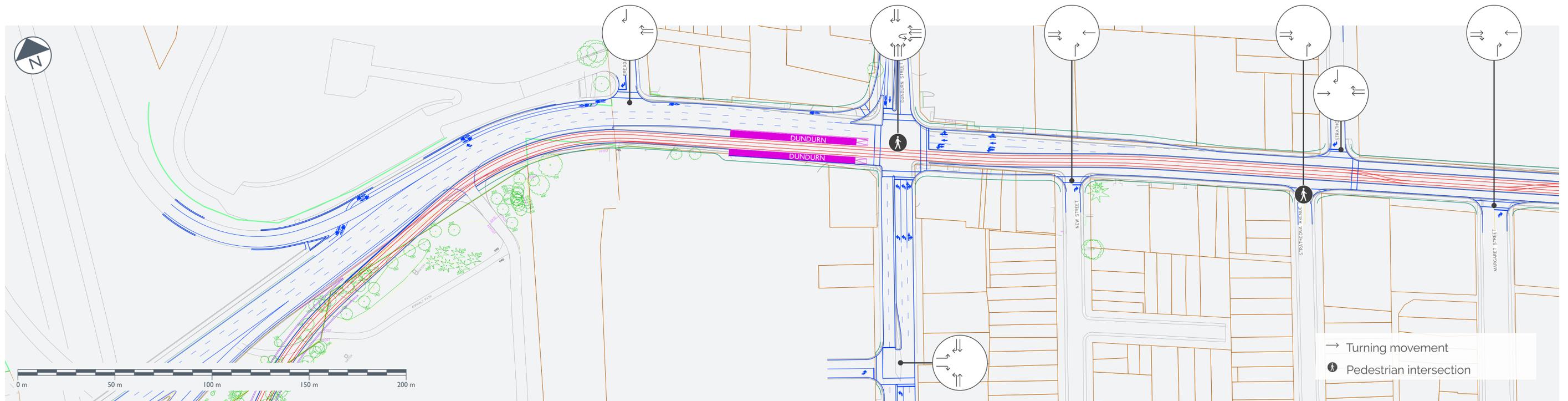
↑ Proposed Layout with LRT

King Street West (403 LRT Bridge to Margaret Street)

Alignment Drawing #B-04



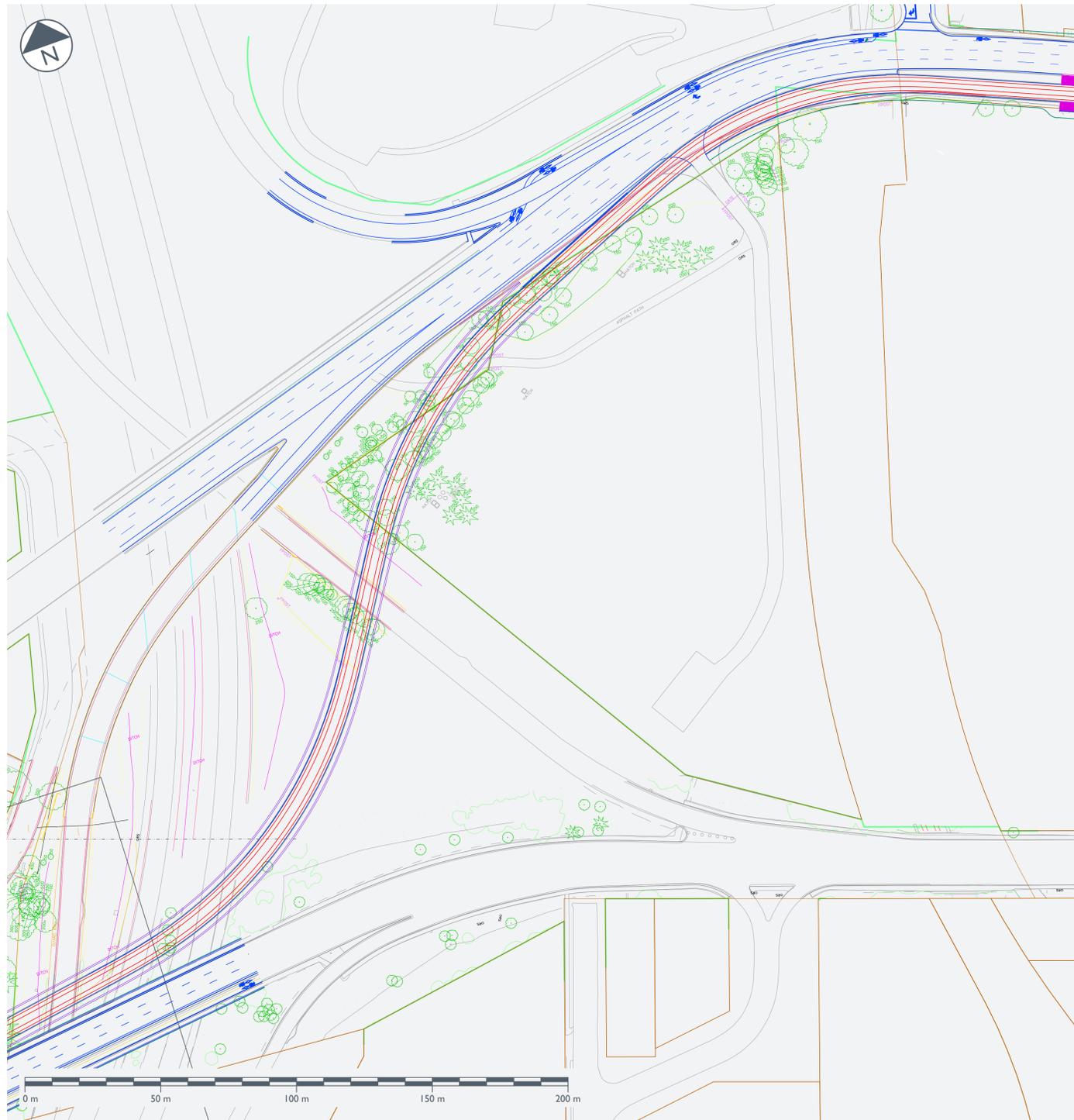
↑ Existing conditions



↑ Proposed Layout with LRT

403 LRT Bridge

Alignment Drawing #B-04



↑ Proposed Layout with LRT



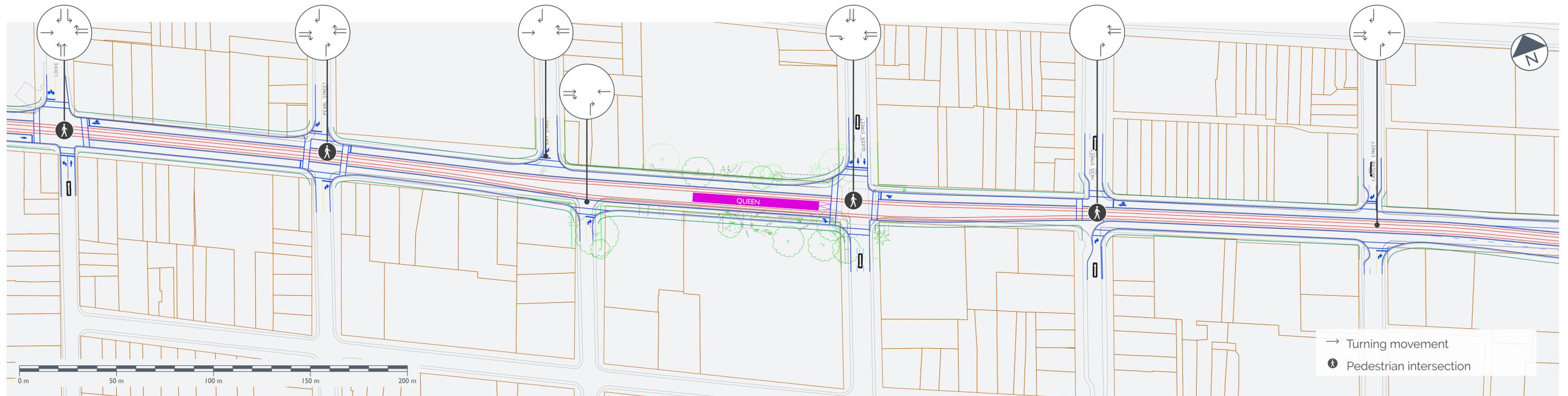
↑ Existing conditions

King Street West (Locke Street North to Caroline Street)

Alignment Drawing #B-05



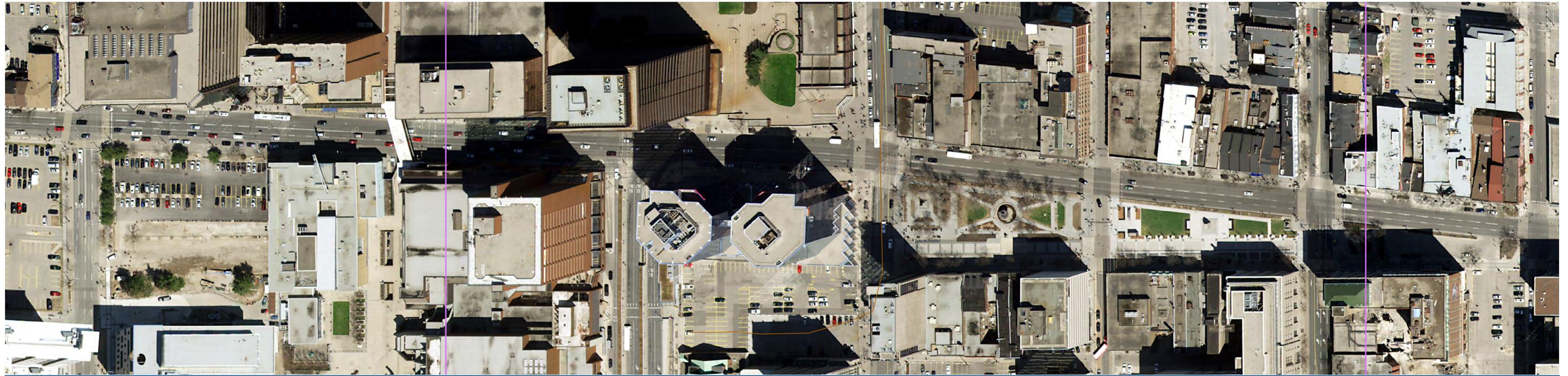
↑ Existing conditions



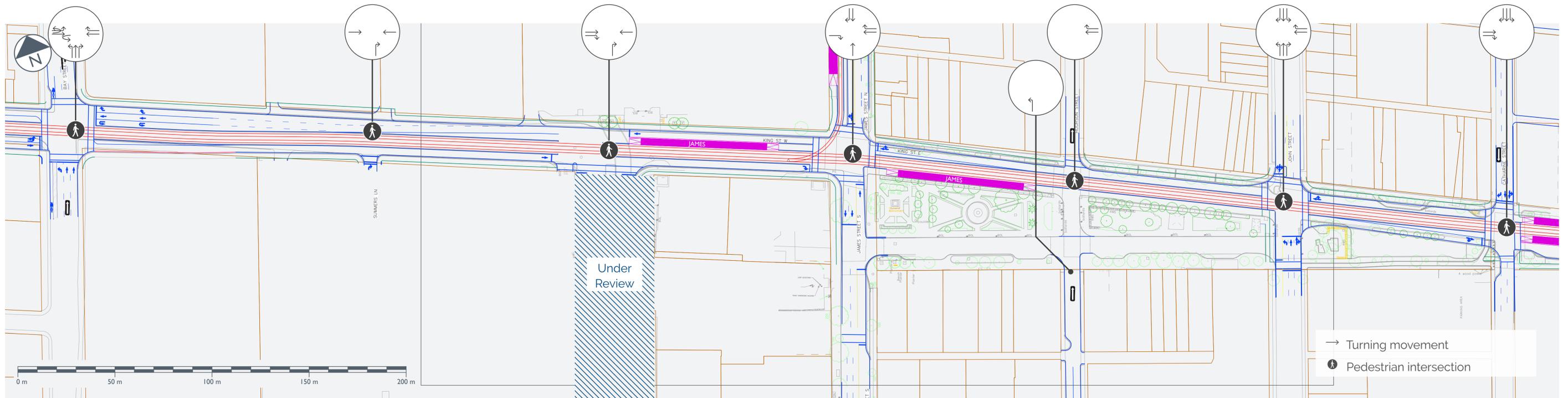
↑ Proposed Layout with LRT

King Street West / East (Bay Street to Catharine Street)

Alignment Drawing #B-06



↑ Existing conditions



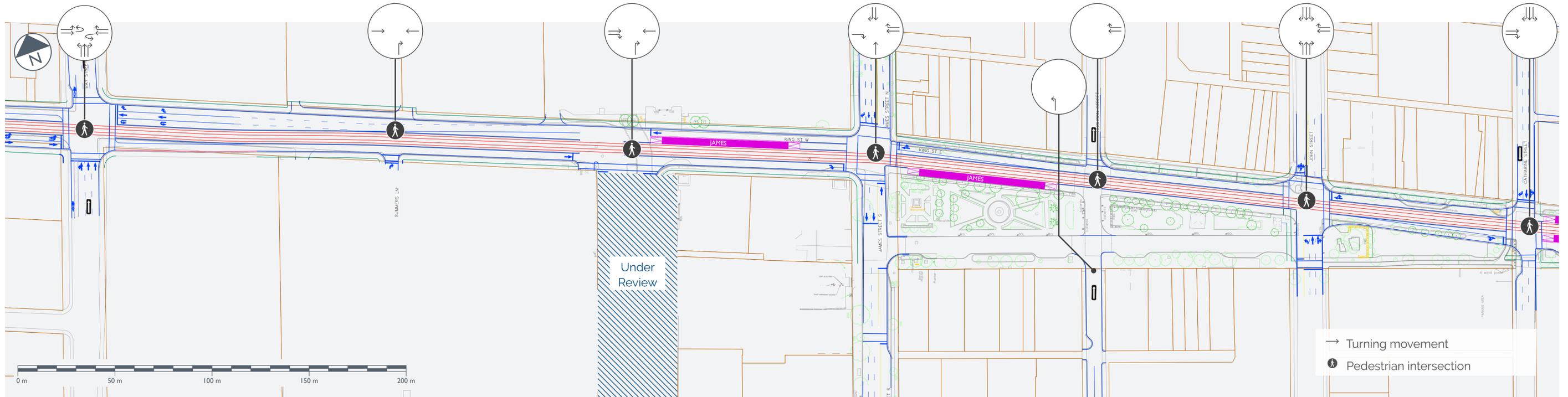
↑ Proposed Layout with LRT

King Street West / East (Bay Street to Catharine Street)

Alignment Drawing #B-06A



↑ Existing conditions



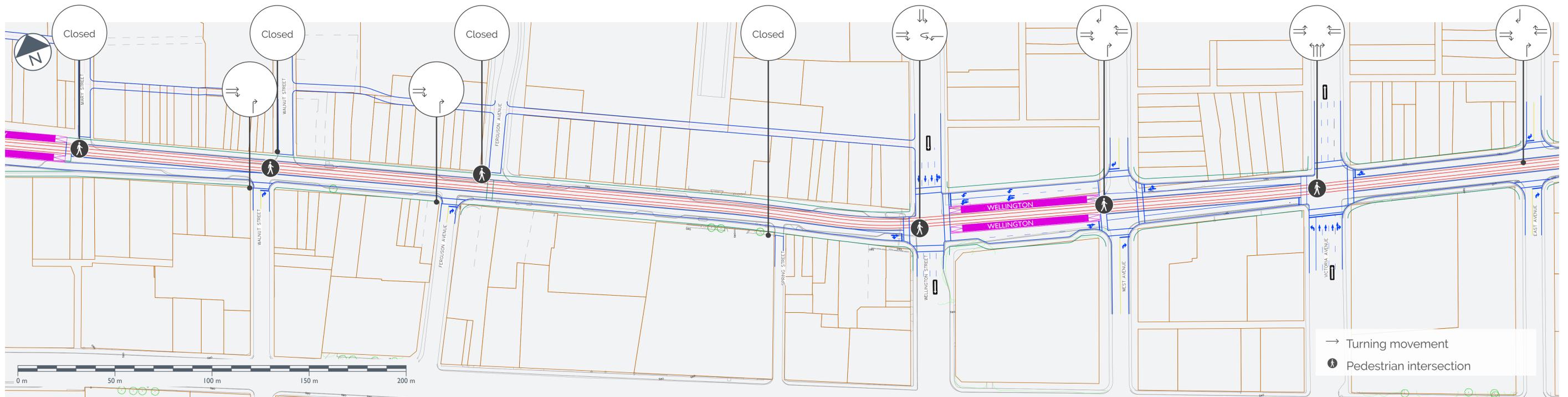
↑ Proposed Layout with LRT

King Street East (Mary Street to East Avenue)

Alignment Drawing #B-07



↑ Existing conditions



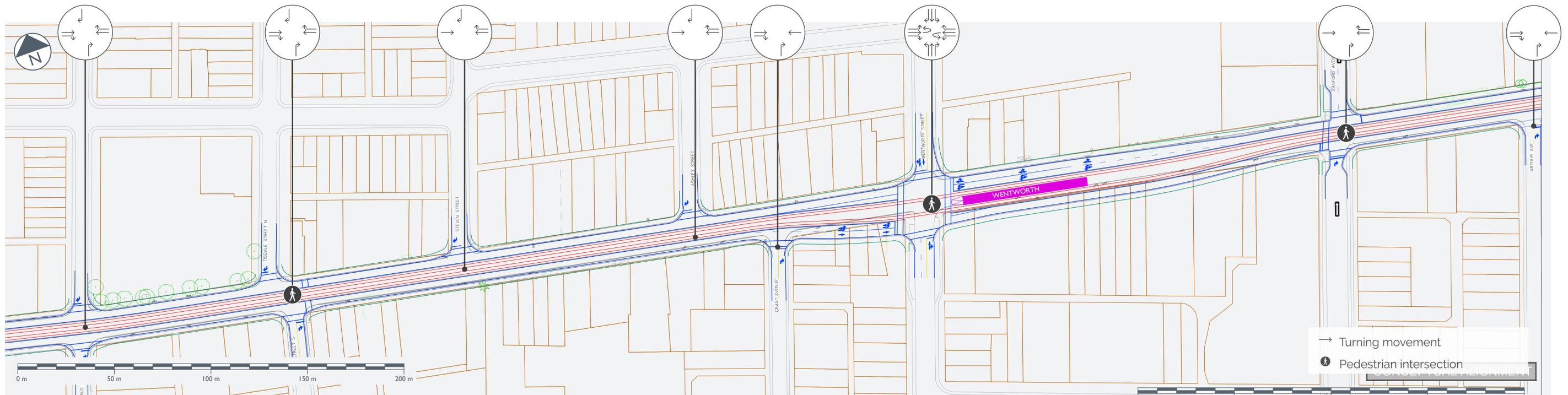
↑ Proposed Layout with LRT

King Street East (Emerald Street to Arthur Avenue)

Alignment Drawing #B-08



↑ Existing conditions



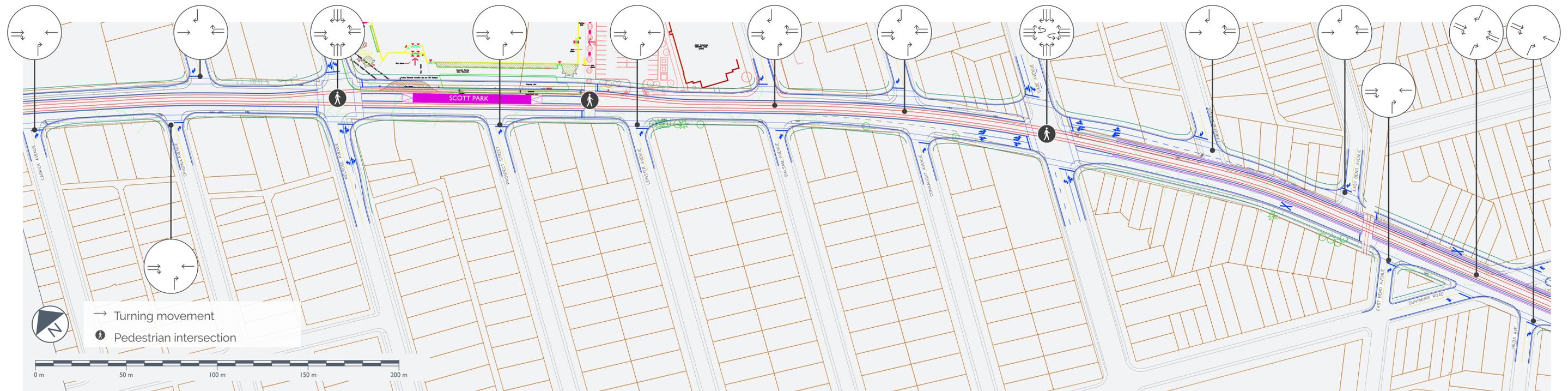
↑ Proposed Layout with LRT

King Street East (Carrick Avenue to Hilda Avenue)

Alignment Drawing #B-10



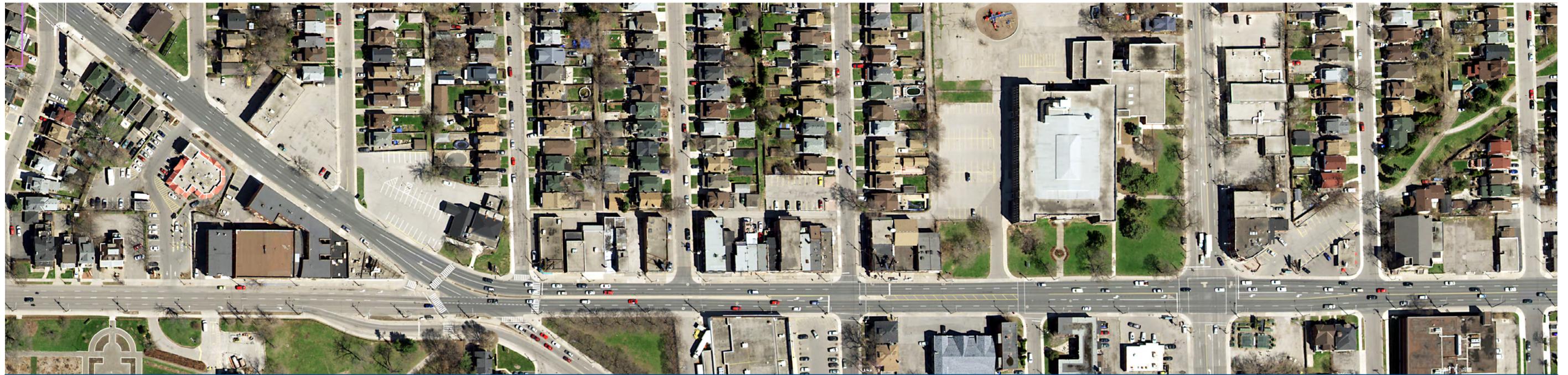
↑ Existing conditions



↑ Proposed Layout with LRT

King Street East / Main Street East (Glendale Avenue to Edgemont Street)

Alignment Drawing #B-11



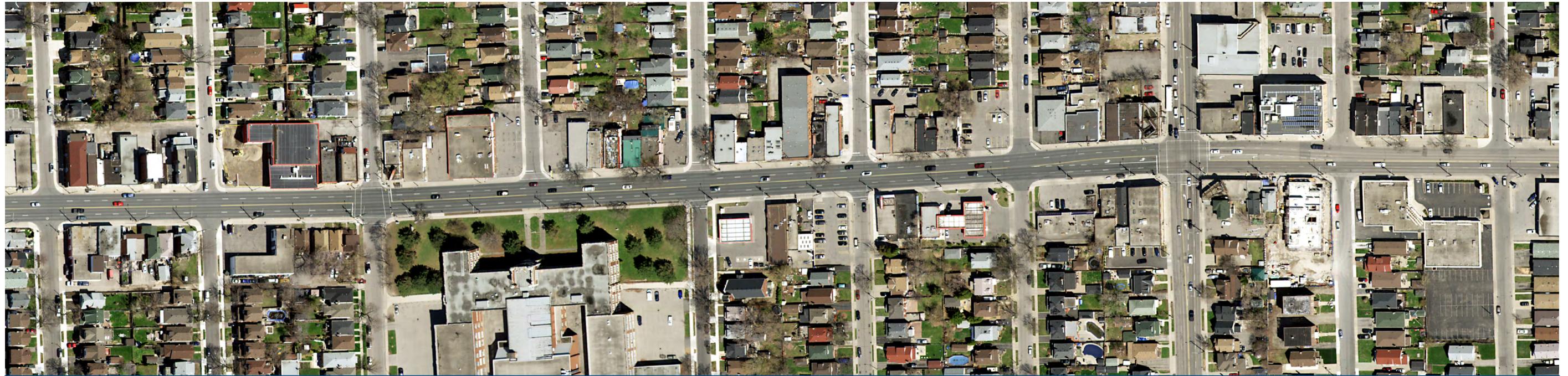
↑ Existing conditions



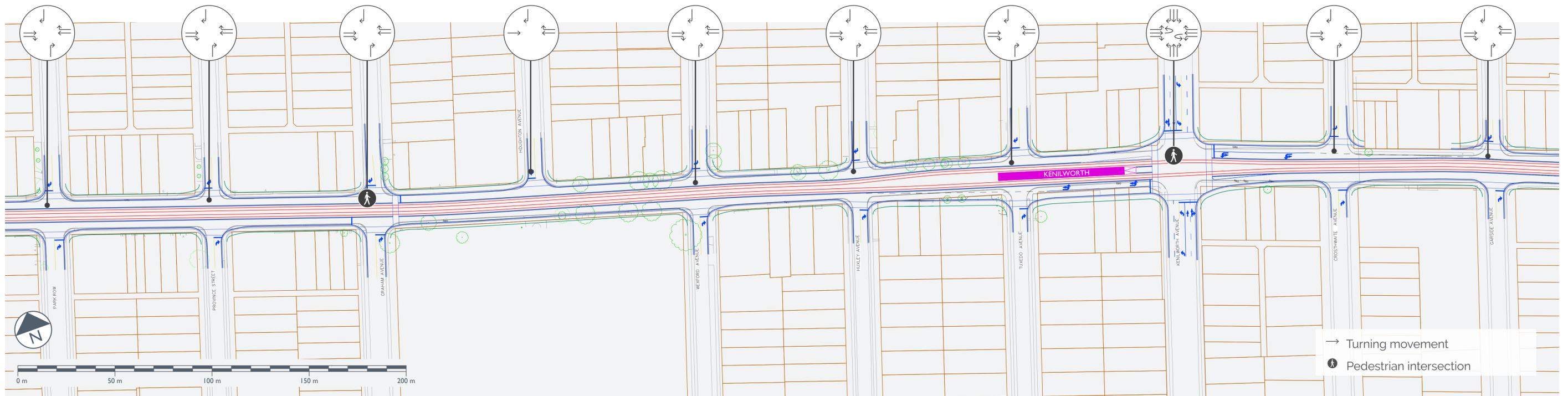
↑ Proposed Layout with LRT

Main Street East (Park Row to Garside Avenue)

Alignment Drawing #B-12



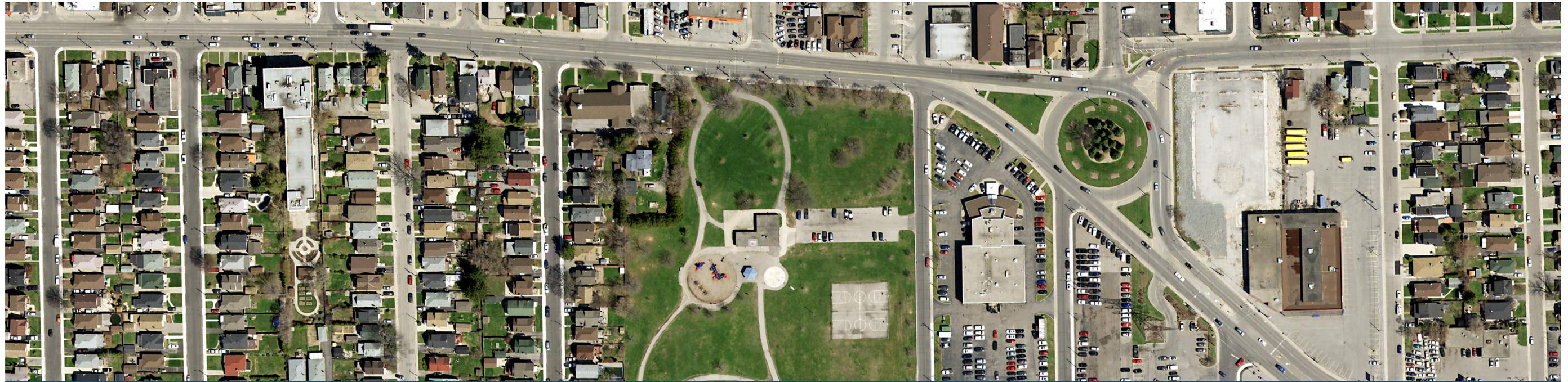
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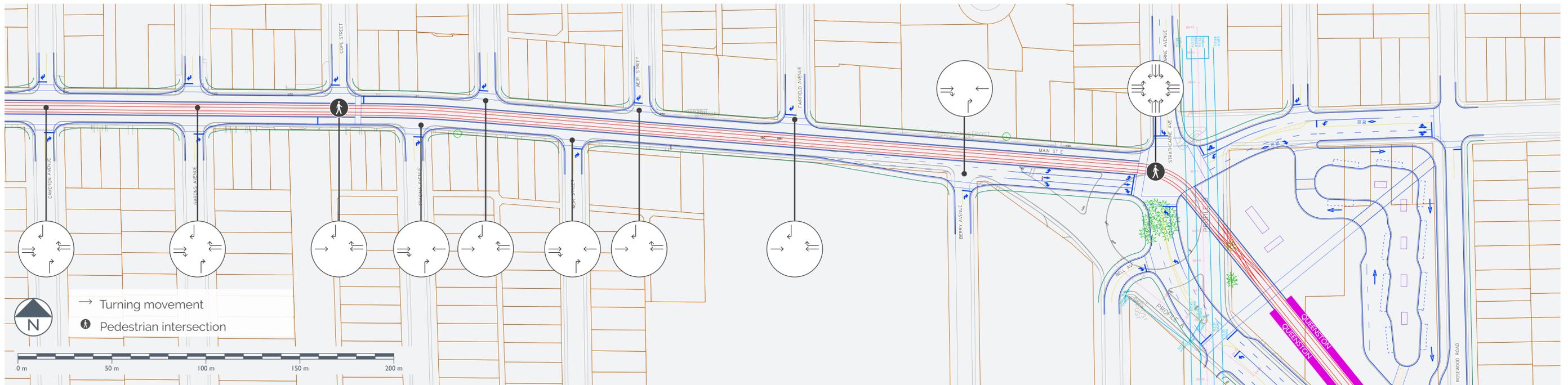
↑ Proposed Layout with LRT

Main Street East (Cameron Avenue to Queenston Terminal)

Alignment Drawing #B-13



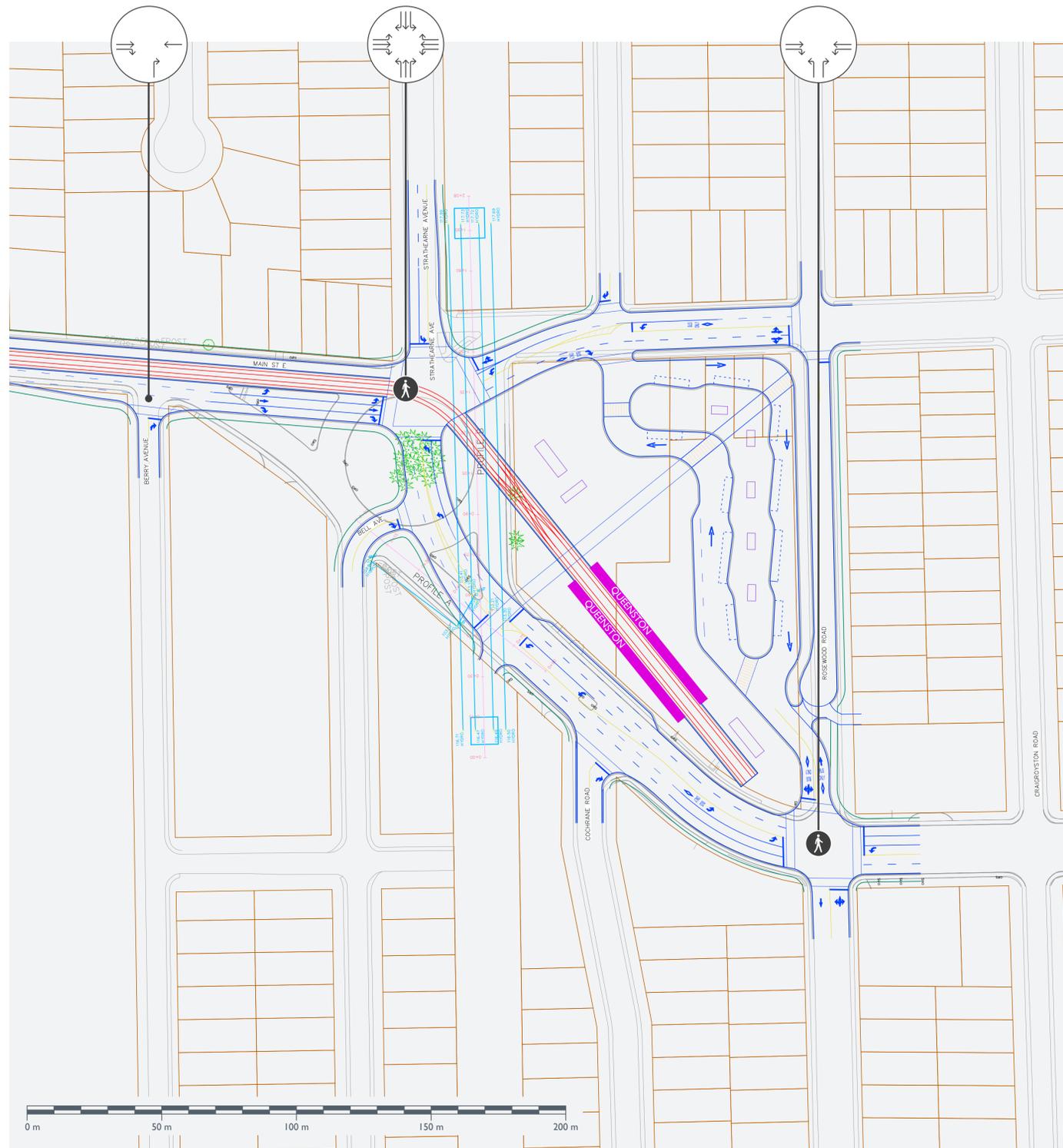
↑ Existing conditions



↑ Proposed Layout with LRT

Queenston Terminal

Alignment Drawing #B-13



↑ Proposed Layout with LRT



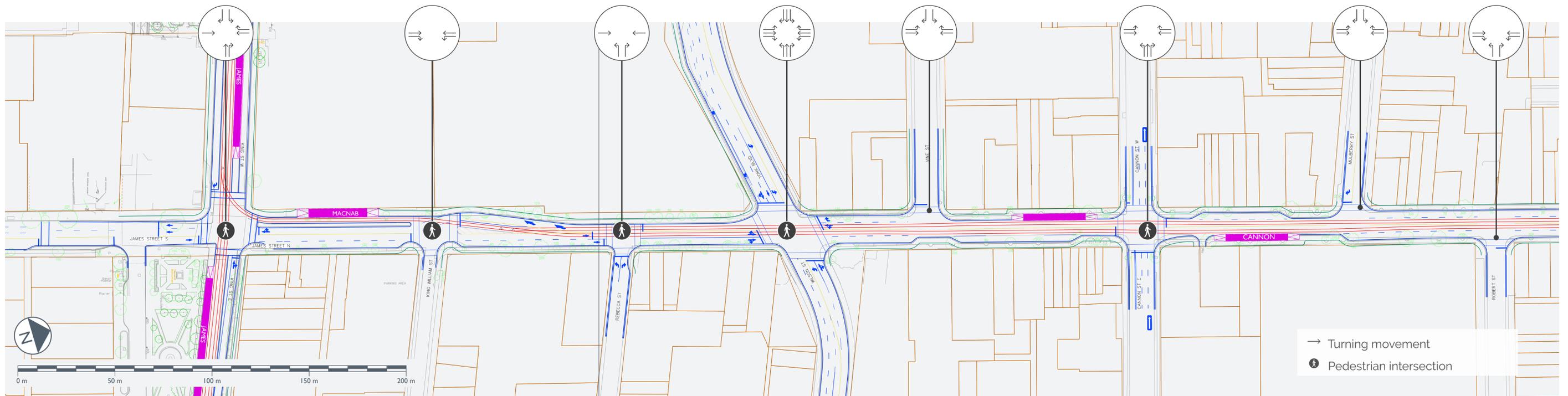
↑ Existing conditions

James Street North (King Street to Robert Street)

Alignment Drawing #A-01



↑ Existing conditions



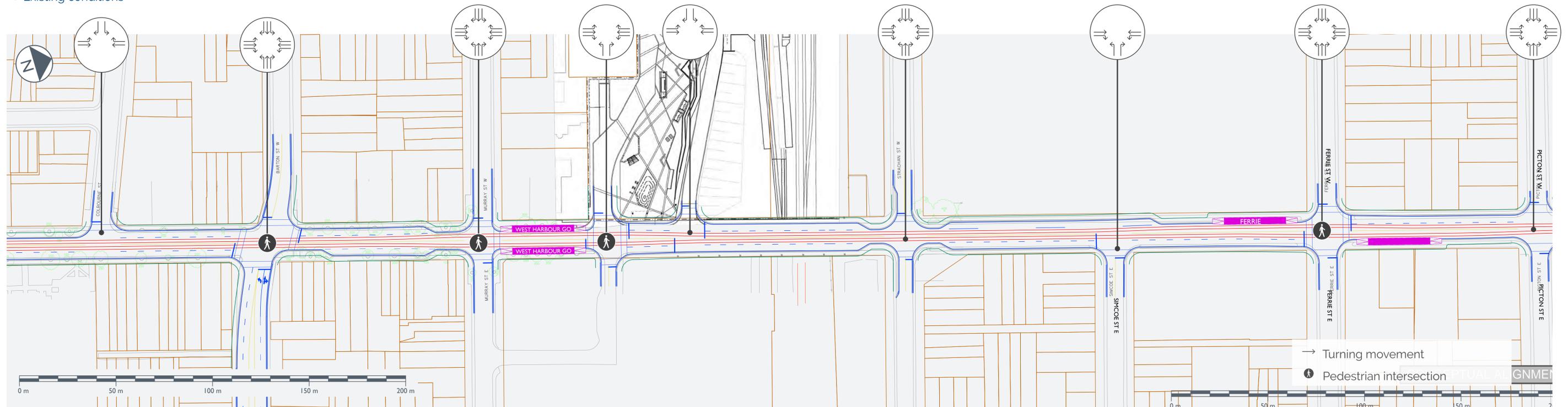
↑ Proposed Layout with LRT

James Street North (Colbourne Street to Picton Street)

Alignment Drawing #A-02



↑ Existing conditions



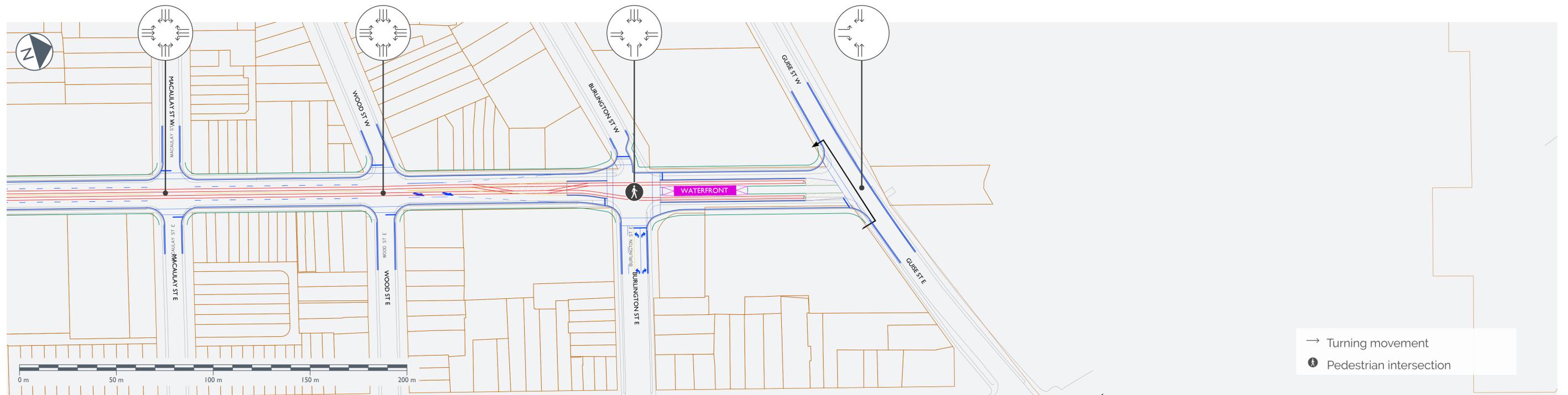
↑ Proposed Layout with LRT

James Street North (Macaulay Street to Guise Street)

Alignment Drawing #A-03



↑ Existing conditions

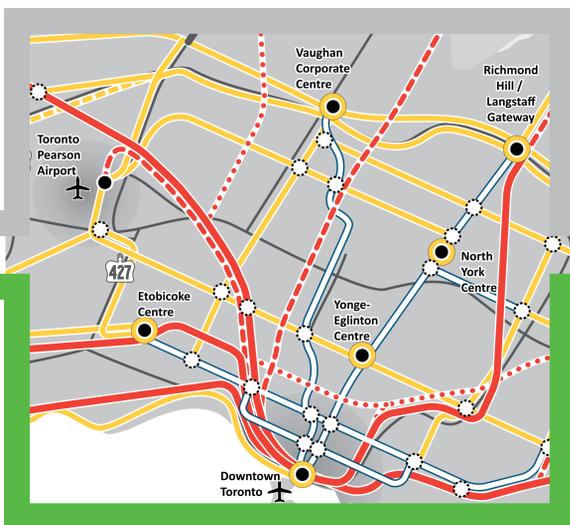


↑ Proposed Layout with LRT

WHO IS METROLINX?

Metrolinx was created in 2006 by the Province of Ontario as the first Regional Transportation Agency for the Greater Toronto and Hamilton Area (GTHA).

The **Regional Transportation Plan** was adopted in 2008; a bold and visionary blueprint that outlined a common 25-year vision for all modes of transportation in the region.



PLAN



BUILD



OPERATE



THE TASK: A PLAN FOR A REGION UNDER PRESSURE

The GTHA "suffers from traffic congestion problems, poorly integrated transit services and relatively underdeveloped transport infrastructure." OECD Territorial Review, 2010



Average commute time per person, per day is 82 minutes.

Projected to increase to 109 minutes in the next 25 years.



Costs \$6 billion in travel costs and lost productivity every year.

By 2031, this number could increase to \$15 billion.



Over 500,000 tonnes of annual GHG emissions is due to traffic congestion.



THE PLAN: AN INTEGRATED REGIONAL TRANSPORTATION NETWORK

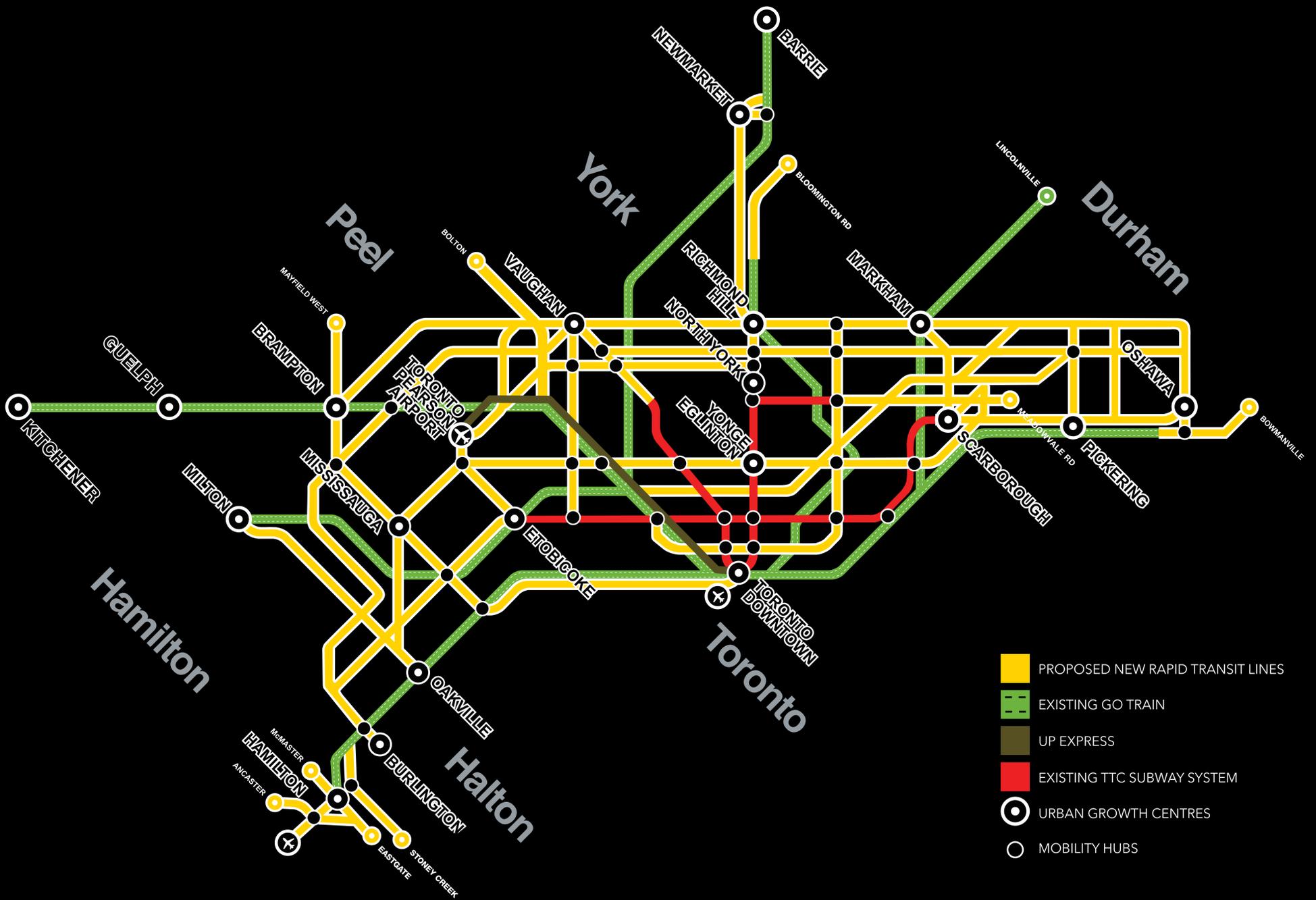
The Regional Transportation Plan (The Plan) is centred on developing an integrated transportation system that enhances our prosperity, environment and quality of life across the Greater Toronto & Hamilton Area (GTHA). It is more than a transit plan: it articulates a vision for all modes of transportation in the region, supporting both people and goods movement.

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

The Plan is unfolding through projects such as the transformation of the GO rail

network to bring all-day, two-way frequent train service to the region, with connections to new light rail and bus rapid transit in Toronto, York, Mississauga and Hamilton, all enabled by Presto.

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



- PROPOSED NEW RAPID TRANSIT LINES
- EXISTING GO TRAIN
- UP EXPRESS
- EXISTING TTC SUBWAY SYSTEM
- + URBAN GROWTH CENTRES
- MOBILITY HUBS

THE VISION



A high quality of life.



A sustainable environment.



A competitive economy.

THE PLAN IN PROGRESS



Transforming GO train service

More service on all lines
Electric trains, every 15 minutes or better in both directions, for most GO customers

Five new light rail transit lines

Under construction: **Eglinton Crosstown**
In design/planning: **Finch West, Sheppard East, Hurontario, Hamilton**



Two bus rapid transit projects

Partially in-service, with remainder under construction: **Viva in York Region, Mississauga Transitway**

UP Express

Express air rail link from Union Station to Pearson airport
Started service June 6, 2015



Connecting it all together

One payment system across the region
Available across 905 regions now
Full TTC rollout in 2016

REVIEW AND UPDATE OF THE PLAN

According to the Metrolinx Act, 2006, Metrolinx must complete a review of The Plan every 10 years from when the Act came into force.

The review provides the opportunity to bring the latest thinking and advances in transportation into

The Plan, while ensuring we maintain momentum on the projects already underway. The review will be completed in 2016. The update to the Regional Transportation Plan will be released in 2017.

BE INVOLVED

The Plan was originally developed in consultation with municipalities, residents and many other partners across the region. Throughout review and update, we will be seeking feedback from a wide variety of sources to ensure that the plan reflects the needs and priorities of the region. Look for our Discussion Paper, to be released in Summer 2016, where we will share our findings from the review, and seek feedback.

We will be talking to:

- Transit agencies
- First Nations communities
- Municipal staff
- Non-governmental organizations
- Industry associations
- Residents' associations and business groups
- Government ministries
- Elected officials

And of course, you - the residents of the GTHA.

Stay tuned at

metrolinx.com/theplan

for opportunities to engage and provide your feedback on the long-term vision for transportation in the region.

COMMUNITY BENEFITS

A Community Benefits Framework is expected to be included as part of the Hamilton LRT project. The Eglinton Crosstown LRT project in Toronto was the first major infrastructure project in Ontario to include a Community Benefits Framework.

What does a Community Benefits Framework look like?

- Commit to Social Procurement and Local Investment to maximize business opportunities along the project corridor.
- Partner with Local Workforce Agencies to recruit candidates from the project corridor and from historically disadvantaged communities.
- Work with Subcontractors to maximize opportunities for apprentices.



In establishing a Community Benefits Framework for Hamilton LRT, Metrolinx commits to being:



INCLUSIVE

Offering a range of employment, training and apprenticeship opportunities as well as encouraging provision of goods and services.



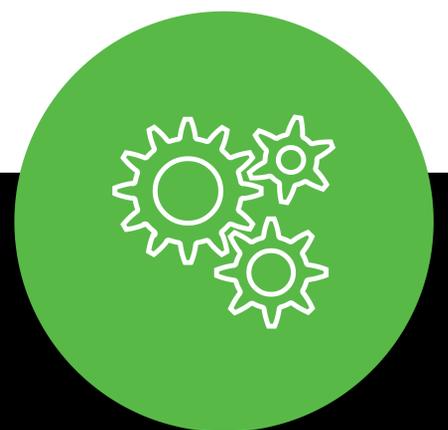
ACCESSIBLE

Ensuring that employment information is readily available.



TRANSPARENT

Making the plan with ProjectCo public and publishing quarterly reports.



COLLABORATIVE

By working together with community, labour business, government and other stakeholders.

BUSINESS SUPPORT

OUR COMMITMENT

- Metrolinx understands that its construction activities have an impact on local businesses.
- We are committed to mitigate the impacts of construction, where practical.
- Metrolinx makes every effort to ensure that businesses receive up-to-date information on construction activities and timing, and where they are directly impacted, they are supported. This involves significant outreach and public communication.
- Metrolinx works closely with City transportation, local councillors, police services, traffic and parking enforcement, among others; to monitor and understand the impacts of construction, and to consider mitigation measures.

EXPERIENCE EGLINTON MENU BIA

TO SUPPORT BIA-LEAD MARKETING INITIATIVES METROLINX HAS ALLOCATED FUNDING THAT CAN BE USED TOWARDS THE FOLLOWING:

ADVERTISING <ul style="list-style-type: none">RadioNewspaper AdBus Shelter Ad	PRINTING <ul style="list-style-type: none">PostcardsBrochuresCoupon books
SIGNAGE <ul style="list-style-type: none">Window hoardingBannersBillboardsLawn signs	PROMOTIONAL ITEMS <ul style="list-style-type: none">Shopping bagsPensT-Shirts
SERVICES <ul style="list-style-type: none">Organize workshopsCanada Post mail-outs	CONTACT US <p>West Community Office 1848 Eglinton Ave West 416-782-8118</p> <p>East Community Office Unit 110, 660 Eglinton Ave East 416-482-7411</p> <p>crosstown@metrolinx.com www.thecrosstown.ca</p> <p>Facebook: facebook.com/thecrosstown Twitter: twitter.com/crosstownTO</p>

HOW CAN WE HELP YOU?

Example of Marketing Support from Eglinton Crosstown

Metrolinx also works with local BIAs, the Hamilton Chamber of Commerce, and local businesses themselves.

- Fully-staffed community office(s), working directly with businesses and the local community.
- Development and implementation of a business support program, based on best practices.
- Strengthen local businesses through professional training opportunities, market research and advertising.