

APPENDIX D: CONSULTATION REPORT

APPENDIX D-1: HAMILTON LRT PIC #1 CONSULTATION APPENDIX

PART 1/1



APPENDIX D: CONSULTATION REPORT

1. Hamilton LRT PIC #1 Consultation Appendix

Table of Contents

D.	APPENDIX: CONSULTATION REPORT .....	D-1
D-1.	HAMILTON LRT PIC #1 CONSULTATION APPENDIX .....	D-1
D-1.1.	INTRODUCTION .....	D-1
D-1.2.	OVERVIEW OF THE CONSULTATION APPROACH .....	D-1
	D-1.2.1. LRT PROJECT TEAM .....	D-1
	D-1.2.2. STAKEHOLDER CONTACTS .....	D-1
	D-1.2.3. COMMUNITY CONNECTOR PROGRAM .....	D-1
D-1.3.	CONSULTATION ACTIVITIES .....	D-2
	D-1.3.1. PIC #1 .....	D-2
	D-1.3.2. ATTENDANCE .....	D-2
	D-1.3.3. NOTIFICATION .....	D-2
	D-1.3.4. SOCIAL MEDIA .....	D-2
	D-1.3.5. VENUES .....	D-2
	D-1.3.6. EVENT FORMAT .....	D-2
D-1.4.	ABORIGINAL COMMUNITIES CONSULTATION .....	D-3
D-1.5.	TECHNICAL AGENCIES CONSULTATION .....	D-4
D-1.6.	CONSULTATION SUMMARY .....	D-5
	D-1.6.1. BACKGROUND .....	D-5
	D-1.6.2. RESPONSES .....	D-5
	D-1.6.3. RESPONSE SUMMARIES .....	D-5
D-1.7.	ADDITIONAL CONSULTATION RE: HIGH-ORDER PEDESTRIAN CONNECTION .....	D-7
	D-1.7.1. OVERVIEW OF THE CONSULTATION PROCESS .....	D-7
	D-1.7.2. SUMMARY OF COMMENTS RECEIVED .....	D-7
D-1.8.	FUTURE CONSULTATION .....	D-8

List of Figures

FIGURE D-1.1:	SOCIAL MEDIA - TWEETS .....	D-2
FIGURE D-1.2:	EVENT PHOTOS - ROOM LAYOUT AT VENUE .....	D-3
FIGURE D-1.3:	EVENT PHOTO - INTERACTIVE STATION .....	D-3
FIGURE D-1.4:	EVENT PHOTO - MEMBERS OF THE PUBLIC SPEAKING WITH THE STUDY TEAM .....	D-3

List of Tables

TABLE D-1.1:	BREAKDOWN OF PIC #1 COMMENTS RECEIVED .....	D-5
TABLE D-1.2:	STREET FACTOR SCORE .....	D-7

List of Appendices

APPENDIX D-1.A:	NEWSPAPER ADVERTISEMENT .....	D-9
APPENDIX D-1.B:	PIC #1 OFFICIAL NOTICES .....	D-9
APPENDIX D-1.C:	PIC #1 COMMENT FORM .....	D-10
APPENDIX D-1.D:	INPUT RECEIVED OF INTERACTIVE STATION MAPS DURING PIC #1 .....	D-14
APPENDIX D-1.E:	SUMMARY OF QUESTIONS AND COMMENTS RECEIVED - WITH RESPONSES .....	D-16
APPENDIX D-1.F:	PIC #1 PANELS .....	D-46

## D. APPENDIX: CONSULTATION Report

### D-1. HAMILTON LRT PIC #1 CONSULTATION APPENDIX

#### D-1.1. 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 first Public Information Centre (PIC #1).

The objective of this consultation, held during the TPAP Addendum, was to consult on the proposed changes to the project from the Hamilton LRT 2011 EPR, and to identify any new potential environmental effects and corresponding mitigation measures.

The LRT Addendum study scope during this consultation was comprised of three main components:

- Address design modifications to the Hamilton LRT 2011 EPR (the B-Line) alignment;
- 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; and
- Complete the assessment of an Operations, Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.

These three components were progressed as part of an integrated study, with the public consultation proceeding concurrently and linked to the other components.

The City of Hamilton and Metrolinx, with the assistance of the consultant Team, embarked on an extensive public consultation program to obtain the public's input into the study. The approach taken reflected the City and Metrolinx's desire for consultation to be a two-way, open and proactive process for providing information to stakeholders. The objectives of consultation were to:

- Communicate effectively and proactively to all stakeholders and the public about the EA process, rapid transit benefits and associated impacts/costs;
- Reinforce the value of public consultation throughout the process;
- Demonstrate the City and Metrolinx's leadership and commitment to a sustainable future;
- Provide information that is easy for the general public to digest and understand, clearly explaining technical concepts and processes; and
- Evoke a strong sense of pride and enthusiasm about rapid transit plans for Hamilton, and associated benefits.

#### D-1.2. 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](http://Hamilton.ca/LRT)
  - [Metrolinx.com/HamiltonLRT](http://Metrolinx.com/HamiltonLRT)
  - [MetrolinxEngage.com](http://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-1.2.1. 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-1.2.2. 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-1.2.3. 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-1.3. Consultation Activities

This section describes the public consultation activities undertaken through the first Public Information Centre (PIC #1), which hosted seven meetings.

#### D-1.3.1. PIC #1

The City of Hamilton and Metrolinx invited stakeholders to attend Public Information Centre #1, to learn about a number of new developments and improvements to the Hamilton LRT Project as part of the Hamilton LRT 2017 EPR Addendum, and to provide their input into the preliminary plans. 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-1.F. All materials were also available in French version upon request.

#### D-1.3.2. Attendance

The events were attended by approximately 860 stakeholders. The information panels displayed at the PIC #1 event are contained in Appendix D-1.F, and the input received of interactive station maps is located in Appendix D-1.D. The comments received during PIC #1 (comment sheet layout included at Appendix D-1.C), have been used to refine the Hamilton LRT 2017 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-1.3.3. Notification

The Notice of Public Information Centre #1 (PIC #1) commenced in August and September 2016. This notice was extended to affected property owners, agencies, and Aboriginal Communities, as well as the general public in August and September 2016 (see Appendix D-1B and D-1C). Full-page newspaper advertisements were circulated in both official languages, English and French. Registered letters were sent to all property owners along the corridor to ensure they were aware of the meetings.

The City of Hamilton advertised during the weeks of August 29 and September 5, 2016, in the following newspapers: The Hamilton Spectator, Hamilton Community News (6 Community Papers), and L'Express.

#### D-1.3.4. Social Media

Notice of PIC #1 was circulated on Twitter, between August 22 to September 29, 2016 (see Figure D-1.1).

Tweets were either promotional or informing users of the event. There are 23 tweets, resulting in 113,706 impressions, 198 retweets, 124 likes and 212 clicks to links.

#### D-1.3.5. Venues

PIC #1 meetings were held on the following dates, times and locations:

- Monday, September 12, 2016, from 5:00pm to 8:00pm, at McMaster Innovation Park, Atrium, 175 Longwood Road South;
- Tuesday, September 13, 2016, from 3:00pm to 5:00pm, and 6:00pm to 8:00pm, at Hamilton City Hall, Council Chambers and Lobby, 71 Main Street West;
- Wednesday, September 14, 2016, from 5:00pm to 8:00pm, at LIUNA Station, Continental Room, 360 James Street North;
- Thursday, September 15, 2016, from 5:00pm to 8:00pm, at Dr. John Perkins Centre, Atrium, 1429 Main Street East;
- Tuesday, September 20, 2016, from 5:00pm to 8:00pm, at Battlefield House Museum, Jackson House Cellar, 77 King Street West, Stoney Creek;
- Wednesday, September 21, 2016, from 5:00pm to 8:00pm, at Sackville Hill Seniors Recreation Centre, Fireside Lounge, 780 Upper Wentworth Street; and
- Thursday, September 22, 2016, from 5:00pm to 8:00pm, at Dundas Town Hall, Second Floor Auditorium, 60 Main Street Dundas.

Figure D-1.1: Social media - Tweets



#### D-1.3.6. Event Format

The public were invited to:

- Review changes to the design from the Hamilton LRT 2011 EPR, 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;
- Participate in an interactive station to identify preferences for LRT stops (see Figure D-1.3);
- Learn about the next steps; and
- Add their voice.

Figure D-1.2: Event Photos - Room layout at venue



Figure D-1.4: Event Photo - Members of the public speaking with the study team



Figure D-1.3: Event Photo - Interactive station



Information panels, contained in Appendix D-1.F, 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, included at Appendix D-1.A, were available for completion by attendees in both paper and online format.

Interactive stations were provided, with attendees invited to provide their input and thoughts via sticky notes, which could be pasted onto proposed locations for LRT stops and pedestrian crossings. To aid understanding, feedback and glean input on each of the panels was manned and facilitated by either a member of the City and Metrolinx staff or one of the consultant team. Other members of staff/the consultant team were also on hand to answer any questions that attendees had.

#### D-1.4. Aboriginal Communities Consultation

Aboriginal Communities identified within the project mailing list were phoned and or emailed between July 29 and August 02, 2016. This contact was to advise of the Hamilton LRT 2017 EPR Addendum, and request up to date mailing information for the PIC #1 to be held in September, 2016.

The following Aboriginal Communities were identified and contacted:

- Aboriginal Affairs and Northern Development Canada
- Assembly of First Nations
- Association of Iroquois and Allied Indians
- Hamilton Executive Directors' Aboriginal Coalition
- Hamilton Regional Indian Centre
- Haudenosaunee Confederacy Chiefs Council

- Haudenosaunee Resource Centre
- Huron Wendat First Nation
- Kawartha Nishnawabe First Nation
- Metis Women's Circle
- Ministry of Indigenous Relations and Reconciliation
- Mississaugas of the New Credit First Nation
- Nipissing First Nation
- Ontario Federation of Indian Friendship
- Patent & Trademark Agents
- Six Nations of the Grand River Territory
- The Metis Nation of Ontario

All notices for public consultation events were circulated to Aboriginal Communities through technical agencies mail outs (see Appendix D-1.B). No comments were received from First Nations Communities during PIC #1.

Aboriginal stakeholders were contacted again between October 13 and 14, 2016. This contact was made subsequent to PIC #1, in order to discuss any questions regarding the project and its corresponding timeline, including providing advanced notice that PIC #2 would be held in January, 2017. The Kawartha Nishnawabe First Nation requested removal from the project list, as the study boundaries are outside their treaty territory.

In an e-mail received from Indigenous and Northern Affairs Canada (INAC), on October 13, 2016 (see Appendix D-3):

- Mr. Paul General was identified as the appropriate contact within Six Nations. Mr. General advised that Six Nations met with Metrolinx and requested referral to correspondence exchanged between Six Nations and Metrolinx. This correspondence, dated May 4, 2016, included letters exchanged between Six Nations and Metrolinx, pertained to the Metrolinx System Wide Electrification Transit Project Assessment Process; and
- INAC identified a website and document that outlines the Mississaugas of the New Credit's Department of Consultation and Accommodation (<http://www.newcreditfirstnation.com/consultation-and-accommodation.html>) and the Six Nations Approach to Consultation and Accommodation Policy, effective September 24, 2013.

#### D-1.5. Technical Agencies Consultation

The following Technical Agency stakeholders were identified and issued a copy of the PIC #1 notice:

- Air Liquide Canada
- AT & T (Allstream)
- Atria Networks LP
- Bay Area Restoration Council
- Bell Canada
- Brant County
- Canada Post Commercial Service Centre
- Canada Post Corporation
- Canadian Center for Inland Waters
- Canadian Environmental Assessment Agency
- Canadian Pacific Railway

- Canadian Transportation Agency
- Citizens for Citizens Ward Three Neighbourhoods
- City of Burlington
- City of Hamilton
- CN Rail
- COGECO Cable
- Community Action Program for Children
- Dept. of Fisheries & Oceans
- Enbridge Pipelines Inc.
- Environment Canada
- Environment Hamilton
- Environmental Assessment & Approvals Branch
- French Catholic School Board
- French Public School Board
- Hamilton Central Ambulance Communication Centre
- Hamilton Community Energy
- Hamilton Community Foundation
- Hamilton Conservation Authority
- Hamilton- Wentworth Catholic District School Board
- Hamilton Health Sciences
- Hamilton Port Authority
- Hamilton Waterfront Trust
- Hamilton-Wentworth District School Board
- Hamilton-Wentworth Concil of Home and School Associations
- Health Canada
- Horizon Utilities Corporation
- Human Resources Development Canada
- Hydro One Networks Inc.
- Imperial Oil Products & Chemical Division
- Indigenous Affairs and Northern Development
- Industry Canada
- John C. Munro Hamilton International Airport
- McMaster University
- McMaster University Medical Centre
- McMaster University Security and Parking Services

- Ministry of Aboriginal Affairs
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Community and Social Services
- Ministry of Community Safety and Correctional Services
- Ministry of Economic Development, Employment and Infrastructure
- Ministry of Energy
- Ministry of Health and Long-Term Care
- Ministry of Indigenous Affairs and Reconciliation
- Ministry of Infrastructure
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Environment and Climate Change
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Mohawk College
- Municipal Property Assessment Corp.
- Niagara Escarpment Commission
- Niagara Regional Police Service
- Ontario Provincial Police, Burlington Detachment
- Ontario Power Generation
- Ontario Realty Corporation
- Rogers Communications Inc.
- Royal Botanical Gardens
- Shaw Cablesystems
- Source Cable Limited
- Southern Ontario Railway
- St. Josephs Healthcare & Hamilton Health Sciences
- Sun Canadian Pipeline Company
- Telus Communication
- Trans Northern Pipeline
- TransCanada Pipelines Ltd.
- Transport Canada
- Union Gas Ltd.
- Weaver Community Hub

## D-1.6. Consultation Summary

### D-1.6.1. Background

This summary is based on the written comments received from the Public Information Centre #1 (PIC #1), held during the week of September 12 and September 19, 2016, and received by September 29, 2016. It also includes the online responses received up to November 1, 2016.

### D-1.6.2. Responses

Approximately 350 completed PIC # 1 comment sheets have been received to date (November 2016). Of these, about 200 were from written comment forms submitted through the Public Information Centres (PICs), and about 150 were received through the online forms.

A small number of additional written forms were also submitted by similar individuals; in some cases, the comments and response are duplicated, while in others, the responses are additional comments. Similarly, some individuals responded to both the written and online forms. The overall number of these potential duplications is small, and have been resolved for this report. The breakdown of forms received from each PIC venue is included in Table D-1.1

Table D-1.1: Breakdown of PIC #1 Comments Received

PIC # 1 Venue / Location	PIC Date	Attendance	Comments Received
West: McMaster Innovation Park	September 12	140	41
Downtown: City Hall	September 13	172	44
North: LIUNA Station	September 14	116	22
East: Dr. John Perkins Centre	September 15	83	10
Stoney Creek: Battlefield House Museum	September 20	94	7
Mountain: Sackville Hill Seniors Recreation Centre	September 21	115	27
Dundas: Dundas Town Hall	September 22	141	26
Returned by mail			19
	<b>Total</b>	<b>861</b>	<b>196</b>
Online		153	153
	<b>Total</b>	<b>1014</b>	<b>349</b>

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

### D-1.6.3. Response Summaries

#### Question 1 – Add a Stop

Respondents were asked where they would like to add one stop to the proposed network. Approximately, three-quarters of respondents answered this question.

Of those that responded, about one-third selected locations to serve Gage Park (Delta, Gage Avenue, Gage Park), and these responses represent about one-quarter of all forms input received.

Other popular stop locations included Bay Street (15 responses), and Locke Street (10 responses). Implied extensions to the LRT, noted by requests to University Plaza or Eastgate Square, were reflected in 12 responses. An additional stop between

McMaster and Longwood was also requested by about 12 respondents.

Principal reasons given for added stops include:

- Gage Park/Delta area – activities at the park;
- Bay Street – local access to residences and businesses;
- Locke Street – local access to residences and businesses; and
- McMaster to Longwood: wide stop spacing.

Additional A-Line stations were requested at Hamilton GO Centre, and further into the Waterfront development areas.

An interactive board was also available on this topic. Participants were asked to place a green dot at locations they would like to see a stop added, and a red dot at locations where they would remove a stop (or relocate it to another location). The results from the interactive board were very similar to the written and online responses. About 200 dots were placed at new stop locations new stop locations were requested, with about a third of these (69 green dots) at the Delta location. Other requests with significant multiple requests included stops at Locke (18 green dots), Eastgate (18 green dots), Bay (13 green dots), and an additional stop between McMaster and Longwood (13 green dots).

Question 2 – Move a Stop

Respondents were asked where they would like to move a stop from one location to another. Approximately, one-third of respondents answered this question.

Generally, many respondents used this question to re-iterate their desire for an additional stop location. The Gage Park/Delta area and Eastgate were popular responses. Many respondents suggesting a relocation of a stop to Gage Park area proposed moving the Scott Park stop further east, as well as minor changes to station locations (Scott Park to Gage).

On the A-line, there were few responses, but those were consistent and evenly divided between moving the Ferrie stop to West Harbour GO Station (a station is proposed at WHGO) and moving the Waterfront Station from north of Guise further into the development area.

At the interactive board, only 11 responses indicated a desire to move a stop, and about one-half of these were from Scott Park (primarily to Gage Park / Delta).

Question 3 – Add a Pedestrian Crossing

Respondents were asked where they would like to add pedestrian crossings. Approximately one-third of respondents answered this question.

A large percentage indicated locations that are now or are proposed at signalized intersections, and some at locations proposed as pedestrian crossing signals. It is apparent that many of these responses were completed separate from a view of the technical information, and therefore represent where a pedestrian crossing is desired, whether new or not. The number of responses that referred to currently proposed crossings represented about one-half of the requests for pedestrian crossings.

Approximately 30 respondents requested additional pedestrian crossings at new locations. Most popular among these were Pearl (7) and Bowman (3). Also, a number of responses suggested general locations including “wherever seniors live” and simply “more”.

The most popular reasons given for any location were: related to the location of important facilities – schools, seniors centres, shopping and such – as well as concern for pedestrian crossing spacing in some cases. Note that pedestrian crossings at signalized intersections have an average spacing of about 380 metres, and this is reduced to about 260 metres when the proposed pedestrian crossing signals are considered.

An interactive board was also available on this topic. Participants were asked to place a green dot at locations where they would like to see a pedestrian crossing added. Similar to the written and online comments, a large percentage (almost half) of the approximately 145 responses indicated locations at existing (or proposed) signalized intersections and pedestrian crosswalks. This includes the Delta (30 dots) and a variety of major signalized intersections. Approximately 70 respondents

requested additional pedestrian crossings at new locations. Most popular among these were Pearl (10) and Bowman (9), similar to the written responses.

Question 4 – McMaster Terminus Options

Respondents were presented with two options for the McMaster terminus: one option was locating it in the centre of Main Street West, and the other option was to move it to the north side of the street integrated into the McMaster property. More than three-quarters of respondents addressed this question.

Of those responding, almost half preferred the north side option, while about 40 percent preferred the centre-line alignment. About 12 percent stated no preference

For those preferring the side option, the primary reasons given were rider convenience and perceived safety improvements. For those preferring the centre-line option, the primary reason was that it would be simpler and less complicated at the Emerson intersection.

Question 5 – Main Street West Bike Lanes

Respondents were asked if they favour the inclusion of bike lanes on Main Street West, as noted in the design. More than 80 percent of respondents answered this question (highest response of any question).

Of those responding, more than two-thirds indicated their support for bike lanes, while about 20 percent were opposed. The principal reason given for both opposition and support was safety. Those opposed felt that bikes on Main West are a safety issue regardless of the facility, while those supporting feel that the lanes are required to ensure safety.

Several respondents accompanied this response with the note that the City needs more bike lanes everywhere.

Question 6 – Paradise/Longwood Configuration Option

Respondents were presented with two options for the Paradise Road/Longwood area: one option was maintaining the left turn to Main Street eastbound at Paradise (with an additional LRT crossing), and the other option was including a U-turn at Longwood. More than three-quarters of respondents addressed this question.

Of those responding, more than half preferred the left-turn at Paradise, while about one-quarter preferred the Longwood U-turn. Reasons given for preferring the left-turn included more direct travel and concern over the safety of the U-turn. Among those preferring the U-turn, most cited the need to minimize LRT delay.

Question 7 – Paradise/Longwood Configuration Option

This question asked respondents to rate the importance of several aspects of the streetscaping elements. At least, three-quarters of respondents answered some portion of this question. Streetscape elements included:

- Pedestrian furnishings;
- The use of plantings and street trees;
- Pedestrian scale lighting;
- Signage and Wayfinding;
- Prioritizing wider sidewalks at LRT stops;
- SoBI bike stations;
- Enhanced sidewalk and crosswalk materials; and
- Urban braille.

Respondents were scored on a 5-point scale from “not at all important” to “very important”. The results are shown in Table D-1.2.

Respondents were also asked to list the three most important elements out of the eight factors. “The use of plantings and street trees” and “Pedestrian furnishings” elements were selected as a top-2 priority by almost half the respondents. Followed

by “SoBI bike station” and “Signage and Wayfinding” by about 30 percent of respondents. “Enhanced sidewalk and crosswalk materials” and “Urban braille” were prioritized by about 15 percent of respondents or less.

Respondents were also asked to list key geographic areas to focus streetscape improvements. About half of the people rating the factors answered this question. Most popular answers included:

- Core, or downtown;
- Stops, major intersections;
- All areas;
- Areas east of downtown to the Delta; and
- In addition, numerous single locations were also noted.

Table D-1.2: Street factor score

Streetscape Factor	Average Score (neutral = 3.0)	Top 3 priority (%)
Pedestrian furnishings	3.8	49
The use of plantings and street trees	3.7	46
Pedestrian scale lighting	3.6	27
Signage and Wayfinding	3.6	29
Prioritizing wider sidewalks at LRT stops	3.6	27
SoBI bike stations	3.4	30
Enhanced sidewalk and crosswalk materials	3.3	15
Urban braille	3.1	11

Question 8 –Other Comments, Questions, Concerns

Respondents were also given the opportunity for open-ended responses (including opposition to the project). Each comment was reviewed to assess the general nature of the comment, to identify specific questions and concerns, and to formulate a response. These responses were used to inform the refinement of the project prior to PIC #2 in January 2017, and are included in Appendix D-1.E.

**D-1.7. Additional Consultation Re: High-Order Pedestrian Connection**

In addition to information presented at the Public Information Centers, separate sessions were held with stakeholders to specifically address input for the GO High Order Pedestrian Connections as well as the broader considerations for streetscaping in the corridor.

**D-1.7.1. Overview of the Consultation Process**

Below are the dates for the meetings that were conducted on streetscaping. The GO Pedestrian Connection was not included within these meetings; however, it was discussed during the Downtown BIA meeting, and was also included in the report to Council in August and at the September PIC #1:

International Village Meetings

- Met with the Chair of the Downtown BIA on Thursday, July 14, 2016, at 12:00pm, at 12 Ferguson Ave, BIA Board Room; and
- Met with the Board on Wednesday, August 10, 2016, at 9:15am, at 12 Ferguson Ave, BIA Board Room.

Kirkendall Neighbourhood Association

- Met on Tuesday, July 26, 2016, at 7:00pm, at Aberdeen Tavern.

**D-1.7.2. Summary of Comments Received**

The following are themes and directions that emerged during the stakeholder workshop sessions held on June 27, 2016. These themes have been synthesized and presented here as opportunities. Although they have been numbered for reference, this is not meant to suggest a hierarchy or priority.

CORRIDOR-WIDE

Create a Compelling, Consistent and Coherent Design Language

A well designed streetscape positively contributes to more vibrant public realm, by accommodating a diversity of amenities in support of a comfortable and enjoyable experience for a range of users. Attendees supported the typological approach to the design of the streetscape (i.e. typical urban, enhanced urban, typical greenscape, enhanced greenscape).

We heard support for designing the corridor to include a consistent and compelling palette of materials and forms that work together to create a desirable character for the streetscape. Enhanced materials such as paving, seating and plant material should be considered at pedestrian priority zones and other key destinations. For instance, specific feedback included, but was not limited to:

- Specify high-quality streetscape materials that are durable and long lasting;
- Identify opportunities for both permanent and temporary public art installations in the vicinity of pedestrian priority areas (i.e. islands between traffic lanes connected to the platforms that are not suitable for planting);
- Use surface materials and concrete finishes that are safe, durable and are not known to heave;
- Consider the use of other high-quality site furnishings in areas where spatial restrictions do not allow for tree planting such as bollards or smaller plant material (i.e. shrubs, grasses and forbes);
- Consolidate on-street poles such as Overhead Contact System (OCS) and hydro, to reduce clutter and minimize visual obstructions;
- Trash receptacles should be placed sparingly to declutter the streetscape, while bike parking should be abundant at station stops and intersections to support multi-modal travel; and
- Consider the opportunity to target some enhanced treatments to showcase the character of specific stop areas.

Support a Generous Tree Canopy & Planting Zones

We heard support for the Streetscape strategy to provide canopy trees where ever possible, and with greater priority in the vicinity of LRT stops. Both internal and external stakeholders expressed support for lining the street with “as many trees as possible,” in a considered orientation that responds to spatial constraints and the need for watering and maintenance. For instance, specific feedback included, but was not limited to:

- Provide a variety of tree species to create multi-seasonal interest and avoid long stretches of monocultures that are susceptible to disease;
- Support a continuous green corridor where spatial constraints on tree planting are mitigated by design strategies that specify low-maintenance shrubs and grasses in plant beds;
- Place trees to avoid blocking sightlines to retail signage and minimize conflicts with overhead and subsurface utilities; and
- Design streetscape infrastructure to support adequate soil volumes, drainage and other objectives related to the health and vitality of plant material (including provisions for watering and maintenance.).

Strengthening Connections between Public Spaces and LRT Transit Facilities

Creating a network of public open spaces and streetscapes that connect Hamilton communities and major destinations with B Line transit facilities can support increased transit use while improving the experience and convenience for transit users. Many

attendees expressed an opportunity to strengthen connections between existing open spaces and LRT stops along the corridor, and where possible, exploring opportunities to enhance and improve the quality and utility of such spaces. The work may inform interim or permanent place-making initiatives to create quality spaces that connect to enhanced greenscape and urban areas. For instance, specific feedback included, but was not limited to:

- Where land is to be acquired and existing buildings are to be demolished, consider how best to support interim conditions grounded in place-making, rather than surface parking;
- Provide opportunities for seating and gathering in greenscape areas where few restrictions to space or planting exist;
- Portions of the street that front onto greenspaces should gesture to existing trails and walkways either through wayfinding or physical connection;
- LRT stops that front onto schools or other busy pedestrian oriented destinations should respond by providing gathering spaces and seating that accommodate spill-out of LRT-riders who choose to wait on the street; and
- Find opportunities for Publically Accessible, Privately Owned Open Spaces.

#### HIGH-ORDER PEDESTRIAN CONNECTION

##### Support a Safe, Comfortable, and Convenient Experience through Place-making and Design

In comparison to other alignments, stakeholders supported the pedestrian connection alignment along Hughson Street. Attendees responded well to the opportunities to shape a positive pedestrian experience and suggestions were generally focused on how best to select a range of appropriate amenities, plantings, and hardscape material palette to achieve this objective.

For instance, specific feedback included, but was not limited to:

- Specify design materials that are simple and clean but in keeping with the design language of the LRT corridor and Gore Park;
- Develop the alignment as “one civic space” with reduced curb profiles and a woonerf-like character;
- Create a series of enhanced places along the alignment that create visual interest and respond to existing assets such as Prince’s Square and Gore Park;
- Support and highlight a visual terminus looking North at the end of Hughson in the same way the Go Station acts as a visual terminus looking South;
- Support intuitive wayfinding to and from the Go Station and LRT platforms;
- Keep the selection of lighting and site furniture to simple forms and at a pedestrian scale to reduce clutter and maintain sightlines to the Go-Station;
- Weather protection was generally not regarded to benefit the pedestrian experience, however the introduction of canopy trees as an unstructured method of weather protection was desired; and
- Specify high-quality streetscape materials that are not known to age poorly over time.

##### Prioritize Pedestrians

Pedestrian oriented streets provide a range of amenities, such as: trees to add shade and contribute to an attractive environment; furnishings such as benches, waste and recycling receptacles, and vending; as well as lighting to support safety and comfort. In addition to these components, attendees also supported the approach to prioritizing pedestrian comfort and safety by reducing vehicular traffic along Hughson Street. Most attendees agreed that reducing cars in this area would be beneficial to the pedestrian experience. There was, however, a general desire to maintain vehicular access to the courthouse. For instance, specific feedback included, but was not limited to:

- Introduce raised intersections as both a place-making and traffic calming initiative;
- Limit vehicles on Hughson to local access only;

- Consider the reduction of lane widths for the full length of street;
- Implement one-way traffic at southern portion of the street, maintain two-way traffic for courthouse block; and
- Create dedicated cycling lanes for the full length of the street.

##### Understanding Pedestrian Movement on Parallel Streets

Some stakeholders expressed the desire to plan for future design improvements to parallel pedestrian corridors that connect these transit facilities. The rationale is that streetscape improvements on James or other streets, and whether delivered through this or other initiatives, will improve the experience and choice of routes for more pedestrians while contributing a range of benefits to the downtown. For instance, specific feedback included, but was not limited to:

- Improve the quality of space at the underpass stairway connection on James;
- Find opportunities for streetscaping improvements along James; and
- Street to the King Platform.

#### D-1.8. 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-1.A: Newspaper Advertisement



The City of Hamilton and Metrolinx are hosting seven open houses to inform the public about the latest plans for Hamilton's Light Rail Transit (LRT) project. Join us as we share the proposed LRT alignment, streetscape design objectives, the proposed route for the pedestrian connection from the James Street stop to the Hunter Street GO Station, initial traffic study results, HSR transit plans to integrate with the LRT route, concepts for the end-of-line transit terminals and lots more. Here's your chance to speak to an expert and ask questions.

Date	Time	Facility	Location
Monday, September 12, 2016	5:00 – 8:00 pm	McMaster Innovation Park, Atrium	175 Longwood Road South
Tuesday, September 13, 2016	3:00 – 5:00 pm & 6:00 – 8:00 pm	Hamilton City Hall, Council Chambers & Lobby	71 Main Street West
Wednesday, September 14, 2016	5:00 – 8:00 pm	LIUNA Station, Continental Room	360 James Street North
Thursday, September 15, 2016	5:00 – 8:00 pm	Dr. John Perkins Centre, Atrium	1429 Main Street East
Tuesday, September 20, 2016	5:00 – 8:00 pm	Battlefield House Museum, Jackson House Cellar	77 King Street West, Stoney Creek
Wednesday, September 21, 2016	5:00 – 8:00 pm	Sackville Hill Seniors' Recreation Centre, Fireside Lounge	780 Upper Wentworth Street
Thursday, September 22, 2016	5:00 – 8:00 pm	Dundas Town Hall, 2nd Floor Auditorium	60 Main Street, Dundas

**CAN'T MAKE THE MEETING?**  
We'd still like to hear from you. Fill out a comment card online from September 12 – October 6 [www.hamilton.ca/LRT](http://www.hamilton.ca/LRT)

**HAMILTON LRT LIGHT RAIL TRANSIT**

**FOR MORE INFORMATION**  
E-mail us at [LRT@hamilton.ca](mailto:LRT@hamilton.ca)  
[www.hamilton.ca/LRT](http://www.hamilton.ca/LRT)  
[www.metrolinx.com/HamiltonLRT](http://www.metrolinx.com/HamiltonLRT)

Appendix D-1.B: PIC #1 Official Notices

English example



**NOTICE OF PUBLIC INFORMATION CENTRE #1  
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.

The approved 2011 EPR identified the B-Line LRT route alignment to run from McMaster University to Eastgate Square, passing through the City of Hamilton's downtown.

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

- Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
- 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; and
- Complete the assessment of an Operations Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.

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 Public Information Centres (PICs) to learn about a number of new developments and improvements to the project and to provide your input on the preliminary plans.



This map identifies the study boundary of the project.

*French example*



www.metrolinx.com/HamiltonLRT

**AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 1**  
NOUVELLES DU PROJET DE TRANSPORT LÉGER SUR RAIL DE HAMILTON



www.hamilton.ca/LRT

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.

Le REP 2011 approuvé définissait le tracé de la ligne B du TLR reliant l'Université McMaster à Eastgate Square et traversant le centre-ville de Hamilton.

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

- Considérer les modifications mineures à la conception du tracé du TLR du REP 2011 (la ligne B);
- Acheter 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;
- Terminer l'évaluation d'une installation d'exploitation, de maintenance et de remisage pour les véhicules légers sur rail.

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 aux séances d'information publique pour en savoir davantage sur plusieurs nouveautés et améliorations entourant le projet et donner votre opinion sur les plans préliminaires.

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

<b>Lundi 12 septembre 2016</b> de 17 h à 20 h McMaster Innovation Park, Atrium, 175 Longwood Road South
<b>Mardi 13 septembre 2016</b> de 15 h à 17 h et de 18 h à 20 h Hôtel de ville de Hamilton, salles du conseil et hall, 75 Main Street West
<b>Mercredi 14 septembre 2016</b> de 17 h à 20 h LIUNA Station, salle Continental, 360 James Street North
<b>Judi 15 septembre 2016</b> de 17 h à 20 h Dr. John Perkins Centre, Atrium, 1429 Main Street East
<b>Mardi 20 septembre 2016</b> de 17 h à 20 h Musée Battlefield House, Jackson House Cellar, 77 King Street West, Stoney Creek
<b>Mercredi 21 septembre 2016</b> de 17 h à 20 h Centre récréatif Sackville Hill Seniors, salon Fireside, 780 Upper Wentworth Street
<b>Judi 22 septembre 2016</b> de 17 h à 20 h Hôtel de ville de Dundas, auditorium du 2e étage, 60 Main Street, Dundas

**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, ON  
(905) 546-2424, ext. 6385  
LRT@hamilton.ca

**Paul Johnson** - Directeur, Coordination du TLR, Ville de Hamilton  
36 Hunter Street East, Hamilton, ON  
(905) 546-2424, ext. 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 8 septembre 2016. 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**  
À compter du 12 septembre 2016, des exemplaires papier de tout le matériel relatif à la séance d'information publique seront offerts à des fins d'examen 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 définit les limites de la zone d'étude du projet.

Appendix D-1.C: PIC #1 Comment Form

**1. If you could add one stop to the Hamilton LRT system, where would you want it to be?**

I would add a stop at: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you add a stop at this location?

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**2. If you could relocate one LRT stop, which stop would you relocate and where would you relocate the stop to?**

I would relocate the stop currently located at: (Circle one)

- McMaster
- Longwood
- Dundurn
- Queen
- James (B-Line)
- James (A-line)
- Mary
- Wellington
- Wentworth
- Sherman
- Scott Park
- Ottawa
- Kenilworth
- Queenston
- Cannon
- West Harbour
- Ferrie
- Waterfront

I would relocate this stop to: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you relocate the stop to this location?

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**3. If you could add one pedestrian crossing along the LRT corridor, where would you want it to be?**

I would add a pedestrian crossing at: \_\_\_\_\_  
(Intersection and/or Landmark)

Why would you add a pedestrian crossing at this location?

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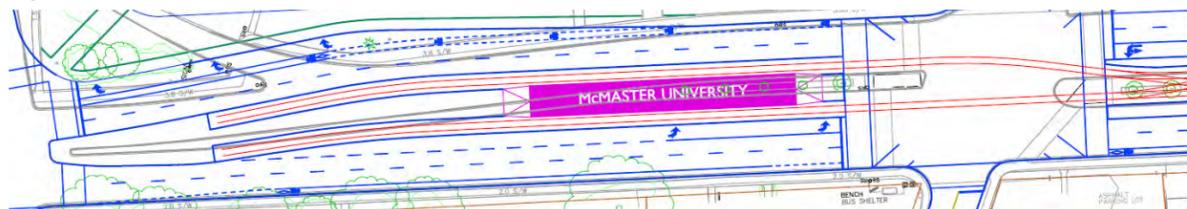
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**4. There are two options for the design of the McMaster LRT stop. Option 1 locates the stop in the centre of the road. Option 2 locates the stop on the north side of the road. Which design for the McMaster LRT stop do you prefer?**

I would prefer the stop to be located in the centre of the road (Option 1):

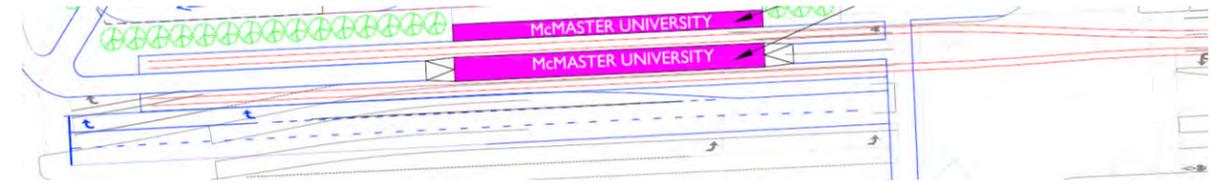
I would prefer the stop to be located on the north side of the road (Option 2):

**Option 1: Centre Platform**



Option 1 provides an equal pedestrian crossing distance to both the McMaster Campus and the neighbourhood to the south. With traffic lanes remaining on both sides of the tracks this option reduces conflicts between LRT and cars for better operations.

**Option 2: North Side Platform**



Option 2 provides direct pedestrian access to the McMaster campus without having to cross the road or tracks but provides a longer crossing distance to the neighbourhood to the south. With the tracks switching from the centre of the road to the north side of the road an additional LRT only signal phase will need to be added at the McMaster entrance intersection.

I would prefer the stop to be located in the center of the road – Option 1 \_  
I would prefer the stop to be located on the north side of the road – Option 2 \_  
I have no preference

Why did you select your preferred option?

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**5. Are you supportive of bike lanes in the section of McMaster to Hwy 403?**

Yes, I support bike lanes between McMaster and Hwy 403

No, I do not support bike lanes between McMaster and Hwy 403

I have no preference

Do you have any comments regarding bike lanes in this area

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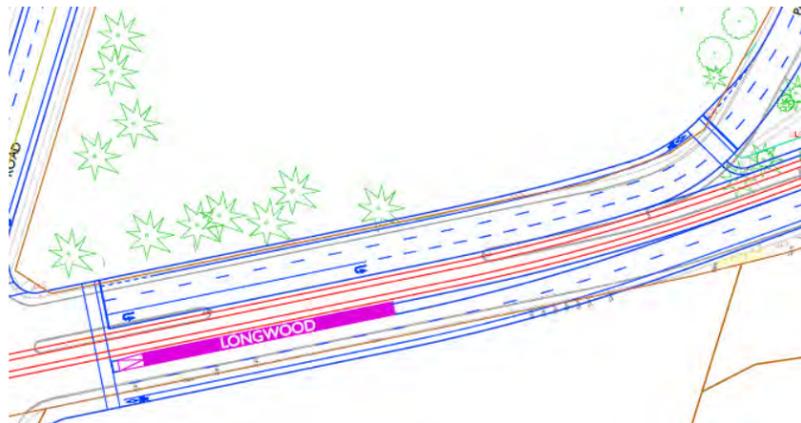
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6. There are two design options for vehicles travelling south on Paradise road who want to travel east on Main Street. Option 1 is to provide a U-turn and left-turn lane from westbound Main Street West to southbound Longwood Road. Option 2 is to provide a left-turn lane from Paradise Road to Main Street West. Which design would you prefer?

I would prefer a U-turn and left-turn lane at Longwood Road (Option 1):

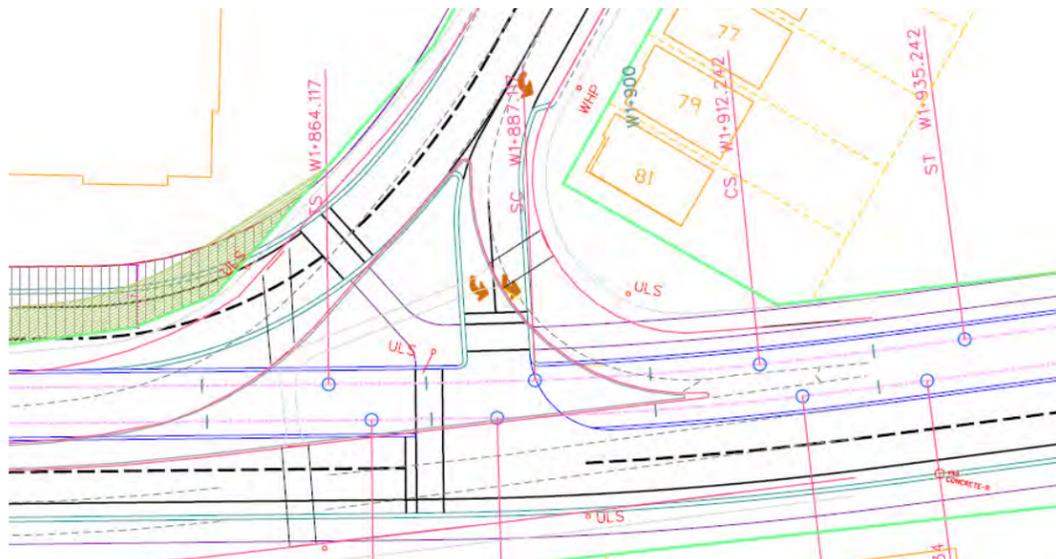
I would prefer a left-turn lane from Paradise Road to Main Street West (Option 2)

**Option 1: U-turn and Left-Turn Lane at Longwood Road**



Option 1 eliminates an additional crossing of the LRT tracks which improves the speed of the system. It also introduces a new left-turn lane from Main Street to Longwood Avenue which does not exist today.

**Option 2: Left-Turn Lane from Paradise Road to Main Street West**



Option 2 provides a more direct movement for vehicles travelling on Paradise Road who want to go east on Main Street. An additional crossing of the tracks would be added which would potentially reduce the speed of the LRT system. A left-turn lane from Main Street to Longwood Avenue would not be introduced.

Why did you select your preferred option?

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7. Through the implementation of LRT there will be an opportunity to design and enhance the streetscape along the corridor. Please rank the following streetscape design elements based on your opinion of importance.

Design Element	Rank				
	Very Unimportant 1	Unimportant 2	Neutral 3	Important 4	Very Important 5
Vegetation (plantings, street trees)					
Seating/Benches					
Bike Racks					
SoBi Bike Hub					
Garbage Receptacles					
Urban Braille					
Raised Crosswalks and/or Intersections					
Pedestrian Scale Lighting					
Wayfinding/Signage					
Enhanced Sidewalk and/or Crosswalk Materials					
Enhanced Design at LRT Stop Locations					

Please tell us what you believe is the most important element of the streetscape design, and why:

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Do you believe there is a specific location(s) along the LRT corridor where investment in the streetscape should be prioritized?

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**8. Do you have any other comments, questions, concerns or suggestions?**

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Appendix D-1.D: Input Received of Interactive Station Maps during PIC #1

Add Stops	Total			West			Downtown			North			East			Stoney Creek			Mountain			Dundas		
	Add	Move	Remove	Add2	Move3	Remove4	Add5	Move6	Remove7	Add8	Move9	Remove10	Add11	Move12	Remove13	Add14	Move15	Remove16	Add17	Move18	Remove19	Add20	Move21	Remove22
In McMaster	2	0	0				2																	
Emerson (McMaster)	1	1	1				1	1	1															
Dalewood	5	0	0	4			1																	
Haddon	8	0	0							1												7		
Cline	13	0	0	4			6			1			1						1					
Newton	7	0	0	3			4																	
Longwood	1	0	0				1																	
Paradise	5	0	0																			5		
Macklin	2	0	0	1			1																	
Dundurn	1	0	0				1																	
Margaret	1	0	0				1																	
Locke	18	0	0	4			2			2			1			1						8		
Pearl	2	0	0				2																	
Caroline	1	0	0				1																	
Bay	13	1	0	4			2	1		2						2			3					
MacNab	2	0	0	2																				
James	0	0	1															1						
Mary	0	0	2									1			1									
Walnut	1	0	0	1																				
Ferguson	2	2	0				1				2											1		
Wellington	0	1	1					1				1												
Tisdale	3	0	0	1						1									1					
Holton	1	0	0	1																				
Sherman	3	0	1				3					1												
Spadina	1	0	0	1																				
Scott Park	4	5	3	1	1		1	3	2				2					1		1				
Gage Avenue	5	0	0	1			2									1			1					

Add Stops	Total			West			Downtown			North			East			Stoney Creek			Mountain			Dundas		
	Add	Move	Remove	Add2	Move3	Remove4	Add5	Move6	Remove7	Add8	Move9	Remove10	Add11	Move12	Remove13	Add14	Move15	Remove16	Add17	Move18	Remove19	Add20	Move21	Remove22
Delta	69	0	3	13			12		2	6			16			6			6			10		1
Ottawa	2	1	0													2				1				
Park	1	0	0				1																	
Graham	5	0	0									5												
Houghton	1	0	0	1																				
Wexford	1	0	0				1																	
Barons	1	0	0	1																				
Fairfield	1	0	0									1												
Eastgate	18	0	0				11					2			4			1						
Robert	2	0	0				1			1														
Macaulay	1	0	0				1																	
Burlington (Waterfront)	1	0	0				1																	
Discovery Drive	1	0	0				1																	
B-Line Requests	201	11	12																					
A-line Requests	5	0	0																					
<b>Total</b>	<b>206</b>	<b>11</b>	<b>12</b>																					

Appendix D-1.E: Summary of Questions and Comments Received – with Responses

Questions

Question	Response
10-15 min... Fast/freq enough?	B-Line LRVs will operate every 6 minute in peak periods
Frid extension	Frid Street will be completed as part of this project
McMaster stop -- N or C? Pros and cons?	Preferred McMaster stop location has been See EPR Ch 3, Ch 4
Hughson btw main and Hunter pedestrianized?	Hunter St. is the preferred route for the pedestrian connection
Will Burlington St be resurfaced before LRT construction?	Unknown at this time
Where will the transport trucks go? All on Cannon?	No changes are anticipated to the truck routes
How will commuters who live south of King from Gage West get out of their neighbourhoods to get to the 403 or W Hamilton?	See Ch. 3 and Ch 4 - EPR
Many accidents on the 403 at Aberdeen. How will traffic from West Hamilton get out of that area if there is an emergency?	Similar traffic patterns as today
Why is phase 1 not going to Eastgate?	In the provincial announcement of May 2015, funding was committed for the B-line to Queenstown Traffic Circle, along with the A-line to West Harbour GO Station
Will trains be able to see small children crossing road -- or will they be too high up to see road?	Yes - LRV design includes good visibility in all directions
Will strollers, wheel chairs etc get stuck on track?	Crossing will be limited to designated areas and tracks will be level with the road surface at these locations
How much light will be in train corridor -- will it be a nuisance to local homes?	lighting will be similar to current street lighting
How noisy are the trains?	LRVs are quite quiet - a noise and vibration study will be part of the final EPR
Will vibrations be a problem for scientific equipment or McMaster Reactor?	This is being considered and will be fully investigated at the detailed-design stage
How will snow removal on tracks impede traffic?	Snow removal will be the responsibility of the operator
Design of trains - will strollers, wheelchairs, and bikes be accommodated?	All LRVs will be fully accessible, with level boarding from the platform, with much more accessible space than on current buses.

Question	Response
Can driver decide they [strollers, wheelchairs, bikes] are allowed on car -- presently a problem -- sometimes HSR drivers deny strollers onto buses -- will they be level with sidewalk?	All LRVs will be fully accessible, with level boarding from the platform, with much more accessible space than on current buses.
Have recent demographic studies been done in Westdale, Ainsley Wood are recently -- what proportion of elderly etc? Where do they shop and how do they get there?	No specific studies were completed for the EA Addendum
Express buses -- union or non-union?	Drivers will be employees of the private operator - it is not known if they will be union or not, but many similar operations employ union drivers
Will it interfere with the local bus service?	No - details are provided in Ch 2 and 3 of the EPR
Will they be identified as a Metrolinx bus?	Specific LRV branding is still to be determined
Location of bus garage, storage, street maintenance, snow removal, clean up etc?	OMSF details are provided in the EPR
How many will be hired?	Drivers will be hired by the private operator
Cost of fares on LRT?	Objective is to integrate fares with HSR fares
Will fares go up every time hydro goes up?	Objective is to integrate fares with HSR fares
Response team, fire, police, breakdown who will respond and who will pay?	The private operator will be responsible for Train related breakdowns
During construction will fire trucks be able to get to hydrants?	Yes
Is there room for hook and ladder fire trucks at the entrance to the core at downtown sign is narrow.	Yes
From point A to B and you take an Express connector to LRT will that increase ridership cost?	Objective is to integrate fares with HSR fares
Need to know more how bus lines connect to the LRT	This is detailed in Ch 3 and Ch 4 of the EPR
How will the truck deliveries that happen on Main work?	A detailed loading plan, specifying off-street and nearby loading facilities will be developed
Will Metrolinx be training new drivers for the Hamilton system or bringing them from other locations? Will Metrolinx be working with HSR in the future to enhance services?	Drivers will be hired by the private operator

Question	Response
Pedestrian crossing -- limited to designated areas or can pedestrians cross freely?	Specific crossings will be designated, but those without mobility aids or other devices will not be physically restricted from crossing
My property at 2 Gary Ave is 2 feet away from Main St sidewalk. I am concerned that LRT construction and ongoing vibrations from LRT vehicles will affect the foundation of the property. I would like to request specific entry in the environmental documents to ensure a full vibration study is done for my property. I would also like to request vibration monitoring of my property to ensure ongoing safety.	A noise and vibration study is being conducted for this EPR addendum - further noise and vibration work will be ongoing during the design and construction process
Will citizens over age 80 be able to use their 'free' current bus pass?	Objective is to integrate fares with HSR fares
I do not understand why traffic on King will become two way. If you have room for two lanes of traffic aren't both needed for west bound cars?	This is addressed in Ch 3 and Ch 4 of the EPR
LRT often thought of as 'speed' but in Hamilton - eco dev and str life and ped est / neighbourhood friendly seems main emphasis = tension with speed. Which is it? Be frank.	Both are important elements
Are HSR bus passes / student passes going to work for LRT?	Objective is to integrate fares with HSR fares
In the Mac options, where would parking be for cars?	No specific park-n-ride facilities are being planned
Would this be included in a student's tuition (LRT pass)?	Objective is to integrate fares with HSR fares
Are we prepared to shut down A-line for James Street festivals?	Possibly – these decisions would be made on a case-by-case basis
How will snow and sleet affect the LRT service?	Snow removal will be the responsibility of the operator
I don't understand the purpose in preventing traffic from crossing the tracks to continue straight or turn.	Limited crossings help ensure faster, more reliable service for the LRT
What happens after every April when the Mac undergrad students have left?	Sufficient ridership is not solely dependent on McMaster undergraduate ridership
What happens to the bike lanes at 403? How do you access bike lanes eastbound?	No change to bike lanes at Hwy 403
How will pedestrians / cyclists be kept off the LRT / 403 bridge?	Pedestrians will be prohibited by law
Where would cars park at the terminals? Similar to GO trains? What about compensation for all the stores that will go bankrupt due to construction?	No Park-n-ride facilities are planned at this time  There are no current plans for compensation

Question	Response
Will this do what Metrolinx say?? How will it benefit residents of Ancaster or Dundas with no parking facilities at McMaster station>	Addressed in EPR
When was this a done deal?	Process has been underway since 2008
How are you going to put bike lanes through the international village?	Bike lanes will not be available on King St in the International Village
Design of LRT at King and Dundurn -- how will you handle all the traffic in and out of the Plaza, especially the delivery trucks at the rear loading docks?	Fortinos loading solutions will be addressed in detailed-design phases Plaza entrance configurations are being revised
Where are the connector facilities at either end of the LRT like dedicated parking lots or shuttle buses for outlying areas?	Addressed in EPR.
What kind of bus service will we still have along king St in between the long distances between LRT stops?.	No park-n-ride facilities are currently planned, but bus services will be revised to feed LRT terminals Local bus service will be retained on Main Street West.
What impact will a long construction have on our desire to order from / shop at businesses in the corridor?	Detailed construction management plan will be developed to minimize construction impacts
With all this expenditure, why can't you add more frequent stops? We are implementing traffic calming and slower speed limits, so why the emphasis on cutting off a few minutes travel time across the city?	Stops are placed to optimize ridership / access and speed / reliability
When is the proposed start date for construction?	Major construction beginning in 2019
Will left turns from signalized side streets be eliminated? i.e. Newton or Paisley? Will business access be restricted to right-in right-out?	Newton - yes; Paisley – no  Yes
How can we prepare citizens and present home owners and businesses ways to be helped if they are inconvenienced due to construction.	Detailed traffic management plan to be developed by private builders
how will the HSR replace the money lost on its only profitable route that is being replaced and Metrolinx taking the money???	Financial agreements will be negotiated as part of the next phase, prior to construction

Comments

Comment	Response
I think it's great. I'm happy to see Hamilton is growing	Noted
LRT is a total waste of money that should be used to improve the city streets. Dedicated Bus Lanes are far more efficient.	Noted
Fewer stops than bus	Noted
More stops	Noted
Don't build LRT -- Use money to improve bus service and GO Transit to Toronto and Niagara	Noted
I tried to envision gaining an understanding of all this information if I had literacy concerns ie English my 2nd language, auditory learner, interactive learner. Could there be an animated video that could be shown for people who need information presented in this manner to enable them to fully benefit from info sessions. Also would give a 'big picture' view to learners who need this before drilling down to board by board -- where were the educators when presentations format designed? There could be tables where one could go and view this when needed.	Noted – comments have been passed tom communications team
Solar power panels incorporated where possible as shade and with architectural impact	Noted for streetscape elements
I think A-Line should extend to Waterfront as part of Phase 1. Also to Eastgate. Seems half-assed start stopping it at Queenston. Living in Ancaster, it's useless stopping at Mac. Extend to university Plaza or Hydro Fields on Main St W so there's parking.	Noted
Burlington improvements BEFORE construction; truck routes; RIRO concerns; access concerns	Noted
Let's do this!!!	Noted
Should be on Cannon	Noted
Your questionnaire is designed to signal that respondents are basically in favour of your plan. You only need to tweak it. Not so! The concept is wrong and no amount of tweaking can fix a mode that takes its piece of the road and ignores the rest! Like bikes, cars, delivery trucks, buses etc.	Noted
Alternative elevated system – see comment detail regarding alternative system proposal in Appendix D-5	Noted
Generally speaking, I do not support the LRT project. I believe the existing bus service is adequate. The taxpayer's money could be put to better use improving existing services.	Noted
I'm concerned about the U-turn proposals. I don't think any should form part of the final plan	Noted, and passed to design team
LRT is being built for future generations regarding the movement of people in Hamilton. It is only a beginning and I wish I would still be around to see the completion of the entire future network. Please do not be swayed by all the negative comments expressed by those who 'just don't get it.' Thank you.	Noted
Don't give up: a lot of drivers are self-preserving and resist any change to routine	Noted
Have everyone from Metrolinx and city council ride the B-Line Express as I do. Those two groups will wonder why spend a billion dollars when we have a great system now.	Noted
I think this is a mistake. It may be proactive for our future but the bus system (east-west-east) works. Try it.	Noted
Comments regarding value of project – see comment detail in Appendix D-5	Noted
Concerned about council actually being able to approve this and get it built. The city's track record with transit projects with funding is not great.	Noted

Comment	Response
Came to this open house thinking it was to give input whether LRT or no. In fact meeting convinced me LRT is going to happen. It's up to all of us to make it good.	Noted
The plan for LRT MUST include improvement in HSR especially on the mountain and Stoney Creek + Dundas Ancaster	Noted
Majority of Westdale drivers going to 87 turn onto Main St at Dalewood, Newton. Now only at Cline - small street - not wide enough.	Noted - plan updated in revised design
I am concerned about the elimination of southbound traffic on Dalewood not being able to make a left hand turn at Main. Currently, this is a major way that Westdale traffic can go east. Volume is very significant during the morning rush. Cline will be a poor alternative after LRT.	Noted - plan updated in revised design
Use those of us from the original committee Ancaster - Waterdown and S.E. Were present and in favour of LRT "quotes"	Noted
Have another PIC when design is finalized for dealing with westbound traffic coming off of Barton.	Dealt with at January PIC
Keep up the good work! Looking forward to LRT.	Noted
Impossible set up 40+ boards. No presentation.	Noted
Comment re value of project, with questions about CP underpass and traffic— see comment detail in Appendix D-5	CP detail and traffic issues addressed in EPR, other comments noted
This is a big and expensive venture that will break the bank. He City does not take care of the roads now; who is going to pay for the cost of continuous upkeep - from frost and thaw bucking the roadway now -- drive down any street now by bus and let your body feel the constant jarring from the bad roads	Noted
HSR has operated municipal transit in Hamilton since the 1800s This proposal undermines the transit and benefits we have established in Hamilton	Noted
GET LRT off Main or King - service the parts of Hamilton that are expanding and will bring transportation along 20 Road	Noted
Just do it. The naysayers will come around some day. If we wobble on this the problems will multiply and the likelihood of a practical relatively affordable solution will get further out of reach	Noted
The LRT is a foolish project. It will hinder the growth in this City. No LRT!	Noted
LRT should extend to Eastgate, which is an already established destination and terminal for Stoney Creek bus routes.	Noted
Both Metrolinx and Infrastructure Ontario have credibility issues. Till investigations are over with results we should not move forward.	Noted
Satisfied with plan	Noted
Please use sharper (lower speed) turn radius at Proctor Boulevard. We DO NOT want cars turning onto Proctor Blvd at high speeds.	Noted, and passed to design team
Listen to citizens, less to consultants	Noted
Concerned about Wellington stop design. Consumes too much of Wellington Park. EMS is often called to 350 King East. Would like to suggest there is a better opportunity with the stop made on West side of Wellington. Though may require more property acquisitions.	Noted, and passed to design team
I love LRT! Can't wait for it! Great job!	Noted
Replace all B-Line stops with current 1A stops. This would eliminate 1, 1A 5A, 52, 51 busses west of downtown and leave the current #10 which could have the intersection lights control installed.	Noted

Comment	Response
No LRT	Noted
No LRT	Noted
Concern -- rail line crossing in east end and cost to tunnel under. This line is so infrequently used -- surely there are alternative ways to get rail cars to downtown core	Noted, and passed to design team
Please persevere through the criticism and ignorance. LRT represents a game changing turning point for all of Hamilton. Yes, the construction phase will suck, but it'll all be worth it in the end!	Noted
More public education and outreach is needed city wide to help residents understand the necessity and benefits of LRT even if you don't live along the current route and /or think you won't use it. Hamilton needs less debate around LRT and more enthusiasm to participate in planning so that it is done well.	Noted
This is a poor plan in an area suitable for streetcars not LRT's -- no it won't be faster. Why spend a billion dollars on a system that still requires duplicate buses and will bring auto and truck traffic to a grinding halt -- world-class stupidity	Noted
Want more information on the plans for MacNab	More detailed information will be available in the EPR
How can we prepare citizens and present home owners and businesses ways to be helped if they are inconvenienced due to construction.	Detailed traffic management plan to be developed by private builders
No lrt	Noted
It's a long walk at McMaster from the Mac LRT stop to the Sports Centre where many seniors participate in exercise guidance for the aged and partially disabled	Noted - local Westdale service to remain
I am a strong supporter of the LRT!!	Noted
I am strongly in favour of the LRT. Enhances desirability of living in and visiting Hamilton	Noted
Concern of no U-turn at the east end hub station. The existing Queenston traffic circle bus stop not being moved for easier connection to further going east bound.	Noted, and passed to design team
Must have U-turn at end of line (traffic circle or after hub station)	Noted, and passed to design team
Some accommodation is needed for bikes. Currently, bikes can be taken along with the riders on bike racks on the front of buses and it would be important to maintain accommodation for bikes so that riders can use multiple means to get to point A to B	All LRVs are accessible to bikes and mobility aids
I would like to see a bike rack or some element of design that allows passenger to bring their bikes aboard just like the current HSR design.	All LRVs are accessible to bikes and mobility aids
BLAST network must be extended to Dundas!!!	Noted
Students will be dropped off at the hospital not the university	Noted
I believe the LRT should not be implemented. There is no justification from a ridership perspective. The existing HSR service is faster, cheaper and provides an uninterrupted ride. LRT will severely damage traffic flow. We will spend money we can't afford for inferior service.	Noted
Early planning should be done to reconfigure HSR lines / enhance service. Some users are concerned about loss of more frequent bus stops. Reconfiguring lines to take advantage of LRT could help.	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
Love it!! Almost too good to be true.	Noted

Comment	Response
Los Angeles, the 'Versailles' of car culture, has 150 miles of light rail lines as of 2014. What's stopping Hamilton?	Noted
Great designs! I am so excited to see the future city of Hamilton with LRT!	Noted
Keep up the great work! More and more frequent communication is better. Speak up against the anti-LRT lies and misinformation	Noted
Why is there a high-speed turning radius at Proctor Blvd? It's a residential Blvd. Not an artery. Please go there. People play street hockey there!!! It should not be faster than today for cars. Please keep turning radius sharp as it is today. Paul Johnson explained this is for garbage trucks. Remove 20-30 feet of median instead of using a fast curve. Cars will take advantage. A small bit of median removal is the lesser evil.	Noted, and passed to design team
Comment re value of project, with questions about CP underpass and traffic– see comment detail in Appendix D-5	CP detail and traffic issues addressed in EPR, other comments noted
Crosswalk @ King and Caroline	Noted, and passed to design team
I would like to see the LRT on Main Street from McMaster University to Fiesta Mall not on King Street and no buses on King Street because you don't need them!	Noted
With all this expenditure, why can't you add more frequent stops. We are implementing traffic calming and slower speed limits, so why the emphasis on cutting off a few minutes travel time across the city?	Stops are placed to optimize ridership / access and speed / reliability
Eliminate Wellington	Noted, and passed to design team
Excellent display and info. I am an enthusiastic supporter of lrt. It's a great project, the [?] Option to enhance hamilton's future. Very friendly and knowledgeable staff!	Noted
Please bring the LRT to Hamilton because we messed up the stadium and we should not mess this up	Noted
Please reject LRT. Pedestrian crossing no further than 4 blocks. Dunsmuir is a major bike route cut off by tunnel with no way to cross or go to next crossing	Noted
Build the LRT out to Eastgate Square at once as originally promised. It has far more ridership potential than James Street Spur , is how territory could be more economically served by express buses. [?] At West Hamilton GO station is minimal.	Noted
I feel it is important to use as up to date technology as possible so the LRV's are not obsolete before they ever start or within years	Noted
A very worthwhile development for Hamilton	Noted
You need to start showing the overhead wires and big poles that will be in the sidewalks to support them. It is misleading to omit them.	Noted - included at PIC #2
Submission regarding value of project with questions about traffic – see comment detail in Appendix D-5	Traffic details addressed in EPR and appendices, other comments noted
The higher order corridor connecting to GO station is not covered for rain / snow. This will make for an uncomfortable transition from LRT to Hamilton GO station	Noted, and passed to design team
This is Great!	Noted
If there was one other thing the city should push for is the extension of the A-Line in both directions. Possible A Stop on the Mountain. Fennel and Upper James perhaps.	Noted
Very supportive of the LRT project as a whole and very supportive of the Kenilworth stop in particular	Noted
Very much support fare integration with HSR fares system esp monthly passes for regular riders and student at Mohawk/McMaster etc	Objective is to integrate fares with HSR fares

Comment	Response
I am in favour - here's hoping that this project proceeds	Noted
More vehicle crossings required e.g. Holton	Noted
More ped crossings especially with existing / future schools and parks and business corridors in mind.	Noted - pedestrian crossings added in revised design
Provisions for bike racks and wheelchairs	Noted
LRT is technology from the early 1900's	Noted
Everyone at the meet was lovely and informative.	Noted
I have a house at Cochrane Rd and Queenston and I am concerned about increased traffic on Cochrane Rd due to drivers avoiding the LRT or people being dropped off or people parking on side streets to use the LRT	See EPR CH. 3 and Ch. 4
YES extend route to Eastgate to line up with crosstown bus on Centennial or GO station on Centennial	Noted
I really would like the LRT to go to Eastgate. Eliminate James Link and run GO buses from West Harbour GO station to James and King. Run GO buses from Centennial Go Station to Eastgate.	Noted
I don't want the LRT. It is a waste of our money.	Noted
No LRT	Noted
This is a joke. Why aren't we having a proper meeting.	Noted
We do not need the LRT	Noted
Money could be better spent on more pressing problems low income housing, roads, infrastructure. There is nothing but problems in Kitchener with LRT. 'Do your homework.'	Noted
Put more buses on this if needed. This is far too much money. They say it will cost so much but then it will cost more. They say it will be done at a certain time and it will take longer. It's going to put the stores there out of business.	Noted
I believe in LRT. I also believe that City Councillors should read the City Of Hamilton's Vision and provide the leadership to make the right decision and vote yes so Hamilton continues [?] Do prosper. Change must happen, it is painful sometimes but we need to change and move forward.	Noted
Comment regarding general opposition to the project	Noted
Let's just get on with it!	Noted
Concerned about the impact on businesses downtown and on James St North as anyone with an option to drive will not come. As example will be that we often (live in Ancaster) order a pizza from Capri Pizza (John St). What impact will a long construction have on our desire to order from this company?	Noted Detailed construction management plan will be developed to minimize construction impacts
I am still not convinced -- no head [?] Numbers given to show 'costs'. Melrose? To ridership required to maintain service. LOTS of 'glitz' -- unfortunately will create barriers for too many people. MTO/Metrolinx acting as a 'done deal.'	Noted
This project is very important. Hamilton and other cities in Canada we need to be very aware of the importance of transit as a whole.	Noted
I have tons of doubt that the budget will be met	Noted

Comment	Response
Even though (1) I live on the mountain (2) drive a car (3) rarely use public transit... I believe LRT will improve the city of Hamilton. (I do not agree with Skelly + Whitehead.) They do not represent my interests	Noted
I quite like the design as it stands, aside from the few issues i've raised earlier in this submission. I think LRT would be great for Hamilton and I truly hope to see this project built to completion.	Noted
Wrong questions. LRT is not for Hamilton, not feasible. Where is there a form for those opposed.	Noted
Hire / bring on board professionals who had direct experience in the TTC St. Clair construction. As there are strong parallels between that roadway (St Clair) and our Main / King LRT corridors.	Noted
The LRT should go overhead as we were offered many years ago	Noted
I think it's great. Great presentation, and this city needs something exciting to happen and look forward to.	Noted
I feel, and have stated many times before, as much of the system in the GTHA whether rapid or [?] Transit, should be electrified and be [?] In the best [?] And emerging technologies ie [?] Electric buses [?] 100% and [difficult to read...] Bring back trolley in there perfectly implement ... In Toronto.. Keep the Scarborough RT ... And extend it and ... In the new vehicles. Try new forms of transit, ie monorail, if possible. Integrate transit well and get citizens out of their cars. Europe had the right idea for [?] Now. Besides it could no doubt increase revitalization.	Noted
A tale full of sound and fury twisted by knaves to make a trap for fools. - Shakespeare. Fix the system -- it ain't broke. Don't do me any favours; it always costs me money.	Noted
This whole exercise is 1-sided. This is a bad plan for Hamilton.	Noted
My biggest concern is No cars past Wellington. We have done everything to slow traffic. Now we can't get there.	Noted
Please add stop at Bay St for workers and shoppers and First Ontario Centre	Referred to Design team
It was difficult to comment on most of the questions since I believe King St is not the best LRT route for Hamilton. Too many obstacles to overcome. This is old, 40 year old, technology which will need replacement in 30 years. Do I wish to burden the next generation with so much debt for an empty train going nowhere? No thank you	Noted
My preference would be to extend the LRT to Eastgate.	Noted
Hamilton and S Ont are desperate for proper transportation / connection. Project S/B increased and fast-tracked	Noted
Remove over emphasis on 1-way streets that privilege the automobile and encourage speeding -- we need a more people friendly landscape	Noted
I live [on] Paradise Road South. There is a driveway to my house. Option 1 would cause inconvenience to get to my house. Furthermore, the Longwood intersection has been very busy without U-turn. By adding U-turn, there could create more confusion; consequently, more accidents	No U-turn option recommended. Access to Paradise properties to be provided
As a senior living in Dundas, I currently use the GO system for travel to Toronto (express bus to/from Union, Hunter St) or Longwood. I currently usually drive or get dropped off or picked up. If there was an LRT stop in Dundas, I would use it to go to the GO station and to meetings on Dundurn (church) and on Locke St shopping.	Noted
Do not think the LRT should go to the waterfront -- a double decker type bus should make this short run, same for Dundas route of double decker bus run from King St W to Cootes Dr linking at Mac.	Noted
Look at the Calgary model and learn from it. I just moved back from living in Calgary for 33 years so I know the LRT issues.	Noted
I do not consider sobi bike hub a streetscape element - it is part of infrastructure	Noted
Sobi bike hubs are not streetscape. All stops should have them.	Noted
This has to go ahead for the future of this community	Noted

Comment	Response
I don't like the ideas of losing all the lanes for cars	Noted
B-line at 11000 meters and 13 stops. This 850 metres approx between stops. This is not passenger pickup persuasion! Or friendly. A-line 2000m 5 stops 400 interval.	Stop added at Gage Park; bus service to remain on Main Street West
Keep up the good work! Looking forward to seeing the implementation.	Noted
Yes - use Main Street throughout! Cost savings on bridge would extend line to U Plaza. Short pedestrian walks to King -- supports core while reducing 'choke' -- consider King St Bay to Victoria as pedestrian mall!!	Noted
Drivers need to have clear street signs. I think there will be issues adjusting to no turning on to street that we have previously turned on. I think thusly, the flow of traffic from side streets will be frustrated. Let's be real. There will still be a large volume of vehicular traffic and truck traffic because Ancaster and Dundas has no bus system and folks thusly drive into Hamilton from these areas.	Noted, and passed to design team
Very good plans. I am very much looking forward to rapid transit that I would consider using. Clean, airy, treed, fast -- Good for the walking and cycling citizens	Noted
Keep cost low if pos	Noted
LRT Least Rational Transportation. Those that do no learn from history are bound to repeat it (meaning mistakes). This project will create the biggest grid lock nightmare the area has ever seen and will possibly near bankrupt the city -- leave it alone -- go -- enhanced bus service	Noted
LRT is not really going to benefit people in the suburbs, and there is going to be a lot of extra cost involved and who is going to get got paying for it.	Noted
Priority should be a densification of the city. If lrt will accomplish this in the longer term, it is the best option. If you build it, they will come.	Noted
Yes yes LRT Yes for LRT - for the environment -- for the future - for the time -- Get our head out of the sand and look forward -- if you build it they will come!!	Noted
The main hospital - Centennial/ Barton is poorly served and with an older population should have a high priority for HSR. HSR should start buying buses that look somewhat like the LRT vehicles and retire the articulated buses with advertising on the windows	Noted
The presentations were not geared to people with special needs.	Noted
Comments re Eastgate extension, parking and A-line-- see comment detail in Appendix D-5	Eastgate extension may be considered in future, A-line subsequently removed from project, no plans for commuter parking at this time
You are making a big mistake. The route should be all the way along Main St. King St is a big mistake	Noted
There are far too few stops, requiring the elderly, disabled and others great inconvenience and discomfort. .	Stop added at Gage Park; bus service to remain on Main Street West
Please perform more outreach to suburban and rural Hamilton communities. A lot of misinformation about LRT is being spread.	Noted
Track should be one metre -- not railroad size. I enclose photo and have distributed to Paul and three others	Noted
My number one concern is that traffic on Main St needs to be addressed as part of LRT. It needs to be made a 2-way road. Regardless of the pairing of roads the traffic dept anyone who lives here can tell you Main and King are the two that people associate with each other . One for east, one for west.	Addressed in traffic report / PIC #2
I would not have any stops and NO LRT. We could have B lines of extended buses that would serve more area of HRM much sooner and save millions of dollars. No LRT. Hamilton taxes are the highest in Ontario and will get much worse if the LRT is built. A referendum will show the low support for an LRT.	Noted

Comment	Response
We will still need bus service into Westdale. Too many seniors and young families will not be able to walk from Longwood into Westdale Village	Westdale service will remain
Stop the whole project. I believe the City would be better off cancelling this ridiculous proposal that is going to affect many generations to follow with a terrible debt of upkeep. How many influential persons are receiving kick-back monies if this LRT goes through? Have a referendum and see how many ordinary tax payers agree? Spend more on a perfect bus system for a lot less money.	Noted
Please make Queen St 2 ways between King and Main so that residents between Locke and Queen have better options for going west on King. St George can not handle all the internal traffic that will have to funnel west to Locke in your present plan.	Under consideration by City of Hamilton
Chamber of Commerce letter regarding additional Bay St stop – see comment detail in Appendix D-5	Bay Street stop to be considered by Council
I would prefer the LRT not proceed for various reasons. There should be room on the information sheet to object to the project.	Noted
Opposed to project due to impact on local business and traffic impacts	Noted
People walking and bike lanes on top of LRT because to keep the streets beautiful -- not to have thousands wires on the streets. It is beautiful to see when sunset with tall building. Better than Toronto street with thousands wires. Another reason is people and bicycles are lighter than cars and LRT. Pillars or poles to hold above LRT. Do not forget light weight emergency vehicles to run above LRT. Also that emergency vehicles must run on thick snow.	Noted
Comment re value of underground or commuter rail alternatives – see comment detail in Appendix D-5	Noted
<p>1) See my note about the pedestrian crossing at the CP rail underpass. It's a no-brainer</p> <p>2) Please spend a *little* money to make the new 403 crossing attractive. I signature architectural piece would be wonderful, but i'll settle for cool LED lighting.</p> <p>3) When designing the Frid St maintenance yard, please consider preparing additional property for mixed use development. It's not every day you get to build a new street in an urban environment. Make sure it isn't all used for an industrial facility, even if you have to purchase additional unused property. Apply some forward thinking!</p> <p>4) Consider another connection route into the Frid St yard, even as a backup. Could put a small junction at Cathedral Park down into rail line behind Fortinos.</p>	<p>Under consideration in detailed design</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
<p>Overall, I'm a big supporter of LRT and its potential. For it to be truly successful the City must speed up progressive planning and rezoning to capitalize on the development opportunities and they should start lobbying now for phase 2 to get LRT up the mountain and over to Mohawk and Limeridge. This will truly start to integrate the city and have a bigger benefit of getting people around the city.</p> <p>As a side note, the newly planned maintenance facility in MIP is a great idea but I wonder if there is opportunity to create a MIP stop somehow to support investment in that area?</p>	<p>Noted</p> <p>Planned stop at Longwood</p>
<p>Concerned over the one traffic lane on King around Queen/ Caroline area.</p> <p>We were promised only lane restrictions would be in International Village (Mary to Wellington).</p> <p>Please fix this as continuously cutting King St up along the entire route would be confusing for drivers (both residents and visitors), as well as cyclists.</p> <p>Also, Main Street must must must be converted to proper two-way traffic flow!!!</p>	Noted - addressed in traffic report / PIC #2
The LRT is a waste of tax payer dollars and not needed. Hamilton also cannot afford to operate it, and as a tax payer I know we pay some of the highest municipal taxes in the province. Are we now going to increase taxes? LRT will kill our downtown businesses who have struggled for years from the legacy of bad city planning (one way streets, the green wave, allowing absentee landowners to keep their buildings while not paying taxes, etc.). City Hall says the province is paying for it...it is our tax dollars that will pay for it now and for years to come. . Knock, knock - is anyone listening at City Hall? FYI - I have lived abroad for many years and have not seen the so called benefits of LRT. Thank you	Noted

Comment	Response
<p>I fully support the LRT! We once had rail and the city threw it all away without thinking of the future. Now, the province is giving us \$1B for infrastructure enhancement. There will never be another offer in the next few decades if we turn this down. Also, construction of anything will never get cheaper. We need this for the next generation. They deserve Hamilton to be a better place to work, live and play without more car traffic. The time is NOW!</p>	<p>Noted</p>
<p>Awesome, awesome project. Stay the course and don't give in to the naysayers! Thank you for all of your hard work and dedication to making Hamilton the city it deserves to be.</p>	<p>Noted</p>
<p>I was very disappointed not to see the results of the traffic studies presented in any detail at the open house. I am very concerned about traffic impacts at the Dundurn-King intersection, during the evening rush hour (no trouble in the morning). I travel this intersection daily during the evening rush hour. This intersection receives traffic along: King from downtown (about 45%); from the north along Dundurn from the 403, but also downtown (about 30%); and from the south along Dundurn, mostly from the 403 (about 15%). Given the large amount of traffic originating from the 403 at rush hour to this intersection, the project team should consider modifying the Main Street 403 off ramp from Toronto, to have an exit from the west bound highway to King Street West. This would then limit congestion at the intersection to mostly cars originating downtown.</p> <p>In the east end, I regularly drive all the main routes from downtown to the east during the morning rush hour and see the traffic going towards downtown in the opposite direction. With the loss of King Street to LRT, Cannon/Britannia becomes the next most direct route to downtown. Upgrades to Britannia and Cannon, including more westbound lanes and adding lights at the Britannia-Parkdale intersection would help take this traffic overflow.</p> <p>Finally, on a more positive note, I liked the proposed train barn location.</p>	<p>To be addressed in revised draft and PIC #2</p>
<p>Why does this form not give the option to say if I or other citizens are NOT supportive?????? Survey is Very, very, very one-sided and self-serving to not have open debate.</p>	<p>Noted</p>
<p>If the LRT is significantly faster than a bus it must make fewer stops, which is inconvenient for those who wish to be delivered close to their destinations. Only those who are making the trip from one end of town to the other will benefit.</p> <p>Likewise, it will block the traffic flow (vehicles and pedestrians) as it crosses various intersections.</p> <p>If the LRT is intended to go at the same rate as a bus, then there is no advantage; indeed the fewer stops make it a disadvantage.</p> <p>Beyond these basics:</p> <p>The cost does not warrant the project.</p> <p>The disruption to bus and car traffic in the short and long term will negatively affect prosperity of the downtown.</p> <p>I would suggest that city council consider moving instead to electrically powered busses, which are cheaper, more efficient and more flexible to the changing needs of the city.</p>	<p>Noted</p>
<p>While I do appreciate the thought and effort into converting Hughson into a pedestrian friendly experience, with protections against the elements and visual aesthetics, I would like to see it closed to all vehicular traffic and the A-Line extended down Hughson to connect opposite Hamilton GO station. (If A-Line trains are diverted before reaching James St., such as down either Rebecca or King William Streets before reaching King, the stations for the A-Line could be placed inside Gore Park, as part of the pedestrian walkway.)</p> <p>This has the advantage of providing a service for those with mobility issues that might not be able to walk up the slight hill from the Hamilton GO station in order to connect with the LRT network and bus terminals. (There are currently no stops nearby Gore Park for those switching from vehicles/trains servicing Hamilton GO station to the proposed B-Line, directly, with the exception of the stop on James St. Outside the CIBC building.)</p>	<p>Noted, and passed to design team</p>
<p>I am disappointed that there are only questions about what the street car system will look like and not if it is something we all want. I, for one, am totally against the whole idea. What a waste of money, time, and a long disruption for the core of the city. We got rid of street cars on rails in this city long, long ago and have no need to go backwards. There are so many other things that need repaired and replaced in Hamilton, long before we grab onto the Provincial carrot being dangled in front of us to build the LRT. Go with an elevated system like in Vancouver,. It is not affected by weather, traffic, or emergencies on the roads. Your rail program will be de-railed at the first major accident at an intersection, a major fire, or other emergency that it cannot just drive around like a bus can. Put the money into expanding the HSR bus system and other infrastructure needs. Stop giving in to the few, who will affect so many.</p>	<p>Noted</p>
<p>I don't know if I'm fully sold on the LRT. To me, it doesn't seem like anything new - we already have bus routes that travel along this corridor. I think I would be more excited if there were more offshoots, especially going up the mountain. That's where I come from now, travelling to the West End, and it's simply easier to drive rather than take 2 buses. Until public transit becomes more convenient, it just isn't very tempting to use.</p>	<p>Noted</p>
<p>I have never seen anything so bold attempted in Hamilton. Take all measures necessary to prioritize the speed and level of service of the Lrt above general traffic movement in the corridor. We have lots of corridors effectively dedicated to general traffic. A dedicated transit corridor is long due. Lrt is necessary to meet current and future land use density levels and to continue urban development. Let's do this!</p>	<p>Noted</p>

Comment	Response
Thanks for all the hard work - don't worry about all the negativity. We'll get there!	Noted
It would be nice to eventually have digital signs saying when the next LRT is coming, or better yet when the next bus is coming as well. For LRT shelters, it is nice to have a sheltered portion, as if it's going to be like in Toronto, it can get very cold and windy waiting for the vehicle in the winter. A sheltered portion helps to at the very least keep the worst of the wind off. Free wifi at LRT stops would be appreciated.	Stop design includes these features
When is the proposed start date for construction?	Major construction beginning in 2019
Bus service is best for frequent downtown stops. An express LRT is needed to link commuters from West Hamilton/Ancaster/Dundas to Aldershot GO and by pass downtown Hamilton station. Build a LRT station at 403/Main St West overpass to feed directly to Aldershot GO. Build LRT in east Hamilton along QEW/Skyway to feed into Burlington/Main Go station. Building LRT through downtown Hamilton will do nothing but transport students from downtown to mcmaster...a very expensive transportation system which services a relatively small transient population. Why not build LRT across the Link corridor ? More useful to more city residents...	Noted
It is unfortunate the Eastgate stop could not be accommodated in Phase 1. This is a more logical end point / destination than Queenston,	Noted
A waste of time and money as the LRT will have to be subsidized.	Noted
Love what I see.	Noted
If you are doing this to attract people to Hamilton and to live in the downtown core and go somewhere to work using the LRT , then the only place of work this is designed for is , mcmaster University and going to Toronto to ride a slow GO train that goes from the James St station. They want high speed trains to Toronto. , Areas like Mohawk & hospitals, major employees are not on the LRT line. Neither is nay of the industrial areas or major shopping malls that employ lower paid workers who cannot afford cars and are dependent on a bus system that does not meet their needs. Come up with innovative ways to make a bus system work in the day and age that would benefit far more people than a system that is stuck on tracks and when it breaks down there is no road space left for extra buses on roads that will be congested with cars that cannot get from A to B if reduce the numbers of car lines that you are proposing. Nobody will go downtown in a car , the Linc which is already at capacity will be in gridlock most mornings and afternoons. So GOOD LUCK LRT planners	Noted
Temporary Park 'N' Ride Facilities. Should be created before/as construction begins. These facilities can used as a way to help reduce traffic during construction by getting drivers out of their cars. After construction these routes can be evaluated and used by the HSR to provide connections for the LRT. For Example: If a Park 'N' Ride was created at Middletown/Hwy #8 using the church parking lot (during weekdays only) commuters from West Flamborough/Cambridge could park and go direct to Downtown on an HSR shuttle. Similar ideas could be used in Ancaster (Brantford), Carlisle/Waterdown, Binbrook and Winona.	Noted, and passed to design team
I'm really excited for this rapid transit project. I think we need to spend some money on improving transit in Hamilton. I'm looking forward to implementing the whole BLAST plan in time.	Noted
As mentioned in one of my responses above, the current McMaster entrance on Main Street is dangerous, particularly to pedestrians and cyclists. It will become even more hazardous with masses of students and employees arriving at once if the platform is in the middle. I speak as a driver, cyclist and pedestrian user of this intersection. I actually avoid using it entirely at 5 pm when I am driving and heading West, it's so bad. If I am heading that way I exit the hospital parking onto King St and take Dalewood to Main and then head West. As a cyclist crossing through the intersection to head down to the rail trail, I like many other cyclists will cross with pedestrians. As a pedestrian I am always looking over my shoulder when walking South because I know the pedestrian crossing is not very obvious to drivers waiting to turn right onto Main. It's a mess.	Noted
I have concerns with the design at the QTC. I will send them under separate cover to Paul Johnson as there isn't enough room here. To begin with though, slide 16 cuts off the design at Rosewood which doesn't really make it very transparent what the full design is right now. The slide should have included the intersection at Queenston and Rosewood. In addition, blocking traffic from turning left from Bell Ave, Cochrane and likely Rosewood appears unnecessary when the route is not along that section and also appears unfair in what appears to be the addition of adding the ability of left hand turning for Tim Horton's patrons (a private business). Human behaviour is such that residents will likely change their pattern and come down Cochrane and use Tim Horton's lot as a cut through to turn left onto Queenston - an outcome that I think would be undesirable. Not sure also why we're providing a private business (Tim Horton's) with their own turning lane directly into their lot from the east	Noted, and passed to design team
Will left turns from signalized side streets be eliminated? I.e. Newton or Paisley? Will business access be restricted to right-in right-out?	Newton - yes; Paisley - no Yes

Comment	Response
<p>I am not sure when or if the left wing council that we have in Hamilton currently will listen to the majority of the population on any matter much less this one we have far more pressing needs than lrt or some of the other hairbrain ideas they come up with i know we cant use the Metrolinx money for infrastructure but we could apply to use it for upgraded bus service which would follow with the blast plan that every keeps saying that supports lrt. Yes it does in sequence with other things how will the HSR replace the money lost on its only profitable route that is being replaced and Metrolinx taking the money???</p> <p>Council needs to get its priorities in order before we chase the pie in the sky utopia that they seem to so desperately want</p>	<p>Noted</p>
<p>Feel very strongly about converting the one way portion of Main street to two way across it's entire length for 2 reasons</p> <p>1) Helps with westbound vehicle traffic while utilizing excess lanes on Main 2) Clams Main street, making it more people friendly and eliminate the damaging expressway affect with one way timed lights.</p> <p>I am a retired, ward 5 resident that drives everywhere. I fully understand LRT's transformative benefits when coupled with proper land use planning. I'm ok with a slower drive along he lower city to make our city so much better.</p>	<p>Noted</p>
<p>Would have liked to see the Social bikes identified as an option on the information board that mentioned bikes being allowed on LRT (part of the time). We need to promote using Social bikes during peak hours connected with the LRT;</p>	<p>Noted</p>
<p>I fully support the LRT project. As a resident of the South-East end of the Strathcona neighbourhood, I have one concern with the maps - it looks like there are no plans to convert Queen Street to two ways. Currently, to combat this when coming from Durand/Kirkendall or down the Beckett Drive hill, I cut over to Hess, then back West along King or Market St. In the new map, traffic will only be permitted to turn right from Hess to King. This will mean that I will either need to go several blocks further out of my way to either Locke St, or Bay. Please consider converting Queen St. To two ways along the entire street to facilitate traffic flow from the Queen St. Hill to Strathcona/the North End.</p>	<p>Noted</p>
<p>Stop this insanity the billion dollars is not real it's debt to us all stop this liberal madness. 100's of businesses will close 100's of full and part time jobs will be lost. The ridership is minimal on the HSR now. The proposed route travels the same as the existing bus route. Are you people nuts???? The city has done nothing to promote growth along king st. The tax structure in Hamilton is the highest in the province. This is cleansing in the true meaning of the word. What city hall is trying to do is illegal. By paying city employees to say things that they don't believe is not right. I say no Hamilton LRT</p>	<p>Noted</p>
<p>The idea of going north to the harbour only makes sense to connect to GO trains. Economically it would be better to go down Ottawa to The Centre and have a GO train stop at this location.</p> <p>The line should go to Eastgate from the start...not an afterthought</p>	<p>Noted</p>
<p>Please just build it. . I am concerned that our politicians are trying to hold on to the city of the past. We need to make it easier to move around our city without using a car. We need more pedestrian only streets and more places for young and old to congregate.</p>	<p>Noted</p>
<p>I am personally opposed to the LRT. Hamilton is a unique bi-level city and cannot be compared to one level cities that have the LRT. I also do not feel it is a wise investment at this time. 1 million dollars/kl for 7-8 stops and I know there will be cost over runs. Also, I was told that the city HOPES the LRT will increase ridership but 2-3%. That is no a good return on investment! It also does nothing for the suburbs yet we all pay our fair share of taxes.</p>	<p>Noted</p>
<p>Keep up the good work, let's make this happen!</p>	<p>Noted</p>
<p>Nothing at this time.</p>	
<p>Parking needed at both ends of the line. East end in particular. If you have parking at Queenston people from the mountain could drive down, park and take the LRT downtown to attend events at First Ontario Centre, Art Crawl, Waterfront activities such as fireworks, etc. Perhaps parking could be considered for the west end as well. Without parking difficult for people from the mountain to use the LRT. This would help to ease congestion in the downtown core especially during special events.</p>	<p>No commuter parking facilities are currently planned</p>

Comment	Response
<p>I think it's important to allow commercial activities along the pedestrian-oriented corridor. Please don't make it only beautiful, but empty. A feeling of safety as a pedestrian comes when there are people on the street. We need that corridor to have cafes, restaurants, small retail shops, a flower stand, fruits and vegetables, etc. Theoretically the people most using the corridor will be workers going from one destination to another -- the workers will have needs. This could also be a vibrant destination point for tourists and residents. Please don't make it dull.</p>	<p>Noted</p>
<p>I think the LRT will be instrumental in drawing investment and people to develop the core to build condo units and shopping including work environments. If the stops service the core correctly it will be easy to travel in and out of downtown.</p>	<p>Noted</p>
<p>LRT is terrible. It take up street space. Rips up streets for vehicles for a long period of time, is still subjected to stopping for red lights and traffic accidents and is useless unless you live right on the line. We should have HOV lanes at rush hour for busses, Multi passenger vehicles and Motorcycles. The Busses should have a device that allows the lights to change so that they do not have to stop for traffic lights during rush hours. The technology now exists for such a system much better then a useless LRT.</p>	<p>Noted</p>
<p>Please make sure you consider sobi in your design. It is an integral part of the transit network in this city.</p> <p>Prioritize economic development. Even above speed we desperately need to make this a tool which drives investment in our city.</p> <p>Re-align the bus network accordingly, ideally in a way that allows mountain residents to access the LRT. Their political support is essential.</p>	<p>Noted</p>
<p>The proposed level crossing between the CPR and LRT at King and Gage area. I don't see the need for grade separation here. The CPR rolling stock volumes through this intersection, I feel, would not impact the LRT operations at peak times. Use the money to extend LRT corridor east to Queenston traffic circle.</p>	<p>Noted</p>
<p>I hope the city looks at this opportunity as a time to address derelict buildings for expropriation and forced selling of property because without that the transit ride from Ottawa street to downtown Hamilton will be quite dismal and very unpleasant.</p>	<p>Noted</p>
<p>Bring it on! I live and work in this city. I own property here. I will soon own a business here. I can't wait for LRT.</p>	<p>Noted</p>
<p>Amazing project!</p>	<p>Noted</p>
<p>It is a major concern that your system will not provide adequate parking for people using the LRT. That's why the east gate location makes sense. In 40 years living in the Hamilton area I have never used public transit. If I have to worry about parking than again I will not be using the system. Provide me an incentive to use it and I may try it. But not if it becomes to difficult a chore to use. Keep it simple works</p>	<p>Noted, and passed to design team</p>
<p>Studies show that the people who live/work downtown are the ones most likely to shop and use facilities downtown. All this barking about lack of street parking is coming from people on the outskirts and up on the mountain who want to be able to park easily, right in front of the 1 store they visit twice a year downtown. People who do not take transit regularly should not get the same vote as people who use it regularly. I don't want to be exclusionary, but the opinion of the people in the burbs who only use downtown streets to access the 403 are ruining city life for the city people who live in the city. The one way systems on king and main allow for through use and should be changed to make it harder for people to just drive by everything.</p> <p>Nobody wants traffic and congestion, but when you slow people down a little, they might just take a look around and find something they like.</p>	<p>Noted</p>
<p>The LRT will permit investors, entrepreneurs, and scientists to travel easily from Toronto's Union Station to our downtown GO hub, and then on by LRT to mcmaster campus and Innovation Park. It will also permit mcmaster to grow as a school, with more students spending and living in the downtown. It will also allow citizens faster, more convenient access to businesses in the core and ultimately the east end and waterfront.</p>	<p>Noted</p>
<p>I know Westdale is considered spoiled, but we're not seeing a great benefit here - Westdale village is halfway between one of the larger gaps, and is looking at only 2 or 3 intersections to cross the tracks. Keep Westdale included.</p>	<p>Design at west end has been revised to address these issues - See EPR and PIC #2 info</p>

Comment	Response
<p>Do our local councillors know how many zeros are in a billion \$? There are 12 = \$1,000,000,000,000. Figure out how much this is per meter to complete the 10 km. LRT. It is a ridiculous amount to spend on a project that has a goal of increasing east /west ridership from 6% to 8 to 9%. Hamilton's unique geography does not warrant this amount of money spent for a small proportion of our population. The entire mountain, and all adjoining towns are not going to be serviced by the LRT.</p> <p>How can councillors honestly support this when our city infrastructure is in such need of repair and investment. There is so much our city needs before the LRT. It is very short sighted for council to jump on this bandwagon just because the Ont. Gov't is funding a large portion of the construction phase. I pay both municipal and provincial taxes, I do not want my taxes going to such project. Has anyone figured out what the continued maintenance costs are going to be if built? Has anyone considered what will happen when we are hit by a major storm?</p> <p>Please, get your heads out of the sand and look at all of the things that are needed to keep our city services are maintained.</p> <p>Thank you</p>	<p>Noted</p>
<p>Looking forward to LRT. I've seen what is possible with Calgary and Portland having experienced before and after in both cities. Hamilton has a huge opportunity to grow with this project.</p>	<p>Noted</p>
<p>The bottleneck at King W., west of Locke, where 5 current west-bound lanes are restricted to 1 will be disastrous to the city. Routing LRT south along Locke to Aberdeen, west to Longwood and north to Main will eliminate the need to build a dedicated bridge, eliminate the bottleneck, serve Locke St., reduce car traffic along Aberdeen and the main route will run near to the LRT barn.</p>	<p>Noted</p>
<p>Concerned about Bombardier's delivery time and quality as they are not making a good impression with how things are being handled in Waterloo. There really should be another company as a backup or some clauses that allow them to be dropped. Even better if some deal was arranged so that two companies were splitting the load and if one were to lag the other can pick up the slack.</p> <p>Also concerned about the presto system and how charges are verified, dealt with and contested as their transfers appear to not be integrated and the team working on presto seems to be understaffed and under funded.</p>	<p>Bidders will not be required to propose Bombardier vehicles</p>
<p>I have a significant concern with the location of the planned 4 way "major intersection" at Cline Avenue in Westdale. The current proposal will draw considerable vehicular traffic wanting to go into Westdale Village onto a residential street that flows into a network of further residential streets. This flow of traffic makes little to no sense if the desire is to have traffic flowing into the Westdale Village (the heart of the community - and Canada's first planned community!) What makes more sense would be to have the planned 4 way turning intersection located 1 block east on Newton Avenue where traffic would run directly into the Westdale Village BIA (on King St W) and then traffic could continue directly onto Sterling Avenue (Newton turns into Sterling at King St), which would then direct traffic right into the McMaster University visitor parking. Knowing that a large proportion of visitor traffic going to McMaster University is coming from out of town and unable to utilize the wonderful LRT service, it makes sense to send them directly onto Newton/Sterling corridor. As it stands, the Cline intersection does not directly benefit the merchants of the Village and it turns a quiet residential street into a busy thoroughfare without any benefits to anyone, whereas a Newton intersection would benefit the BIA merchants who pay considerable business taxes to the City. As an owner of 3 commercial properties on King St West within the Westdale Village BIA, I know that the merchants of the Westdale Village BIA would be much more supportive of traffic being diverted into Westdale from Newton, as opposed to Cline (where the BIA would get zero exposure). In order to have a thriving business district, one must have vehicular traffic passing the doors of the businesses, and the Newton intersection would accomplish this directly, the Cline intersection would not. Having spoken to Trevor Horzelenberg at the AWWCA meeting recently, he noted that the only reason that the Cline intersection was selected above others was that it was the middle point between the McMaster and Longwood Rd stops. Being the random middle point between 2 other points does not necessarily mean that it is the logical location that makes sense for both traffic flow and community.</p> <p>If possible, I would like to be informed of the end result of this planning decision and in the case that the intersection remains in it's current location, what is the City going to do to ensure that the LRT does not have a negative impact on both the Westdale Village BIA merchants and the long-term residents of Cline Avenue South. Thank you for your time and consideration -, a resident of Cline Avenue South for the past 25 years.</p>	<p>Design at west end has been revised to address these issues - See EPR and PIC #2 info</p>
<p>The land at the Queenston terminus should be more carefully used. Maybe the plans are still preliminary, but I would rather see the transit hub as part of the ground floor if a multi-purpose development. A transit terminal, some retail, and maybe several floors of residential and/or office space could be incorporated into this station. It would eliminate the "train to nowhere" rhetoric and anchor the east end of the line.</p>	<p>Noted - designs are preliminary</p>

Comment	Response
<p>I completed this survey solely with the goal of making this particular suggestion - it's not an afterthought. It's my main contribution. The Cline Street plan is not thoroughly considered. Currently the Dalewood and Haddon interchange works for Westdale, especially given the sporadic nature of the volume of cars and the lack of permanent residences on this street. The area has already suffered degradation due to traffic volume. Your plan to change the entrance/exit to Westdale to Cline does not appear to have considered several things.</p> <ol style="list-style-type: none"> <li>1. The crossover to Ainslie Wood is useless at that tree (even allowing for a zigzag) because it's too much of a maze through that neighbourhood to get to the actual Ainslie Wood neighbourhood. Cline south of Main is essentially a different neighbourhood and doesn't integrate with the rest of the Ainslie-Wood neighbourhood.</li> <li>2. Cline north of Main is still about 45% permanent residences and this traffic pattern will put the death knell to that street. An equally significant problem is that Cline at King is a dangerous intersection given the curve in King Street.</li> </ol> <p>I am quite in support of LRT in general, but this stop is ill-conceived and reflects a serious lack of understanding of the dynamics of the west side of the 403.</p> <p>I think it's worth seriously considering maintaining the two turning intersections - Dalewood and Haddon, making one of these an actual stop.</p>	<p>Design at west end has been revised to address these issues - See EPR and PIC #2 info</p>
<p>I have attended many LRT public meetings since 2008 and am thoroughly impressed with the results!!! THANKS TO ALL</p>	<p>Noted</p>
<p>Nope thanks for including those of us who could not attend.</p>	<p>Noted</p>
<p>Bike lanes should be included wherever possible.</p>	<p>Noted</p>
<p>I am a newer resident of Hamilton, and a good part of the decision to move here was because of the city's potential - including the LRT. I fully support this ambitious vision for Hamilton!</p>	<p>Noted</p>
<p>Keep the same fare structure of the current HSR including the disabled access</p>	<p>Objective is to integrate fares with HSR fares</p>
<p>I think the LRT is unnecessary and huge waste of money that should be spent on employment, the environment, health etc.</p>	<p>Noted</p>
<p>Planners should visit Vancouver and see how well planned out that city is with respect to bike lanes, landscaping, public transit.</p>	<p>Noted</p>
<p>I firmly believe the proposed LRT is not necessary, will be disruptive and will not improve transit in Hamilton in any way. There will be no extra growth along its corridor and it will only hinder any future development. The proposed LRT corridor already has good bus service. The money would be better spent on improving transit to outlying areas that have very poor bus service. This may actually encourage more transit users. Furthermore, the money from the province is not free; taxpayers will have to foot the bill whether at the municipal or provincial level and we cannot continue to pay more and more taxes. It's unsustainable.</p> <p>Another important point to consider is the fact that when Highway 403 is closed due to accidents the traffic overflow goes onto Main and King Streets. How will this be impacted by the LRT? Only worse.</p>	<p>Noted</p>
<p>I am definitely in favour of building the LRT system. The McMaster to downtown sections is a must for all the students to use. The James line to the Waterfront is also a very important section with the improvements along that street and the waterfront development. I would like to see a line developed that at least reaches the top of the escarpment. Better yet to extend it to the airport or at least out to Mohawk Road. Then feed the mountain buses into the Mountain Line. Build the east line in the future to the Queenston Traffic Circle and beyond to the Eastgate Mall.</p>	<p>Noted</p>
<p>I am a HUGE supporter of LRT. A great opportunity to build this city and attract investment.</p>	<p>Noted</p>
<p>Please make the stops attractive e.g. Don't make them look like John and Jackson or King and James Also, please do your best. This is the single most injection of money in public transit and if this doesn't go well, there goes any more investment (e.g. Buy-in from residents/councillors of Hamilton) for public transit. They will continue to only want lackluster public transit (e.g. HSR).</p>	<p>Noted</p>
<p>Do not let LRT happen!!</p>	<p>Noted</p>

Comment	Response
Get 'er done!	Noted
Terry Whitehead, Donna Skelly, and Chad Collins should all resign from public office and move to Mars. I hear Elon Musk is looking for people...	Noted
Eliminate vehicular traffic (emergency & delivery only) in the International Village between Wellington & Mary St. Make Wellington 2-way north of King St and route through-traffic along Cannon. Upgrade Cannon accordingly. Pedestrian traffic only in International Village will make it a destination shopping area.	Noted - current configuration maintained to provide access to south side businesses
<p>Changes to accommodate vehicle flow should not include shifting truck routes or adding capacity to other streets. Changes should include 1) REMOVING THROUGH TRUCKS from city streets 2) TWO-WAY CONVERSION of Main Street along its entire length. These 2 measures will help alleviate concerns around westbound capacity.</p> <p>- Official LRT messaging (ads, press releases, etc.) Needs to begin. Wrong info fills the void.</p> <p>Printable form has comment section for Main West bike lanes question: I support the accommodation of cycling on all city streets. Lanes should be bi-directional, on one side of the street, protected by a curb, and painted green. Lanes should continue across the 403 with a signal for safely crossing the 403 off ramp</p>	Noted, and passed to design team
I love LRT	Noted
Good luck!	Noted
Priority should be placed on extending LRT eastward to Eastgate Square, and then westward to University Plaza.	Noted
Ongoing ability of city to easily access and maintain water and sewers needs to be guaranteed	Noted
All of the literature regarding LRT shows that there is NO benefit to the community long run and that the continued expense of maintenance is a substantial burden to the community. Hamilton cannot afford this continued increase in cost. Investing in transportation is needed; however, this is NOT the way to go.	Noted
<p>I have a serious concern about the plan to make Cline St a major through street with a full crossing at Main Street:</p> <ol style="list-style-type: none"> <li>1. The present traffic pattern into and out of the Westdale business and residential areas with a left turn from Dalewood on to Main and a left turn from Main on to Haddon works very well. Both one-way streets only have one side of residential housing, with the other side the school grounds. There is no reason to change that: The one way traffic pattern works well !</li> <li>2. Cline has residential housing on both sides of the street.</li> <li>3. While there is two-way traffic now, there is very little traffic. Forcing both, the eastbound Dalewood traffic ( on to Main ) and the Northbound Haddon traffic ( from Main ) onto the narrow residential street of Cline, will be a disaster for the residents there.</li> <li>4. Right now the intersection where King traffic turns onto Dalewood works well; the intersections where the Haddon traffic goes onto King is already difficult,. But where Cline crosses King St is a very tricky crossing, because King St curves there and Barclay St also goes into King Street there, making it a very difficult 5-street intersection and very tricky traffic flow into and out of the Westdale business area. By making Cline the major 4-way intersection at Main Street, Cline at King St will become a major intersection with heavy traffic flow into and out of Westdale. This is illogical and unreasonable. I can only assume that the LRT planners did not look beyond Main St and consider the consequences of Westdale traffic flow on King St and Cline.</li> </ol>	Design at west end has been revised to address these issues - See EPR and PIC #2 info
I lived in a city when it had lrt installed. 5 years of pain in the ass for 50 years of quality of life and civic pride. Don't let the Luddites win, please.	Noted
When the time comes i'll be very interested in the change in the other HSR routes that will feed the LRT and hopefully not parallel it most of the way. Commute time to Burlington is one of the reasons I do not use public transit on a daily basis	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
I think this is an amazing project. Thank you.	Noted

Comment	Response
<p>Would someone from the City brain trust tell me exactly why the LRT WILL IMPROVE MY QUALITY OF LIFE. My community has been allowed to turn into a student Ghetto with overcrowded houses, garbage all over, loud, drunk students taking over the streets, among other problems. Shame on you people for wasting hard earned taxpayers money on this LRT CRAP. I am not a developer, in construction, or have a cushy City job that will never end. Once again shame on the politicians in this city and province. I want a referendum on the LRT. This comment form was poorly written and is totally biased toward the LRT being good for my family. I live in Ward 1, West Hamilton and will never use it. WASTE, waste waste.</p>	<p>Noted</p>
<p>LRT pamphlet : "Highway 403 to downtown. King Street will have one lane of traffic in each direction plus the LRT line." I read this as 1 lane on King plus 4 lanes on Main going EAST (total 5 (FIVE)) but only 1 (ONE) lane on King going WEST. There is the same amount of traffic going east and west, just at different times of the day. This imbalance of traffic between east and west is unacceptable. Just a reminder a third of Hamiltonians work outside of Hamilton and they need to get to the 403 in the morning.</p>	<p>Noted Traffic issues addressed in detailed traffic report</p>
<p>I love the idea-I hope that we will be able to incorporate the outer areas of Hamilton into the LRT system or at least upgrade the bus service. Too many people from the Mountain insist on driving their vehicles downtown and then complain about the bike lanes increasing their commute. If more buses were available, some of these people would take the bus; it's relaxing and cheap. LRT will hopefully change the perception of public transit to something that is acceptable and not just for those who cannot afford a vehicle. Keep up the good work!</p>	<p>Noted</p>
<p>I am against the LRT I think it was going to make a mess of our city and we would be better off with more electric and natural gas buses once that's all in place then start looking at trains</p>	<p>Noted</p>
<p>Just as the public meetings gave the public no opportunity to say no to LRT. This online survey was just as pathetic. I have no faith. In the city's ability to control the irrationality of Metrolinx or Bombardier (God forbid Bombardier is contracted for anything. Their track record is appalling). Hamilton council has been involved in too many recent fiascos (Pan Am stadium, Constant refurbishing of Gore Park, Barton St. And now an LRT that does not make sense in any way, shape or form.</p>	<p>Noted</p>
<p>Just disappointed it is not coming out to Eastgate.  My concern if it is not build now and 5 to 10 years it will have to be built and cost us 5 to 10 times more and those that are naysayers will have left a very poor legacy</p>	<p>Noted</p>
<p>We don't need LRT. More beeline and A-line</p>	<p>Noted</p>
<p>No LRT in Hamilton</p>	<p>Noted</p>
<p>Look at getting Alstom let cars as this is what Ottawa is doing. Apply for additional funding from the feds to extend the line to Dundas and the Centennial Go Station planned. And a extension up the mountain.. There is more money available-why aren't we going for it and spending some of our own?? We spent 150 million on the RHE and 50 million on THF but aren't putting a dime into this city building project...</p>	<p>Noted</p>
<p>I am a business owner along the LRT track. The LRT will not benefit me at all, it will actually affect me negatively by diverting the flow of traffic through new routes. I like to think that I am an open minded person, but through all the talk about the LRT there have not been any facts to state the positive effects in bringing a LRT to Hamilton. It seems to be more for show than convenience. As a Hamiltonian there are other areas that need direct attention in terms of public transit. The city should review there decision and look towards the residents of Hamilton and how it will affect them directly, for the short term and the long.</p>	<p>Noted</p>
<p>Let's get on with this. This organization (LRT PIC) should lay out some lumber on the nihilist toadstools wanking on this amazing project.</p>	<p>Noted</p>
<p>This needs to be done. The naysayers in Counsel need to take transit for a week on the B-line during rush hour in the morning and the evening both ways then maybe they will understand the need for LRT.  I have been a transit user since I was a child. I have lived all over this city including parts of the Mountain and Dundas. The upper city and the suburbs are poorly served by transit, but they are also vast waste areas that don't lend themselves to pedestrians. You must include all modes of transit, the car will be obsolete in 40 years.</p>	<p>Noted</p>
<p>I love LRT and while I won't use it very often I know it will be a huge improvement for those who count on transit along that corridor, spur economic growth and attract millennials and younger people to Hamilton. It's not a perfect project but I fully support it. It's too bad it's not going into/through Stoney Creek in phase 1, that seems a major shortfall for east end Hamiltonians.</p>	<p>Noted</p>

Comment	Response
<p>Thank you for the opportunity to comment. I believe that it is a huge mistake not to continue the route, all the way to Eastgate Square. It will only cost more to build it out in the future. Many riders would have come from East Hamilton, and Stoney Creek. These would be new riders, who wouldn't even consider taking a bus all the way downtown, or to McMaster. The beauty of the LRT is the "RAPID Transit" part. I think the entire concept is to move people LONGER DISTANCES, rapidly. Why would you not include moving people from Eastgate, all the way across the city to the West End? That is precisely why the LRT would be great for the city, uniting the East and West ends of Hamilton. The current plan is good, but moving all the way to Eastgate would make it great.</p>	<p>Noted</p>
<p>Tell Collins , Skelly and Whitehead to STFU and get on with their jobs</p>	<p>Noted</p>
<p>My concerns are these. Access to highway 403 from King St.. My friends who have cars come from Mississauga, Milton, Oakville and Burlington to help me. Easy now with access from king to the exit to 403. The detour for car travel will get most of them lost and frustrated with all the cars that now travel on king street forced to use detours. Frustration for sure.</p> <p>A friend of mine took me what we thought would be the route after LRT by car to get to 403 it took us 10 minutes longer to get there than just driving down king like we do now. Add that to the cost of taxi travel and all the cars that will have to use it once the LRT is running common sense says this trip will take 20 minutes longer. I think how I travel now will assist you making decisions on the best option for the first light rail to go in. Put it on Main street from Dundurn to Eastgate .. Worry about linking McMaster later.</p> <p>Where I go as a tenant at First Place. Denningers for grocery and lunch on the patio in the summer with friends from out of town. They pick me up with my walker drive there takes 3 minutes. The other places I go to are .. Burlington a lot my son and a few friends live there. My family doctor is there. Taxi to highway 403 route now is King to Mary when the core is full of cars. We take York street exit then. Pain clinic, which is out McMaster way. Add the detour and the cost of that trip will easily double for me if not more. All the cars on King now will have to be in the detours. No way around that.</p> <p>People who I talk to from out of town that do come here won't want to. I have to think about moving before the LRT goes in which I don't want to do.</p> <p>For most people who use the public transit they can and I know from when I lived in Toronto walking the block from King to Main to take it is not a big deal. I would totally avoid King street with the light rail. How many walkers and or scooters can the light rail take at one time?</p> <p>Also take out the double stop signs on streets that are not one-way streets. Like Balmoral from Main to Barton street. As more people from other cities come to Hamilton this is a hazard.. Very dangerous really. Think about it on a bicycle for example turn from Balmoral to Cannon and of course you would be on the far left side of the street as it is marked one way with the stop sign on both sides of Balmoral. Car turning right off Cannon onto Balmoral on a turning light without need to stop would smack into that person killing them. These are all over this city. With the detours from the need of the LRT this is very important to have the right signage on every street in the city.</p> <p>I do have a friend who lives on the mountain who picks me up takes me shopping up there. No idea what the detour will be to get Wellington from the front of this building after LRT goes in. Or the cost of a taxi when i do use that to get to stores on the mountain.</p> <p>I do not understand why you would not want people to use the King street access to Highway 403. I have talked to a few millennials who look at Hamilton for a place to live as cost of housing rose to not affordable. I asked why the mountain. Answer always is easy access to the highway. Not everyone who lives in Hamilton works in Hamilton.. Highway access is a must .</p> <p>I really do not want to move to the mountain so my friends can visit me.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>All LRVs are accessible and can hold several wheelchairs per car – more than the current buses</p> <p>Noted – and passed to the traffic department at the City</p> <p>Noted</p> <p>Access from King Street to Hwy 403 will be maintained and designs are being considered to maximize this access.</p> <p>Noted</p>
<p>As per my previous comment, there was a lot of language and terms that may not be easily understood by a lot of people. These types of comment forms should be presented in plain language with pictures where possible so that everyone has the ability to provide useful feedback.</p>	<p>Noted</p>
<p>I'm concerned that the LRT is being delayed, postponed and that provincial funding will be taken off the table. Don't let that happen!!! Hamilton is the best city in Canada and needs to keep moving forward! The LRT is the way to ensure our changing and growing population will have all of their transportation needs met.</p>	<p>Noted</p>

Comment	Response
<p>As in street, shared lanes are deemed technically feasible along James North, I think that technology should be implemented for the full route. It will be less disruptive to cars and pedestrians, and more flexible in stops. The city could then solve some of the traffic congestion problems that have been identified as being intensified with LRT such that these in street lines would operate well. Problems along King Street from downtown to Dundurn could be fixed (maybe remove some of the parking, add additional turning lanes at the King/Dundurn intersection, etc. This redesigned LRT could also replace more of the current buses, besides the B-line. It would cost less and thus could be extended along the full B-line route. Fixing traffic delays would reduce the need for an express service and additional stops would make the new route more efficient and useful.</p>	<p>Noted</p>
<p>Please don't let the self-interest of a few, loud naysayers derail this process. Let's concentrate our energies on achieving the best possible outcomes and smoothest possible process.</p>	<p>Noted</p>
<p>Very exciting project for the city's future - keep up the great work!</p>	<p>Noted</p>
<p>It is vital that large parking lots are provided at both ends of the route. This is what they did in Calgary. Whether we like it or not, people in outer/non-route areas are going to have to get to the LRT line to use it and most will be driving.</p>	<p>No commuter parking lots are currently planned</p>
<p>I thought LRT would replace the Beeline, University, King, and Main Street buses from Dundas to Eastgate Square. It seems useless to make half a system, from the traffic circle to mcmaster only. The Beeline serves the intended LRT route well (and actually better). Beeline buses are not generally full, in contrast to the other buses mentioned, so just replacing a section of the B-line with LRT is not really a good solution (or any solution actually) to bus overcrowding along the route. This overcrowding and buses not stopping for passengers is the biggest problem with the current system. Due to the route and LRT stops, I really don't see how the problems with University and # 5 buses is being solved by the LRT proposal. What will happen to the B-line from Dundas to mcmaster, and from the traffic circle to Eastgate? Will there still need to be a Beeline service in addition to the LRT? With the extremely limited number of stops, I can see very little advantage to LRT compared to the B-line, except for moving some pollution from Hamilton to the are of electricity generation. It will not improve traffic or transit. Having finally seen the proposed design, I am very concerned about the effect on traffic flow along King street from Downtown to Dundurn, and along Main Street from Longwood to mcmaster. Current and natural traffic flow will be disrupted. Problem intersections (King and Dundurn, Main and Longwood, Main and Dalewood, Main and Emerson) will likely be made WORSE with the design. Given existing difficulties, it is irresponsible to implement a system that is know to make these worse. The plan along Main West will restrict travel to both Anslie Wood and Westdale neighbourhoods. Currently to enter Anslie Wood going west we can turn at Dow, Cline, and Bowman. The intersection at Emerson is to be avoided, and left turns at Cootes/Leeland are restricted. Under the new system, we will only be able to turn at Cline. There is already traffic concern in this area, as exhibited by the speed humps recently installed. As note at the recent neighbourhood meeting, the entry and exit points from Westdale to West Hamilton are along Dalewood and Haddon. These streets work well and have 4 lanes combined. Relocating this only to Cline will mean 4 lanes of traffic being forced to use 2 lanes. Neighbours have expressed that this is a narrow street unsuitable for this use. A full 4-way stop at Cline will mean a much longer light is necessary to accommodate turns in all directions, whereas the current intersections are only 3-way so people making left turns do not have to wait for oncoming traffic</p>	<p>Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.</p>
<p>Very enthusiastic to see this happen - and then the next step and the next!</p>	<p>Noted</p>
<p>I like the idea of the grade separation by Gage Ave</p>	<p>Noted</p>
<p>The Longwood Road EA, completed in 2013, proposed a separate bridge for active transportation and emergency vehicles as necessary. This would allow separate replacement of the existing Longwood Road bridge over Hwy 403, without disrupting active transportation, and providing emergency access to McMaster hospital. With the LRT maintenance facility proposed in the former CP lands south of the Frid/Chatham extension, it is even more important in my view to provide for this separate AT structure that could also accommodate LRT vehicle travel to and from the yard. Congestion on Longwood in the future may affect the ability of LRT vehicles to predictably access the yard over the vehicular bridge.</p>	<p>Noted, and passed to design team</p>
<p>I am anxious that Hamilton is once again going to snatch defeat from the jaws of victory and royally screw us all by continuing to signal our municipal immaturity and resistance to actually becoming "the best place to raise a child. " Let's get this built, &amp; do it well... Please!</p>	<p>Noted</p>
<p>I support LRT</p>	<p>Noted</p>
<p>Given the relatively short distance involved, and the fact that James Street North is so walkable, I would reconsider the number of stops keep it simple (James, James GO, Waterfront) and use the additional budget elsewhere in the project (enhanced mcmaster station? Kiss and Ride for Hunter GO? Gage park stop?). Using LRT on a local route like James North is overkill, and risks becoming the "Sheppard Line" of Hamilton - high cost low passenger count. It would have to be closed for most major events on James Street (parades, supercrawl, etc.) Limiting its utility. As for its waterfront terminus, it doesn't go to Bayfront Park or Williams/Pier 4. It really kind of drops you off just short of where you would want to go. Now that I think about this and write it out, maybe it's best to just take it to the new GO station and leave the waterfront plans for another day, once we have a clearer picture of what the waterfront will look like and where an appropriate spot for routing/station would be. Maybe it should loop around to Bayfront? Maybe it should head east and into the new waterfront district? But I think at this point there is a lot of uncertainty about the function and cost of the A-line LRT spur.</p>	<p>Noted</p>

Comment	Response
<p>My one concern is to make sure seniors have bus to LRT access to get to the Bernie Morelli Seniors / Recreation Centre. I firmly believe there should be a north/south Gage bus and seniors need to be able to catch the LRT rather than walk to Scott Park (it's a long way for a senior -- and a Mom and toddler for that matter) Thank you for all your good work on this project. Please don't let the naysayers get you down. Hamilton needs this project to kick start it's complete streets along the LRT corridor.</p>	<p>Noted</p>
<p>If council holds a referendum to reverse its decision for LRT, I will be deeply disappointed in my city's leadership. LRT is a good idea and we can't give up on this!</p>	<p>Noted</p>
<p>Why is car traffic changing direction. How many walker, scooters fit on a lrt Why is Wellington street becoming inaccessible to car travel from First Place or anything between here and Victoria. That detour will have us in cars a lot longer than now.</p> <p>This change alone will cause a lot of impact on the environment due to all the cars that now need to travel on King St being detoured away. To get back to King street. Example where I live a lot of people shop at no frills take a taxi there and back or a friend drives them with their walkers. Also use a laundry service like I do that is just past no frills on Main St. This is a \$5.00 taxi trip now.. Right now the laundry is free pick up and delivery the change in flow of cars might not even have time to come here. Why well to get here he will have to drive to Sherman turn left on Cannon go across the Catharine up the King and back to First Place. At the moment the street there runs from King to Main. Which is the route.. Same with taxi from no frills take Stinton to get back to King. Not after the traffic direction on King changes.. I believe the way back will be the same as the laundry service. Denningers 260 meters from here. Detour due to change in traffic flow will turn that into a 1.5 km trip.</p> <p>I am disabled and use the taxi script monthly. I take a taxi to get it we go up Wellington and right on Hunter. Then I go to either Fortinos at Dundurn or Denningers. Cost is \$10.. After you change the direction of the traffic flow this route is no longer available. I suppose we will have to go to Victoria and around access Wellington from Cannon. Think it is two ways down there not sure. This will not only cost more but the impact on emissions will be great.</p> <p>After the traffic changes direction what will happen is access to the west end of the city McMaster hospital or highway 403 entrance is no longer accessible by car or ems from the down town core unless they are willing to detour which ems won't do. I have seen them with police escorts going the wrong way on Wellington to get a person to hospital fast. I face Main street.</p> <p>Why is LRT going on King street to begin with. It should be on Main street the able bodied people can walk that short distance which is a lot shorter than it would be in Toronto go get a street car .. I have asked taxi drivers about this new cost and the new routes expected detours to get pretty much beside where I am now.. And am told ::your joking`or omg nooooooo..</p> <p>For the laundry place I as well others have to drop off and pick up the laundry when the LRT goes in and the direction of traffic changes.. The taxi cost of the detour will be \$40 twice a month and with that we could just buy new and put the dirty ones in bags for landfill giving it to charity it has to be clean..</p> <p>The cost to get around will triple. For those who use taxi have to due to shopping bags to get home. When I was able to take transit I took it to the place I had to go and did my shopping and took a taxi home for assistance with all the purchases bags. Most people do this.</p> <p>It will be a lot cheaper to put the light rail on Main and leave King street alone.. I saw on city news last night that more people are driving to work because they have to. Not being able to buy a home in Toronto they moved far away like Hamilton and commute to work. This is up 4% .no way around it public transit does not always work. I used it to work in Toronto for years. Problem was working the afternoon shift the go train didn't go to get me there on time. So either wait in downtown Toronto for half a day for my shift to start or drive. Of course I drove when working the afternoon shift.</p> <p>Please is you don't just to Main street for the LRT and not &gt;king at least leave the traffic flow how it is now.</p> <p>Call the taxi companies ask like I did the drivers the cost of getting somewhere now and after with detours.. This ask them how many times they drop off or pick up anyone in the down town core. This will give you a great clue as to what the city need to easy car travel by those who move here from other cities..</p> <p>I know I won't be trying to shop in the down town core.. Nor will friends who come to see me now from out of town or the mountain ..</p>	<p>King Street will have tow way traffic between Victoria and Wellington, separated by the Wellington LRT stop. Access from Wellington to First Place will now be direct, instead of around the block, while access TO Wellington will now need to go around the block instead of direct. Return trip FROM Denniger's will be direct – 200 m</p> <p>Longer trips in one direction will generally be offset by shorter trips in the other direction</p> <p>King / 403 will still be directly accessible from Catharine west. Traffic east of Catharine will need to divert around the international Village and use York Street to 403 or return to King Street – this is being addressed in the detailed traffic assessments</p> <p>Noted</p>
<p>I STRONGLY support the LRT project. As someone who lives and works in the downtown core, I believe this is integral to the growth and prosperity of our City. However, the need for a complete street design to allow comfortable use by all users is imperative to making this a success.</p>	<p>Noted</p>

Comment	Response
The map with the integration of local bus just showed status quo bus routes. It is very important to understanding how LRT is going to function and benefit the entire community to have a good idea of the whole system with new integrated bus routes. It is also necessary to be able to judge if the stops are in the right spots and if any additional stops are required.	Updated information in EPR and PIC #2
I am one of those citizens who has misgivings about the LRT project. 1. One of the things I noticed on the "Consultation Board" at the Open House was the large gap in time between the initial considerations of BRT/LRT and the provincial announcement. .	Noted
In general I think it would be helpful for the public to understand that the B-line LRT replaces only the B-Line buses. If I understand it correctly stops on the current route, serviced by other bus routes, will NOT lose their stops? (The protests last week (last week of September??) Were held by the misinformed public.) These other routes will also have stops close to the LRT stops for those wishing to transfer to or from the LRT?	Bus routes will be re-configured to support LRT and maintain existing service outside corridor; only B-line to be eliminated.
I was under the impression that accessibility would be possible with wheelchairs rolling straight onto the LRT (i.e. No kneeling or lowering of a ramp as currently required on buses). At the Concession Street event last August I was told otherwise. As the population ages more people will be in wheelchairs/scooters or just have trouble with stairs. Quick access would be beneficial. A BRT would be no different than the current bus system in this regard.	LRVs are full accessible with level boarding from platforms. Platforms will have accessible ramps
I know that running times comparing the BRT and LRT have been done. There should also be one comparing BRT and LRT run times where a rider in a scooter gets on or off at EVERY station. Not that we are going to have BRT!!	LRT boarding is significantly faster than bus, for all passengers
Move more one-way streets to two ways. One ways negatively impact the local businesses and make neighbourhoods less walkable and bikeable.	Noted
This project has the potential to be a major catalyst for positive change and growth in the City of Hamilton. Renewal is happening already but this can help increase density across the lower city.	Noted
Safety and convenience needs to be of utmost safety.	Noted
Don't rush this... Plan thoroughly	Noted
I am mainly concerned re the relocation of the turn at Cline Ave to Newton Ave to be of more benefit to the business community as the more traffic there is needed as to clogging the residential community around Cline Ave.	Design revised for final EPR and PIC #2
Main Street MUST be converted to two-way traffic!	Noted
Wished something of this importance was given to my attention sooner	Noted
Extension to Eastgate should be a priority.	Noted
I would love to see unique public art in the design, on sidewalks, station shelters, and urban squares/plazas along the route.	Noted
I think that this project is going to set downtown businesses back and force many to close their doors. The recent revitalization of Hamilton has been started by a lot of these small businesses and the ability of people both inside and outside of the city to access them. This project will not only put strain on those businesses from a logistical perspective but also by making it more difficult for people outside of the core to access them by car. I'm not just talking about people from the Hamilton Mountain. People from Stoney Creek, Dundas, Ancaster, Burlington, Toronto all access our city by car and have no easy access to LRT service. Slowing down traffic is a risky move for a city who has only recently started to draw greater attention and revenue from outlying residents. The tougher it is to get downtown, the more my entertainment dollars will be spent outside of the core and outside of the municipality.	Noted
Need a committee or persons who can assist the people who will be disrupted, rather than bouncing them between Metrolinx and the city	Noted

Comment	Response
<p>I question why we are forced to go with a design plan from Metrolinx based on a study we are not allowed to view or critique. The entire process does not seem democratic, even this public engagement session does not truly reflect the views wanting to be expressed by all constituents and seems to be pandering to those who support the idea of LRT with no care about the actual implementation, route or the effect it will have on the residents adjacent to the LRT line &amp; those who use King Street to access the 403 on a daily basis.</p> <p>I would prefer to review the study done to determine the King Street route or at least study moving the line to Barton Street. It could link up directly with major transportation hubs already in place like James &amp; Confederation GO stations, Centre Mall and Eastgate Square. Integration might be difficult, but there is only 1 hub along the King route (mc nab Bus terminal) and that transition was noted as being under review which is quite disappointing at this point in the design timeline.</p> <p>Barton could use redevelopment more than King Street &amp; the city population is already trending to the North with redevelopment of long abandoned &amp; underused industrial facilities are bound to be on the horizon.</p> <p>King Street is too narrow for the proposed route &amp; the concept of parallel one-way streets to move masses of vehicles is not uncommon, such as Richmond &amp; Adelaide in Toronto. Placing the route along King &amp; closing it to vehicles at the proposed section will cut off the most convenient access to the 403 for every resident South of York &amp; West of James.</p> <p>There is also the distinct possibility that ridership &amp; economic development along the route do not meet projections as the company that Metrolinx partnered with on the design is the same company that designed Edmonton's LRT that is plagued by slower than expected trains, traffic tie ups due to malfunctioning signals and running at less than 25% of the projected ridership.</p> <p>--- Hunter &amp; Hughson- is the reduction to 1 lane necessary? I would prefer a signalled pedestrian crossing across 2 lanes and/or a table top until it is determined how many pedestrians will actually use that crossing on a daily bases.</p> <p>-- The U-turn at cross streets-has this been used before on other LRT designs? Any data on how the effect traffic? Seems very inefficient at first glance.</p> <p>--Traffic study flow - please tell me this is not the only traffic study that has been done for planning if this route. Has projected traffic after residential &amp; commercial development along the route been taken into account? No money for adjacent road redesign also seems to be not a very well thought out idea. Is the city working on any designs or studies to compensate for the lack of funding from the Metrolinx project fund?</p> <p>--Moving more People board- reads "generally good, some congestion at peak times" what is this statement based on? Can we see the studies that lead to this conclusion, or at least get a description of what traffic studies have been completed?</p> <p>--has the issue with McMaster's sensitive electronic equipment been addressed? From the sounds of it, an electrified transit hub at the current location would render the very expensive &amp; rare equipment useless.</p> <p>--can we see any portion of the Metrolinx study on how the route was determined and any traffic impacts?</p> <p>--can a phased introduction of the system be considered? Maybe start in Westdale and run to James to see how vehicular, pedestrian, cycle &amp; transit traffic adjusts?</p> <p>--How will this project be tendered? Pre-qualified General contractors/engineering firms who will go out to public tender or will Metrolinx be accepting proposals from consortiums that include construction/engineering firms partnered with transit manufacturers and or designers/consultants? Will there be any requirement for bidders to be Canadian based companies and not just Canadian branches of foreign companies set up solely to bid on this project like was the case with the panam Games soccer stadium/Tim Horton's Field?</p>	<p>Noted</p> <p>Detailed traffic studies will be part of the EPR, and additional information will be available at PIC #2</p>
<p>Please, please stop council wavering and get on with building this. If we are to be "the ambitious city" ... The LRT has to happen!!!!!!</p>	<p>Noted</p>
<p>I am from East Hamilton and feel very strongly that we are not ready for LRT. Invest in HSR rather than LRT. Our council is inadequate to this right, its totally ridiculous to have it end at the traffic circle, and my list can go on. .Please mark this comment form as against LRT&gt;</p>	<p>Noted</p>
<p>The city should not go through the LRT. I do not feel there is much thought process about the changes being made even though there are numerous documents and studies. The changes on York between Aldershot and Dundurn Castle have caused a large amount of congestion for the few people that use the bike the bike lanes. There was a perfectly fine wide sidewalk that could have been utilized but congestion just increases with the mount of people that commute to Toronto or to GO stations. Toronto has shared sections of sidewalk with cyclists and pedestrians. LRT will not help with getting into the city it will just damage the little amount of businesses that have survived so far. Please do not make this mistake. There have been to many mistakes with many changes and wasting of money in Hamilton in that last couple of years.</p>	<p>Noted</p>

Comment	Response
Add a stop at Main and Macklin in West Hamilton	Noted, and passed to design team
I personally would have liked it if the B line continued all the way to Eastgate instead of building the A-line spur to West Harbour. It would integrate the areas of Stoney Creek, Winona more quickly into the rapid transit plan, and it would give a better east-end destination.	Noted
I would have like to see the King Street bridge rebuilt with the LRT using it with cars and peds instead of a new bridge for LRT. I would rather the trains used Paradise Rd to connect with Main St to better integrate the business districts of Westdale. I would like the King St. Bridge over the 403 to be re-built/modified to accommodate pedestrians and cyclists better. The on ramp to Toronto bound traffic from King St (westbound) is extremely dangerous for crossing at the present time. It is very difficult to predict the behaviour of motorists in 5 lanes of live traffic when attempting to cross the unsignalled highway slip.	Noted
I want this transit train, as long as it stops at Wellington Street. Victoria is too far to walk for the seniors who need this service at that corner.	Stop relocated to Wellington
The shutting down of king street through the tight corridor is a poor decision. Keep the line on main and encourage pedestrian traffic through the King corridor. Traffic has been building these last couple of years and I do not think that current drivers of cars are going to change their ways. While I work in Hamilton, the proposed stop puts me 1 km away and in inclement weather this is not a good choice, meaning I don't foresee myself being an avid user of the system. Yes we need modern accessible transportation, but I am not sure that this is the best alternative for the City of Hamilton.	Noted
The proposed U-turn at Longwood, (Longwood option 1) in my opinion would be a disastrous idea to an already busy intersection. Cutting the left turn from Paradise would only exacerbate this traffic. In addition, Longwood option 1, would also bring a great deal of traffic from the east side of Cootes Paradise School, Westdale North, through the residential streets as cars spill over to Macklin to avoid Longwood. I also do not believe that Cline is a large enough street to handle the traffic.	Revised design eliminates U-turn at this location
The City already has a depot at Wentworth and as such I do not believe the Innovation Park land for Intellectual Development should be used for this purpose. Possibly look even further east closer to Mohawk College for student internships.	Wentworth location was considered and not selected due to distance from corridor and residential environment for connection
I believe the route should go from the go station to the airport and buses should feed this from the east and west	Noted
I disagree with the traffic flow proposals where there are such large distances between the traffic that can flow across the tracks. The A-Line is a waste of money. Instead of building a glorified street car that cannot even travel the entire route, build a BRT lane that can allow for the buses to reach their destinations faster and easier for people who cannot travel very far. The transfer from 1 A-Line to another is ridiculous and poorly thought out. The reduced crossings is ridiculous because we want walkable communities to promote local shopping and public health with access to parts. The LRT should not divide the city and your plans shows a large division. During the session I attend the HSR rep suggested the local bus routes such as the 1 King and the 5 Delaware would be diverted away from the LRT. I believe this would be an issue because the number of transfer points and distance between stops reduces people's want to use the service. This could entice people to stay in their Single Occupancy Vehicles.	Noted
Consider 2-Way conversions of North/South Streets to improve traffic flow: Bay, Catherine, Wellington, Victoria	2-way conversions are an issue for the separate Transportation Master Plan
Wheelchair accommodation	All LRVs are accessible, with level boarding from the platform
Not going to Eastgate in Phase 1] seems rather senseless to only go to Queenston. Take a look at Queenston area. People will not want to park there and travel west.	Noted
I am a long-term and loyal user of the HSR, both when I lived in Stoney Creek and since i've lived in Dundas. Public transportation allowed us as a family to have one vehicle. I use the bus even though it can be crowded and sometimes uncomfortable--it's bargain, relatively safe and less stressful than contending with distracted drivers. I believe we have a fairly adequate system both in frequency and coverage--above all, bus routes are flexible and allow for re-jigging of routes and times	Noted
retirement villages, maple Leaf Foods, bakery workers, Binbrook Areas	Noted
Adding U-Turns at Locke, Wentworth	U-turn added at Wentworth

Comment	Response
Aerial ropeway transit up the mountain	Noted
After spending all this money, is it really going to get people out of their cars?	Yes, some - details in EPR ridership report
An alternative to having to walk between Hamilton GO and the B-Line, should it not be serviced by the A-Line, is to provide an accessible shuttle option, such as the Harbourfront train that runs through Bayfront Park, which could be promoted as a tourist attraction as part of the rail experience in Hamilton. Payment for this option could be included within the current HSR fare models. (Some sort of accessible option will need to be created, regardless, as there is currently limited connections for people who require mobility assistance, which defeats the purpose of building an accessible transit network.)	Noted
As I mentioned, the currently placed MacNab Terminal isn't really conducive to integration with the B-Line, and currently has a significant number of buses turning in that would need to cross the LRT tracks. Instead, I recommend moving the terminal to Jackson Street (for those buses servicing the mountain, entering off John and exiting onto James) and Main Street (looping via Hunter) for those buses that need to be redirected West. This will integrate them into the proposed pedestrian corridor on Hughson Street, and will break up the walk visually so that some may not realize the full extent of the distance they're actually walking. (If the A-Line serviced Hughson St., then only those going through the downtown core, such as the 5 and it's variations, that would pick up/release it's passengers on Main St. The remainder could be serviced on Hunter St. Or by Hamilton GO station.)	Noted - revised design will reduce or eliminate bus crossings of LRT
Better HSR connections to McMaster/Queenston Terminal: Express routes to the Mountain/Dundas and improved connections to Waterdown/Stoney Creek/Winona and Ancaster.	Bus routes to be re-configured to complement and feed LRT. Information included in EPR and PIC #2
Between Mary and Wellington - King St thru International village is too narrow for cars and LRT with no future parking you will kill those businesses and create traffic jams	Parking replacement will be addressed in detailed parking study
But I hope pedestrian amenity and safety (and sense of safety) is maximized, especially as traffic in many places will now be adjacent to sidewalks where previously parked cars provided a physical barrier. LRT success depends on excellent pedestrian spaces.	Noted
By 2024, we will likely be in a period where conventional or crude oil is unable to provide adequate fuel for modes of transport, especially automobiles. Don't forget, unconventional sources of oil such as Tar Sands and Shale oil (tight oil) require huge injections of conventional oil to be usable as fuel. Since 2002, energy companies have doubled their expenditures on oil exploration which has yielded significantly lower amounts of oil discovered. This has become quite significant since 2011. In 2015, oil exploration efforts have yielded 2.7 billion barrels of oil. We consume 32 billion barrels annually. This year, as 1 August 2016, we have found 750 million barrels. Light rail provides a baby step in being able to run our society on much less energy. Electricity used in overhead wires is a lot more efficient than running on batteries.	Noted
Concerned about distance between stops for mobility-challenged riders who have to walk greater distances between stops than currently serviced by HSR	Stop added at Gage Park; bus service to remain on Main Street West
Concerned about contracting SNC Lavalin. Bad reputation	Noted
Connector from Gore Park to Hunter St should be car-free	Noted
Contingency plan in the event an accident stops the LRT for an extended period of time is one of my concerns	These types of plans will be developed by the private operator prior to opening
Distance between stops too great for people with mobility issues, especially during bad weather.	Stop added at Gage Park; bus service to remain on Main Street West
I thank you for your time and effort in trying to balance the needs and desires of such a diverse community such as ours.	Noted
I'd also like to see that the LRT network can also function as a traffic bypass for emergency vehicles, similar to the design on Spadina in Toronto. (St. Clair has center poles for lighting, making the lanes too narrow for emergency vehicles.)	Parking and loading areas will be accommodated off-street

Comment	Response
If single stage crossing across Main St - rather than double stage - light will have to be much longer to allow for elderly/disabled etc	This has been considered, and split stage crossings will be provided where necessary
If there is a possibility to simplify or align traffic flows/directions, through the section of King which is 1 lane, it would be great with the portions one lane east and west and others one way west, it appears confusing.	Noted, and passed to design team
Integrate every aspect of the design and operation	Noted
It is possible, at some expense, to make it possible for double decker GO buses and LRT to pass under the tracks at Hamilton GO station. Simply lower the street level at the underpasses, and lower the level of the bus terminal inside the GO Centre so vehicles can turn in/out safely. This would mean extending the slope outward on both James and John streets to ensure a safe grade for braking vehicles, and may inconvenience some property owners in the affected areas. (Sidewalks would not need to be affected, but railings would need to be installed.) This could allow for future expansion of the A-Line south to Mohawk College.	Noted
Lights at Montgomery Park	Noted
Looking forward to the economic up lift	Noted
Looking forward to the LRT in Hamilton!	Noted
LRT has limited benefit. Only people living and working very close to LRT stations will benefit and this means that only a tiny percentage will find it worthwhile.	Noted
Main St 2 way conversion should be high priority to make this work	Traffic circulation details are provided in EPR traffic reports - Main Street conversion is an issue for the separate Transportation Master Plan
Metrolinx is out of city -- they could care less about problems	Noted
More access to LRT	Stop has been added at Gage Park
More bike parking	Noted
No mention anywhere of who operates the trains, unionized or not.	Drivers will be employees of the private operator - it is not known if they will be union or not, but many similar operations employ union drivers.
No point in terminating at Queenston because there is nothing there. If there is not enough money, wait until it is available	Noted
No sheltering roofs?	Noted, and passed to design team
Park and rides at outlying stops to encourage people from outlying areas (intermittent or no bus service) to park at the end of the line and ride the LRT especially for sporting and arts events and downtown workers who currently drive	No commuter parking lots are currently planned
Personally, I'd like to see that crossovers are installed at every station or 1 for every kilometer of track, whichever is greater. (Crossovers should only be installed at stations.) This will allow flexibility in the system for inevitable traffic accidents, emergency closures, and the possibility of "bunching" caused by weather or other delays.	The private operator will be responsible for developing a detailed LRT operations plan, including the location of cross-overs
Please add how mountain people who drive downtown do so after the LRT is installed	Traffic details provided in EPR and PIC #2
Pleased to see that there will be a wide pedestrian walking zone mentioned;	Noted

Comment	Response
Replace A-line with buses	Noted
Seniors will not be able to walk the distance between stops	Stop added at Gage Park; bus service to remain on Main Street West
Should not have any contracts with SNC Lavalin -- they are crooks.	Noted
Show decisive leadership. Make it happen. Do it right. I am behind you	Noted
Thank you for the opportunity to comment.	Noted
The A-line section is essential	Noted
The underpass at Gage Ave area seems disturbing with flood risks regardless of pumping station	Detailed-design will address these risks
This open house is a joke and an insult.	Noted
This questionnaire is unfair. It gives you options on LRT changes not whether the LRT is desirable or necessary. Jane Jacobs would scold the designers.	Noted
To make Hamilton citizens want to use the LRT it will have to be attractive and comfortable. The whole enterprise will be chaos if the signage and access is limited.	Noted
Turn car dealership at Caroline and King into a parking lot	Noted, and passed to design team
Unless the LRT goes to Eastgate, it just isn't worth building	Noted
Until investigations are over with results, we should not move forward	Noted
Use Transportation Master Plan which shows buses and Added enhancements to get to LRT *concerns in Grimsby*	Noted
We need a vote on this LRT. This night is a waste of time. Looking at pictures doesn't tell me anything. I thought we were having a discussion not a picture show.	Noted
What about seniors and their walkers? - the stops are so far apart. There has not been enough clear thinking going into this - the Liberals have \$1B carrot in front of City Hall and some bit	Stop added at Gage Park; bus service to remain on Main Street West
Why invest in streetscape when the roadway will be ugly with tracks, poles 100 meters apart and electric wires. No amount of streetscape can detract from the ugliness of this 40 year old technology.	Noted
With less than 1/3 of the population living below the escarpment, why build an LRT to service a route that is more than adequately served by the 'B' Line? Hamilton needs LRT as much as Alberton needs a Subway system.	Noted
You have compromised pedestrian crossings at all places in proposed route. Pedestrians will cross anywhere they want just to cross the street in a time efficient manner. They will not walk 3-4 city blocks to cross a street. You should walk the city more often to see this.	People without mobility aids will be able to cross the alignment at any location. Accessible crossings are located an average of about 250 m apart
Last but not least 6-7 years of construction/disruption is far too long to expect individuals and businesses to endure	Noted
When will the higher order pedestrian corridor along King and Hunter be designated?;	GO Pedestrian connection details in EPR and PIC #2
Councillors are not convinced this is a better system (a concern).	Noted

Comment	Response
Are you people serious What are you thinking? Bring this city up from the mud and get buses running into more areas of the city and this includes outlying areas that are a part of Hamilton without any of the perks of living in the city proper	Noted
Certainly, one of the advantages of the train would be accessibility: it is awkward at best for chair-bound customers as well as for HSR drivers to lower buses and ramps. Still, drivers are patient, and bus users are, too. The train with its level access would be great, I'm sure, both for the physically challenged as well as for parents with strollers, the elderly with carts, etc. However, the train will be functioning more or less as a B-line--stops will be fairly far apart and this counteracts some of the advantages of accessibility.	Noted
City council is basically selling its street so	Noted
Concerns about accidents of bicycles, skate boards etc crossing track	Noted
Fastest growing area -- Hamilton Airport -- this line should be first priority	Noted
I hope there will be a recognition of the history of international village before it dies, which the proposed plan will do.	Noted
I moved from Dundas to Gage Park area 11 years ago. Lovely area, but I know the people in the north of this area are the 'real people' who need the transport of busses not LRT	Noted
I strongly support LRT in Hamilton and want it built	Noted
I thought the LRT was moved from middle of the street to side. Now it's back to the middle of the street again. Cars do not stop even for school bus with lights flashing.	Noted
Integrated bus stops	Noted
Keep the public informed on cost, design	Noted
No opportunity to speak publically to all these attendees. I wasted my time and effort	Noted
OMSF - suggest using the west end of the TH&B / CP rail yard - accessed via the abandoned right-of-way off the former TH&B to Dundas -- which runs from Main St W at Cootes Dr / Ireland ave -- and goes southeast over the 404 to the Rail yard. This way the longwood Rd Bridge is not needed for LRT Tracks.	Noted
Please look at moving King/B-line bus off LRT route before and after construction. This would help bus users and drivers feel less construction pain	The private consortium responsible for design and construction will be required to develop detailed construction management plan
Same fee structure from bus to LRT to bus -- should use the same transfer system (with a time limit for using transfers)	Objective is to integrate fares with HSR fares
Spur to new facility at MIP needs very careful planning in order to accommodate cyclists	Noted
Taxi business will love you!	Noted
There should be a referendum.	Noted
To improve traffic flow, the bikes lanes on Cannon St should be removed and replaced with bike lanes on York Boulevard ie Main St traffic EB and Cannon st WB	Noted
Where is the option to say -- we don't want the LRT -- by offering only choices to the proposal you don't give citizens the right to say NO LRT. It will be too disruptive of traffic and business. Ride the B-Line Express -- it presently serves the community well and is not disruptive of traffic or business.	Noted
I'm wondering if identifying the potential negative consequences of Hamilton not taking the money for LRT on future provincial transportation project (e.g., Brampton) could be an effective strategy in discussions with councillors, residents, and business still against the LRT project.	Noted

Comment	Response
Also not in favour of building an underpass on King between Ottawa - Gage by the CN Tracks -- really! Have you seen the flooding at Kenilworth's underpass regularly? This seems like an 'overkill' method to solve a problem with CN. A very costly fix to the city and the residents in that area.	Noted, and passed to design team
I think the fewer stops as compared to bus service will present accessibility issues. I think this strongly supports conversion of Main St to 2 way traffic with enhanced bus service on that route or more shops need to be added on King route	Noted
I wonder, too, about ridership--my experience has been that the bus is not used by the full range of our demographic--and it is a bit of a guess as to whether or not this will change.	Details are provided in Ridership report Appendix to EPR and PIC #2
If this city is so sure people want it then they should have a referendum and truly let the population speak.	Noted
Increased number of student at Columbia	Noted
It is a monopoly council is inviting to the centre of our city	Noted
Ped bridge clearance @ Sheraton may be critical	Noted
Streetscape details are not important compared to the logistics of traffic and LRT train movement. These details can be done once construction is complete.	Noted
The 1 billion \$ of taxpayer money is much better being spent on other issues.	Noted
This form asks us to tell you where things should not be improved. This is not a good way to improve things.	Noted
Where is the informative discussion?	Noted
Why is this form not double-sided? Shame on you Hamilton!	Noted
You have already spent a large amount of taxpayers dollars and a lot more will be spent before shovels get in the ground and there is only speculation that LRT will achieve its goals	Noted
I also share the opinion of many others that not completing the line through to Eastgate is a mistake--it's mystifying that we are being forced to accept a connection to GO near the harbour and a new bridge across the 403 (and, recently mentioned, a spur line to a new maintenance yard)--for all of which there is money available. Isn't Eastgate very near the GO extension? Also, there were be an enhanced pedestrian corridor to the Hunter Street GO station. As friends said who were nearing the end of a renovation, if we don't have the trim and painting done now, it's not going to get done.	Noted
I am also very concerned about how few safe pedestrian crossings are contemplated	Pedestrian crossings, including pedestrian signal, stations and signalized intersections, average approximately 250 m
Looks like I need to move back to Dundas.	Noted
LRT is the least sharing element of the road traffic picture. They'll take their piece and everyone else can have what's left -- cyclists stay away!	Noted
Part of any referendum has a section that asks if they bus or drive preference should go to bus users the cost will be too much for the 100 thousand poor who live here and cannot afford the bus now	Noted
Possibility of new student dorm on Traymore [?]	Noted
Streetscape elements are all important -- why should we have to de-prioritize any?	Noted
Concern re: how quickly trains able to stop if students cross at not crosswalk areas	Noted

Comment	Response
Currently I can hop a bus from University Plaza in Dundas and travel to Eastgate in about 40 minutes if I take the B-Line. However, I have the option to take the Delaware across town, stopping with many choices of locations, or the King 1 which travels through Westdale.	Local services, except B-Line, will remain
LRT's fail in show cars can crawl (?) -- see Toronto	Noted
Public transit must be very attractive to use for people who now operate cars to switch	Noted
As a taxpayer I'm concerned about the cost of maintaining LRT and our current bus system.	Noted
Hamilton has a unique geography which will make it difficult to expand train service north and south.	Noted
Concern re:noise near hospital with new terminus	Addressed in EPR and PIC #2

Appendix D-1.F: PIC #1 Panels

*Next page.*

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# Hamilton LRT Project Public Information Centre 1

# 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:**

- Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment.
- 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.
- Complete the assessment of an Operations, Maintenance and Storage Facility (OMSF) where light rail vehicles would be maintained and stored.

**The purpose of this Public Information Centre is to:**

- Present the updated design for the A-Line and B-Line LRT and associated studies.
- Provide information on the Transit Project Assessment Process (TPAP).
- Obtain your input and views on key elements of the project to assist us in refining 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

# 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.



↑ McMaster Visualization

## 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



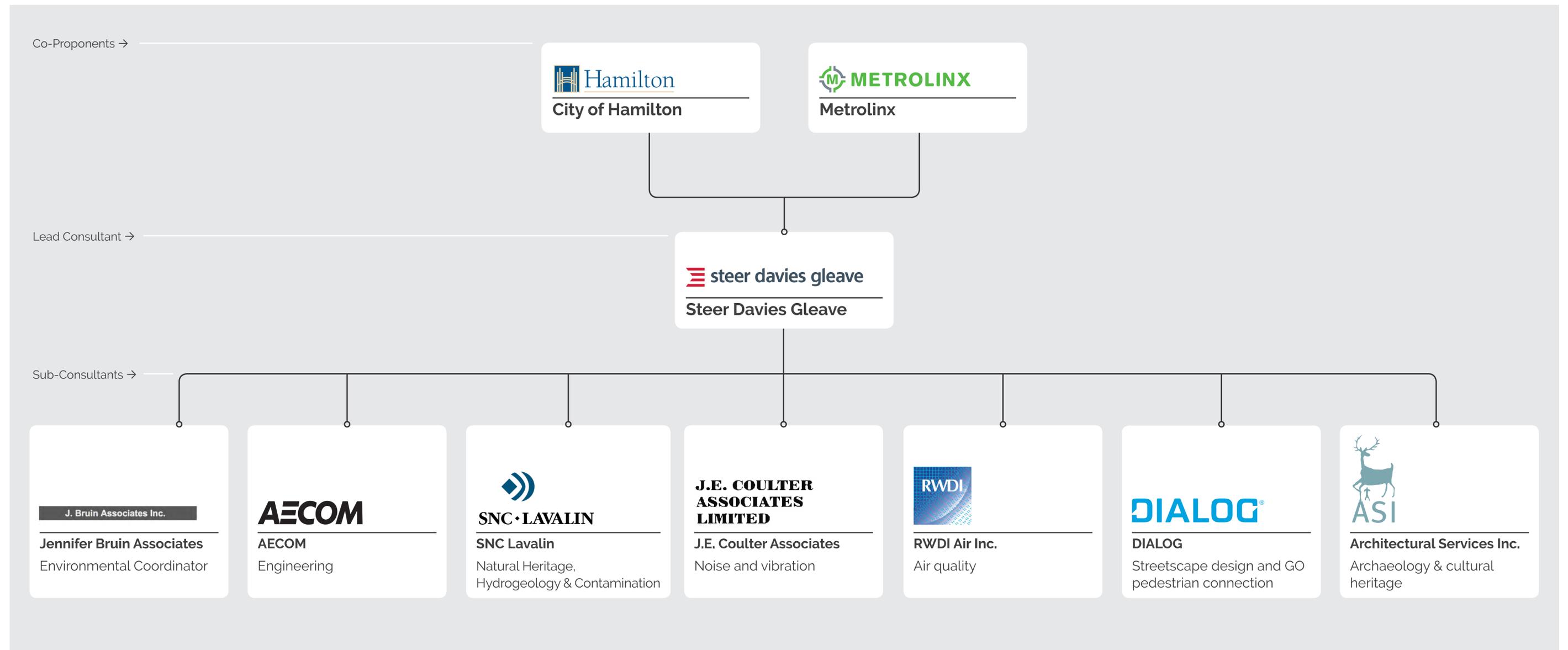
A competitive economy

# Hamilton LRT Project

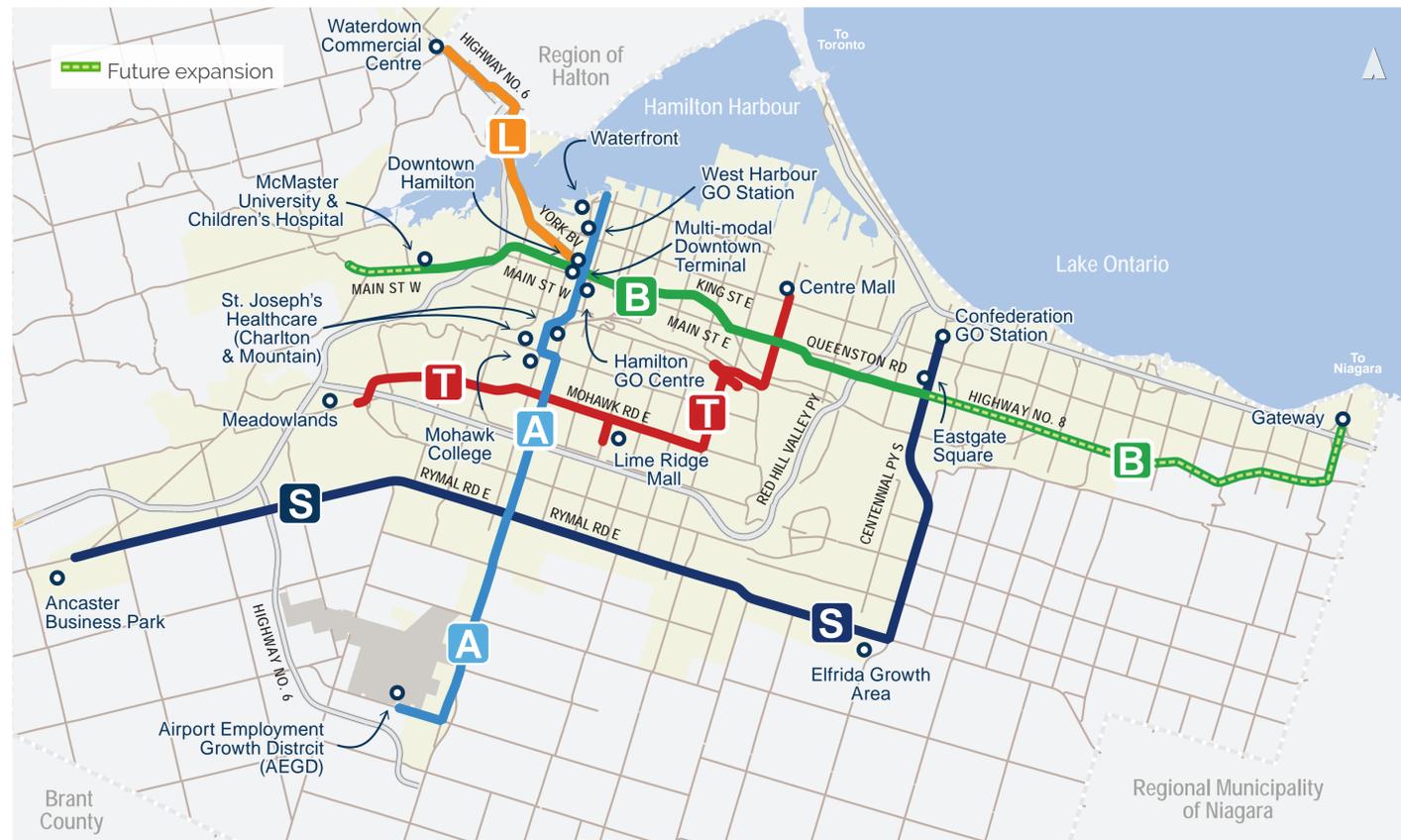


# Hamilton LRT Project Team

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.

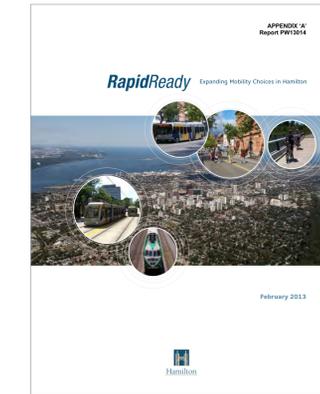


## Provincially / regionally

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

# Metrolinx

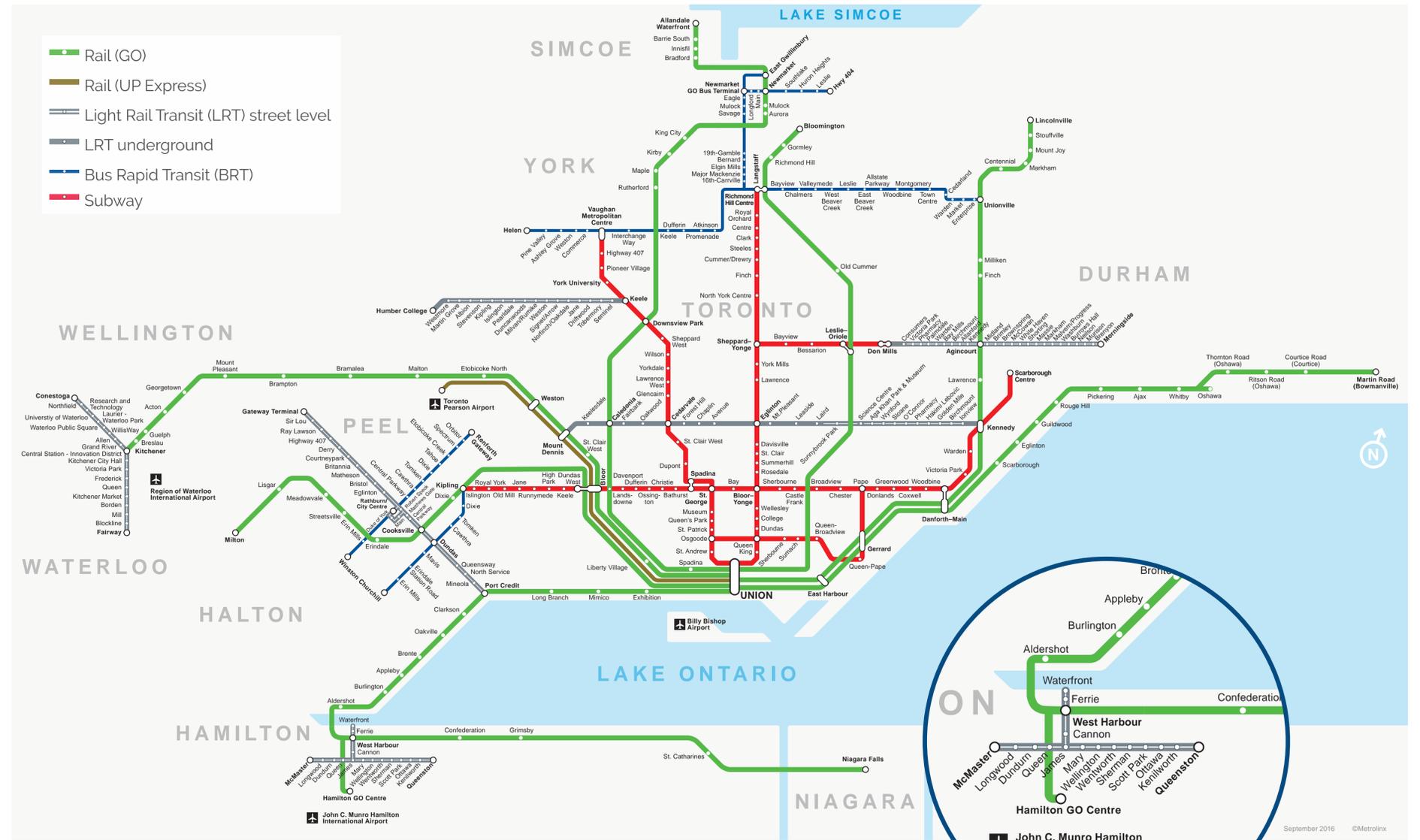
The Regional Transportation Plan is centred on developing an integrated transportation system that enhances our prosperity, environment and quality of life across the Greater Toronto & Hamilton Area (GTHA).

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. Maps and stations 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 throughout most of 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
- 2 Driver controlled
- 3 Transit shelter
- 4 Step-Free access and level boarding
- 5 Segregated LRT with curb
- 6 Landscaping
- 7 Pleasant walking areas

# 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.

# 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 report
- 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

# Integrated Transit Network

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

# 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 street 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.

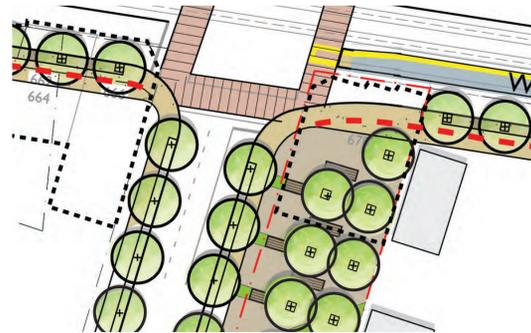
Some of the emerging work illustrated on this and subsequent panels may come forward as part of this project, while others may come forward through change and development on lands adjacent to the corridor, undertaken by individual property owners and stakeholders.

Here are some early design opportunities for consideration →



## Pedestrian through zone

Where feasible, provide a 2 m wide pedestrian through zone, located on both sides of the street, and continuous along the entire length of the corridor.



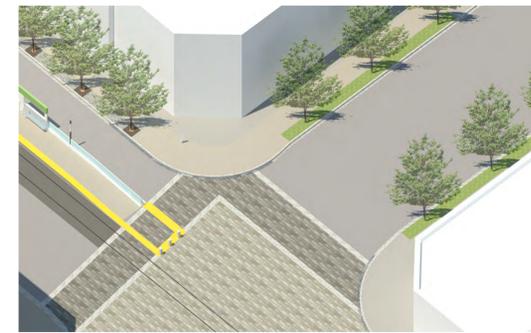
## Interim design of vacant properties

Proposed 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 five years following opening day.



## Healthy plantings & street trees

Cluster plantings and trees in groups, to leverage a shared soil trench, supporting long term health and growth potential. Provide between 8–10 m spacing between trees; this also supports an organized visual rhythm to plantings, furnishings, lighting, and other elements.



## Green lobbies to the corridor

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



## Pedestrian-oriented intersections & crossings

Pedestrian safety and comfort is prioritized by separating crosswalks with paving treatments, colours, materials, and urban braille. Curb radii are tightened, to reduce the crossing distance for pedestrians.

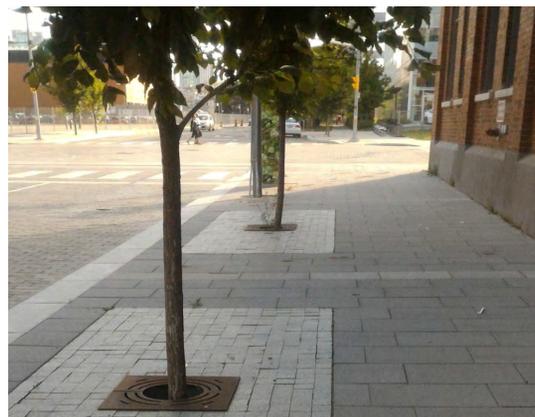


## Context sensitive design

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

# Streetscape Types and Elements

There are four types of streetscape that are designed 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 to the level of targeted investment.



↑ Typical

## Urban streetscape zones

The urban streetscape types will support pedestrian-oriented retail and mixed use urban areas. This will be provided through 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

## The greenscape zones

The greenscape types support the creation of idyllic, naturalized pedestrian oriented areas. This will be provided through 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:

- Locating low shrubs, perennials and grasses at select locations and adjacent to LRT stops.
- Locating 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.
- Differentiating specific areas within the streetscape environment, such as sidewalks, crosswalks and retail uses.



↑ Enhanced



↑ Enhanced

# Introduction and Design Objectives

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



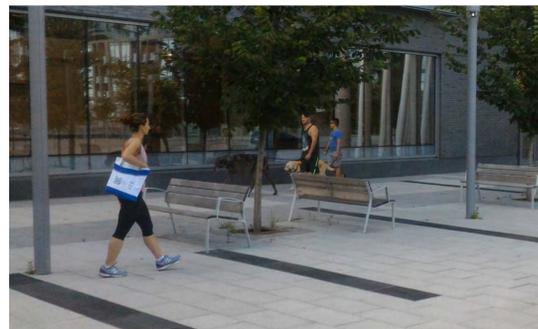
## Design excellence

Shape an attractive and functional design for the streetscape connection, 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, and 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 Centre. 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:** Distance from the westbound LRT platform to the Station building entrance, located at Hughson and Hunter Streets.
- **Wide Pedestrian Walking Zone:** Average width of clear sidewalk, measured along the journey between the LRT platform and the GO Centre 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, compared to other parallel streets in the area.
- **Development / Frontage Potential:** 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 these in the future without unduly impacting the available walking space.
- **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.

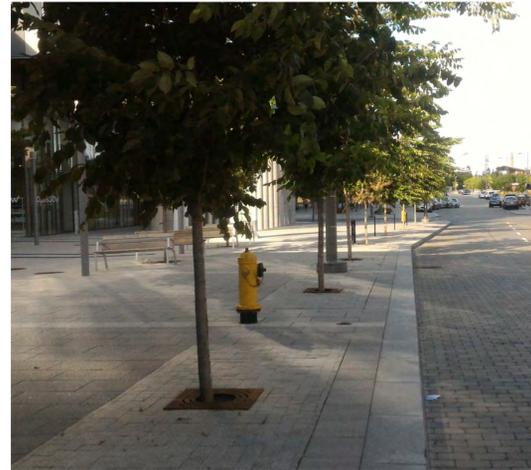
# Streetscape Design Approach

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.

## 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 support the safety and comfort of pedestrians.



## 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.



## 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.

## On street parking

On street parking is accommodated at select locations along the corridor, particularly where there is an established need for short term pick-up and drop-off, or loading activities.

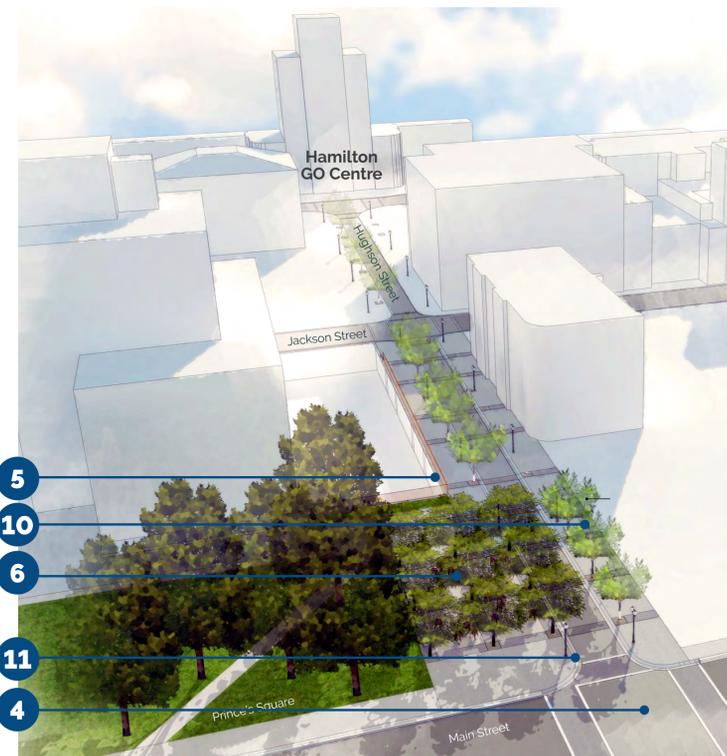
## Lighting

Lighting provides several benefits; for example: foster visual continuity along the corridor, highlight the character of the streetscape, contribute to a safe environment, and offer a distinctive design feature to enhance the pedestrian experience.

# Street Design Concept

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 Enhanced planting at existing plant beds
- 3 One-way vehicular traffic
- 4 Distinctive hardscape paving at intersection
- 5 Decorative screening opportunity
- 6 Pedestrian plaza / bosque
- 7 Existing drive to parkade & surface parking to remain
- 8 Restricted vehicular access
- 9 On-street parking / loading
- 10 Tree in grate comes with soil cells
- 11 Continuous mountable curb



↑ Conceptual View: Looking South to the Hamilton GO Centre



↑ 'A - A' Conceptual Hughson Street Cross Section: Looking North

# 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

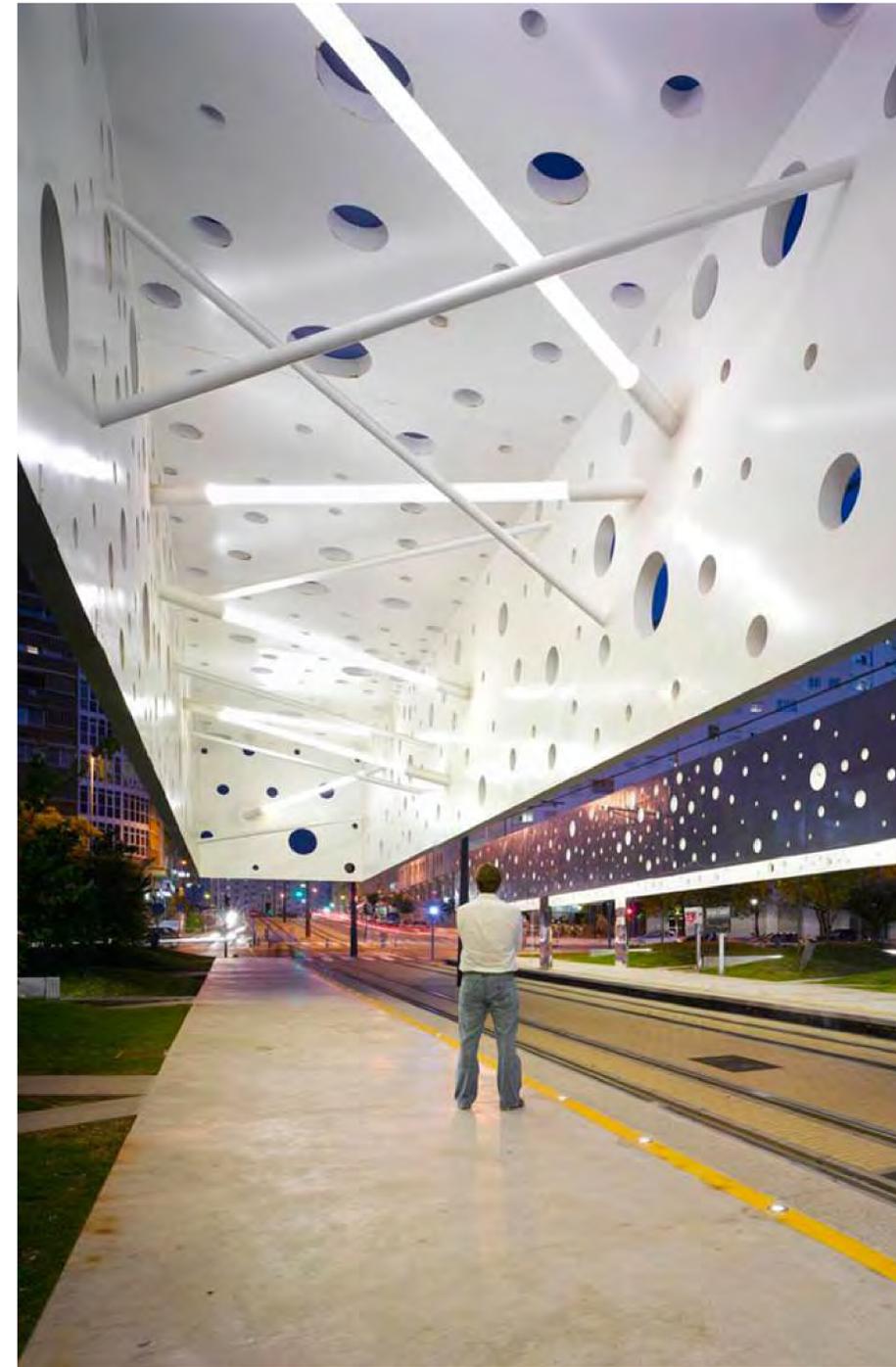
The Principles and Requirements of the Design Excellence document contains three distinct elements of guidance: principles and requirements, precedents, and demonstration designs.

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



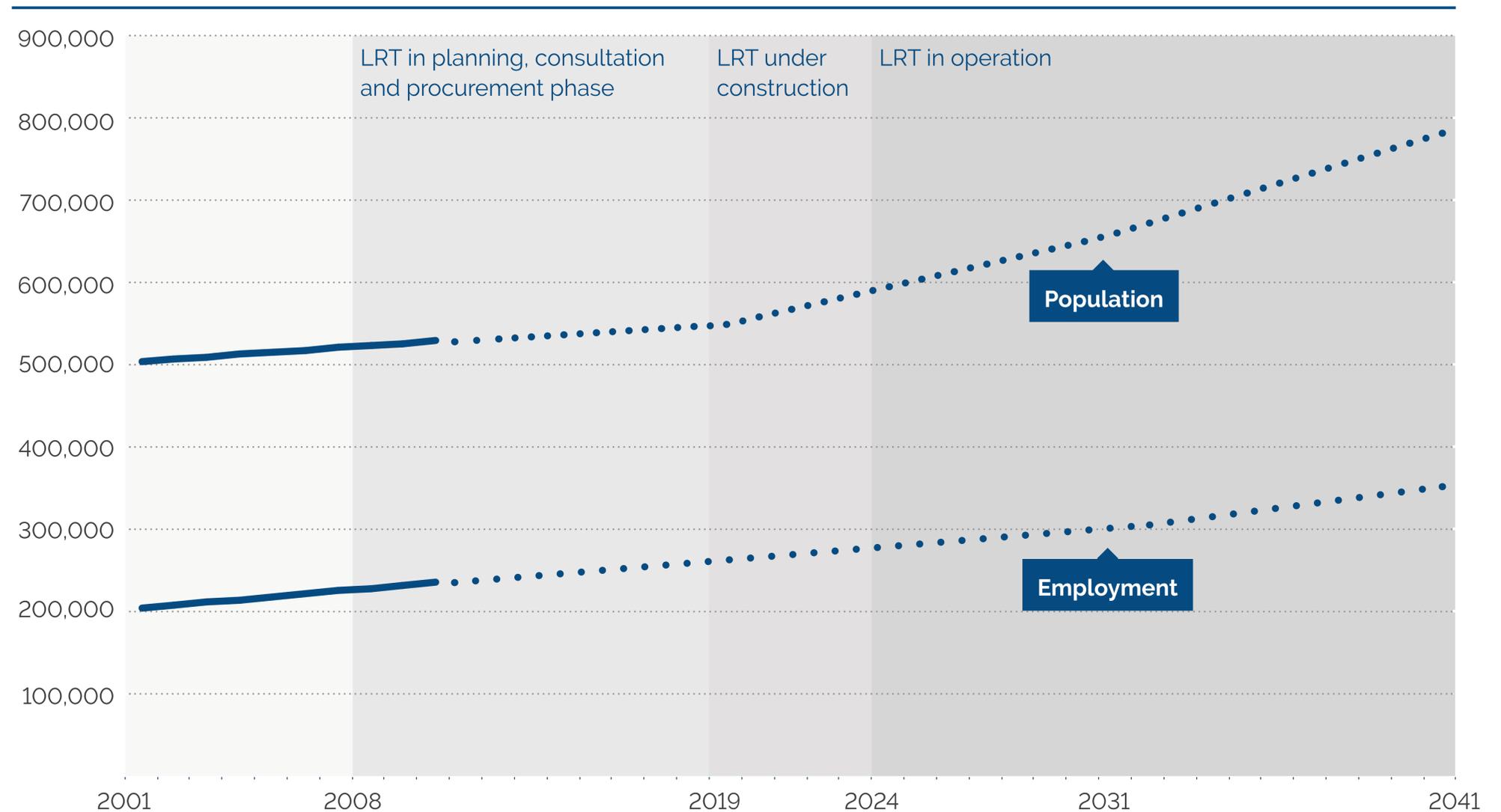
↑ Precedent example of well designed Stops, Hamilton

# Hamilton is Growing

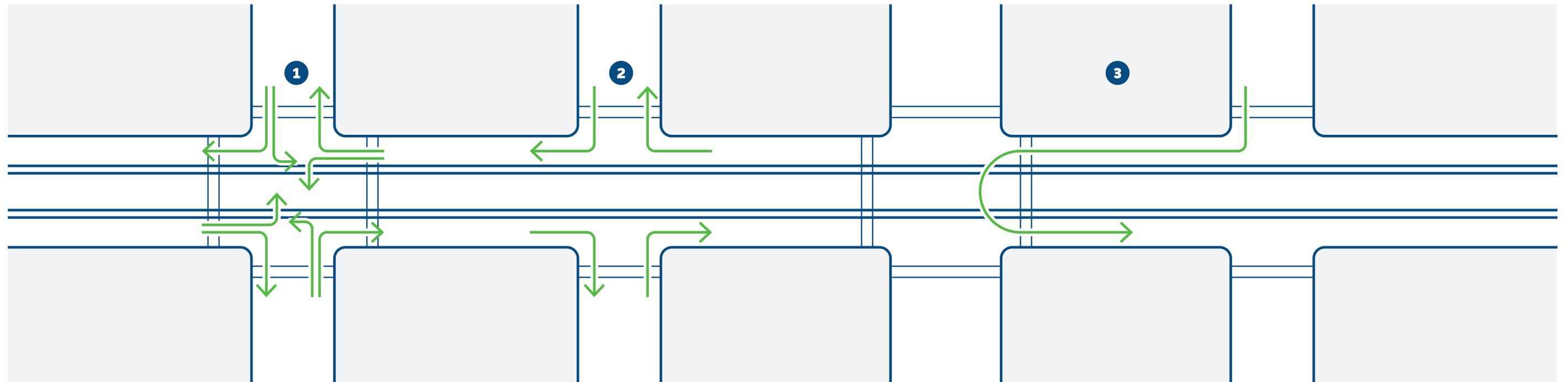
The Growth Plan for the Greater Golden Horseshoe (2013) forecasts that the City of Hamilton will have a population of 660,000 by 2031 and 780,000 by 2041, while the number of jobs will increase up to 300,000 by 2031 and 350,000 by 2041.

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.



# 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 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:

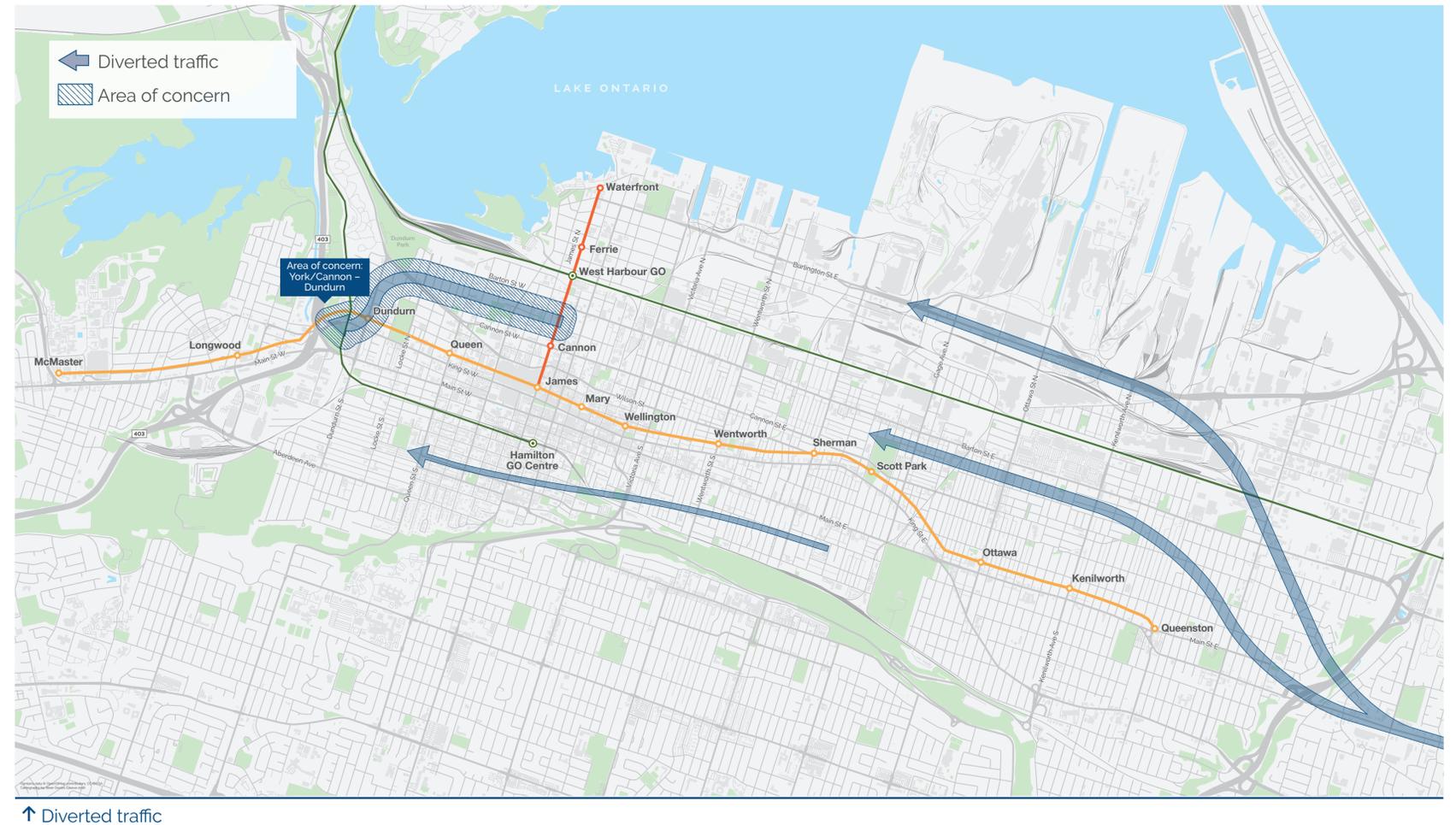
- Significant reduction on King Street westbound.
- New traffic on King Street eastbound where the new lane is introduced.
- Decreases on some perpendicular routes because of restrictions on crossing the LRT alignment.
- Increases on some perpendicular routes as traffic consolidates at crossing points.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



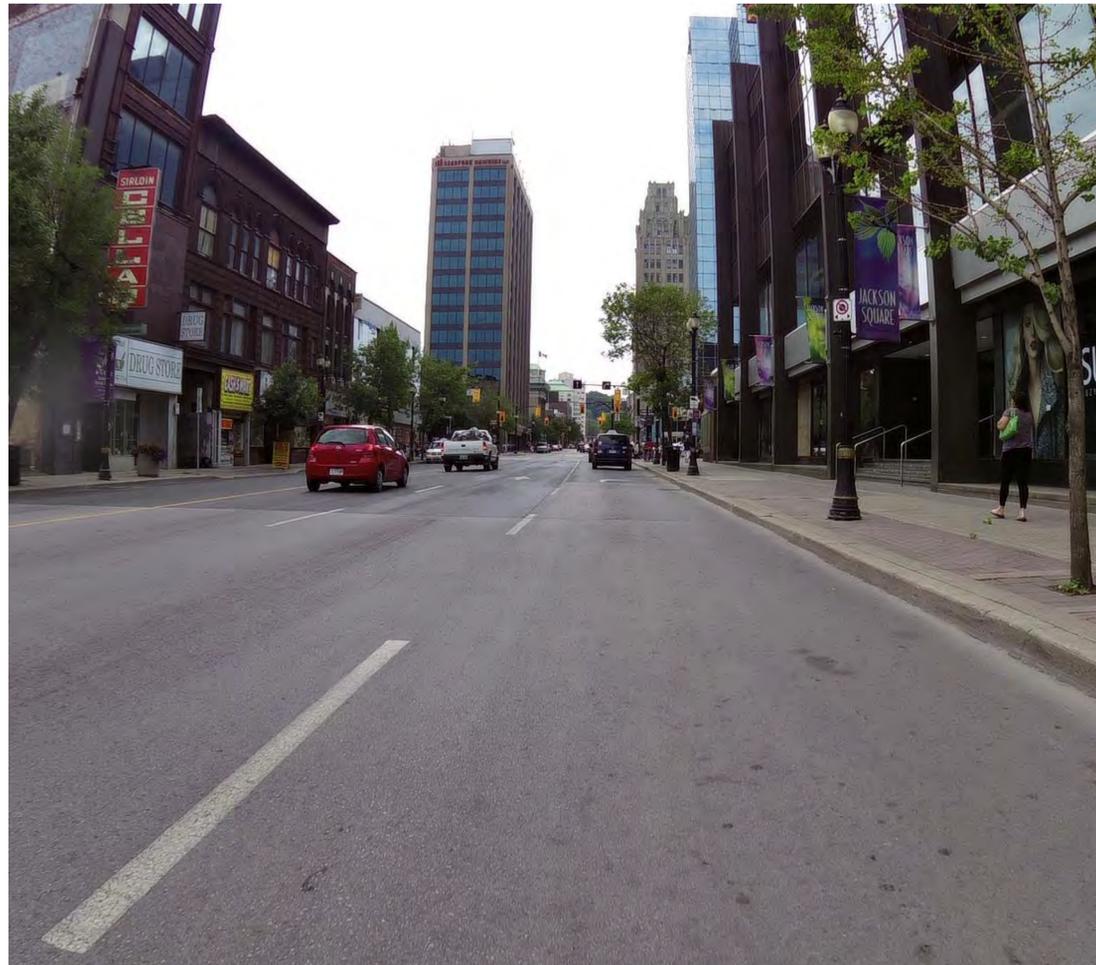
# How will we manage traffic?

Even without the LRT, traffic growth will lead to increased traffic in the network and interventions will be required to keep the network moving.



With the network changes resulting from the LRT additional modifications are required at some intersections. These include:

- Changes to signal timing operation – timings, order and cycle length.
- Changes to intersection operation.
- Change to lane allocation.
- Banning of specific turns.
- Addition of turning lanes.
- Addition of dedicated slip lanes.



Most intersections are dealt with through minor signal changes, and emerging signal technology will make this even easier.

Some intersections may require turn bans (usually left turns) and some may require additional turning lanes or right turn slip lanes.

These potential modifications are being assessed by the City of Hamilton and Metrolinx to determine where they may be required to keep traffic flowing.

This work will continue over the coming months as the LRT design is further refined.

**More details will be available at Public Information Centre #2.**



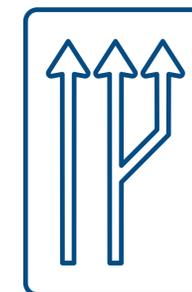
**Signal changes**



**Turn bans**



**Intersection changes**



**Added lanes at intersections**

# Moving More People

King Street and Main Street form one of the most important east-west corridors in Hamilton, serving: the downtown, significant employment and residential areas, and major institutions.

Currently, traffic performance along the corridor is generally good during much of the day. Nevertheless, during peak periods, some queuing and congestion is experienced by both motorists and transit riders.

To support future growth in demand, the corridor will need to expand its people moving potential and protect for reliable transit service.

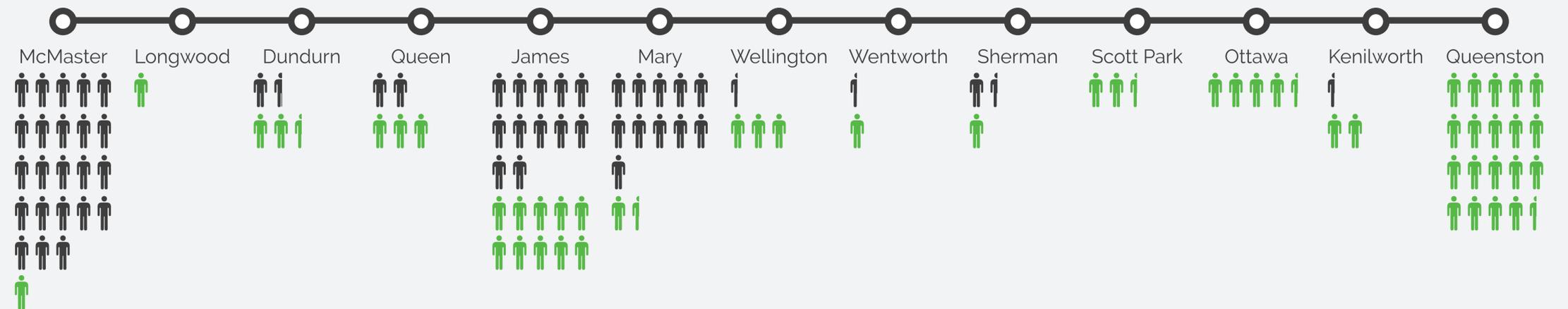
The introduction of the LRT to the corridor will help achieve both the transportation and growth objectives for the City of Hamilton.

## B-Line stop activity 2041 – westbound AM peak hour

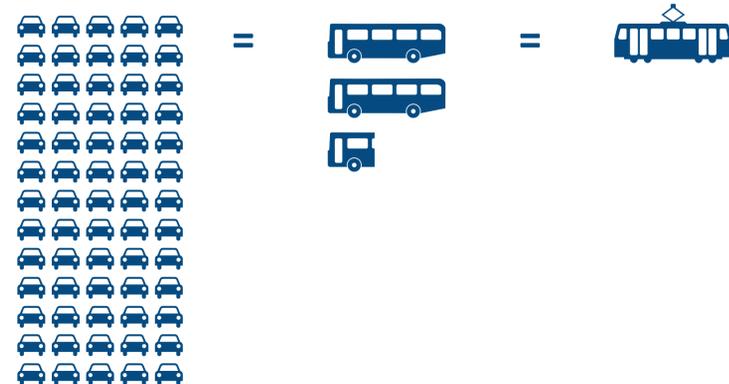
Each person represents about 75 riders:

 Alightings  Boardings

\*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.

# Transit Project Assessment Process (TPAP)

On December 22, 2011, the Ontario Minister of the Environment and Climate Change 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).

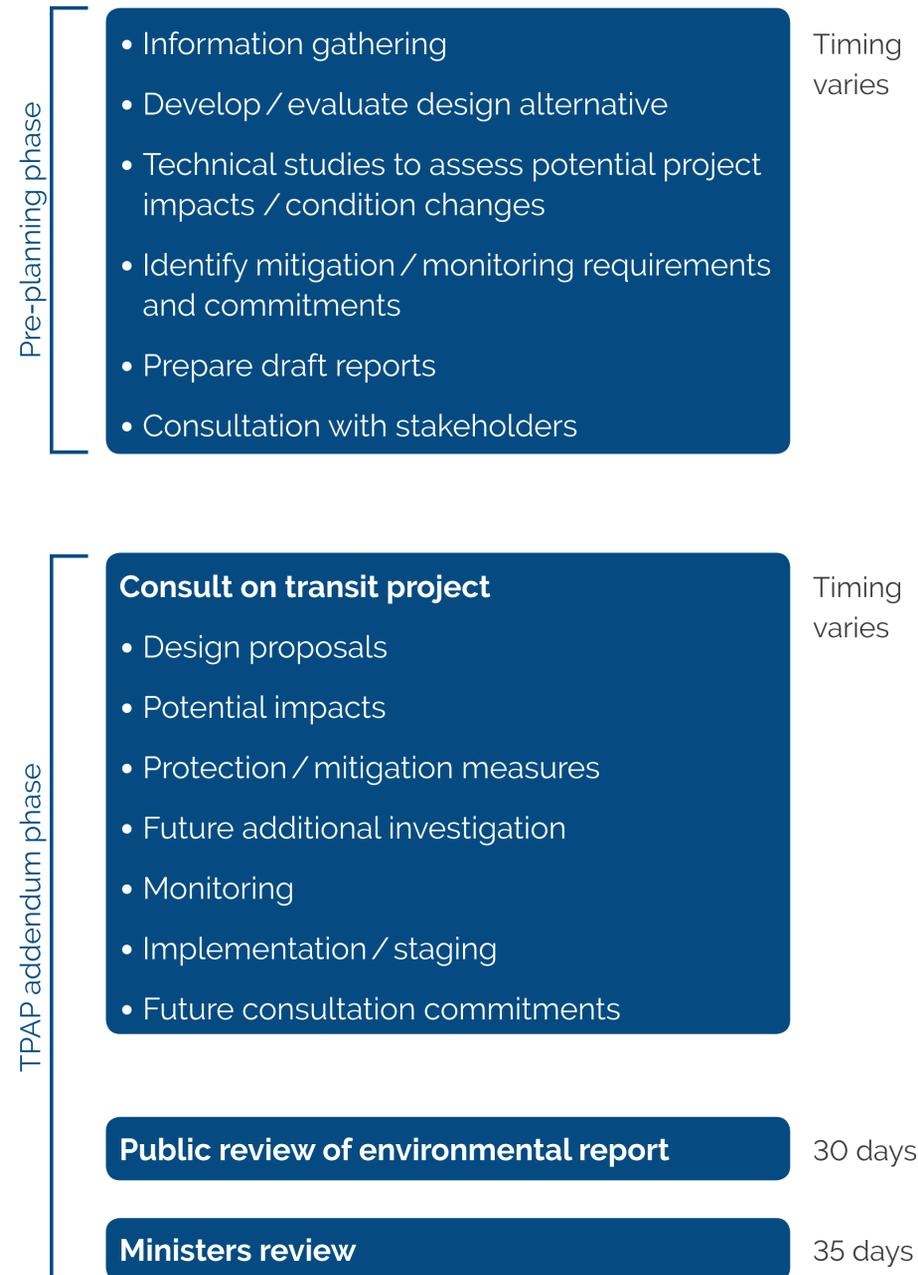
The TPAP process is a focused Environmental Assessment process specific to public transit projects that includes consultation, an assessment of potential positive and negative impacts, and assessment of measures to reduce negative impacts and documentation in an Environmental Project Report (EPR).

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 ER 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.

# Scope of Environmental Assessment

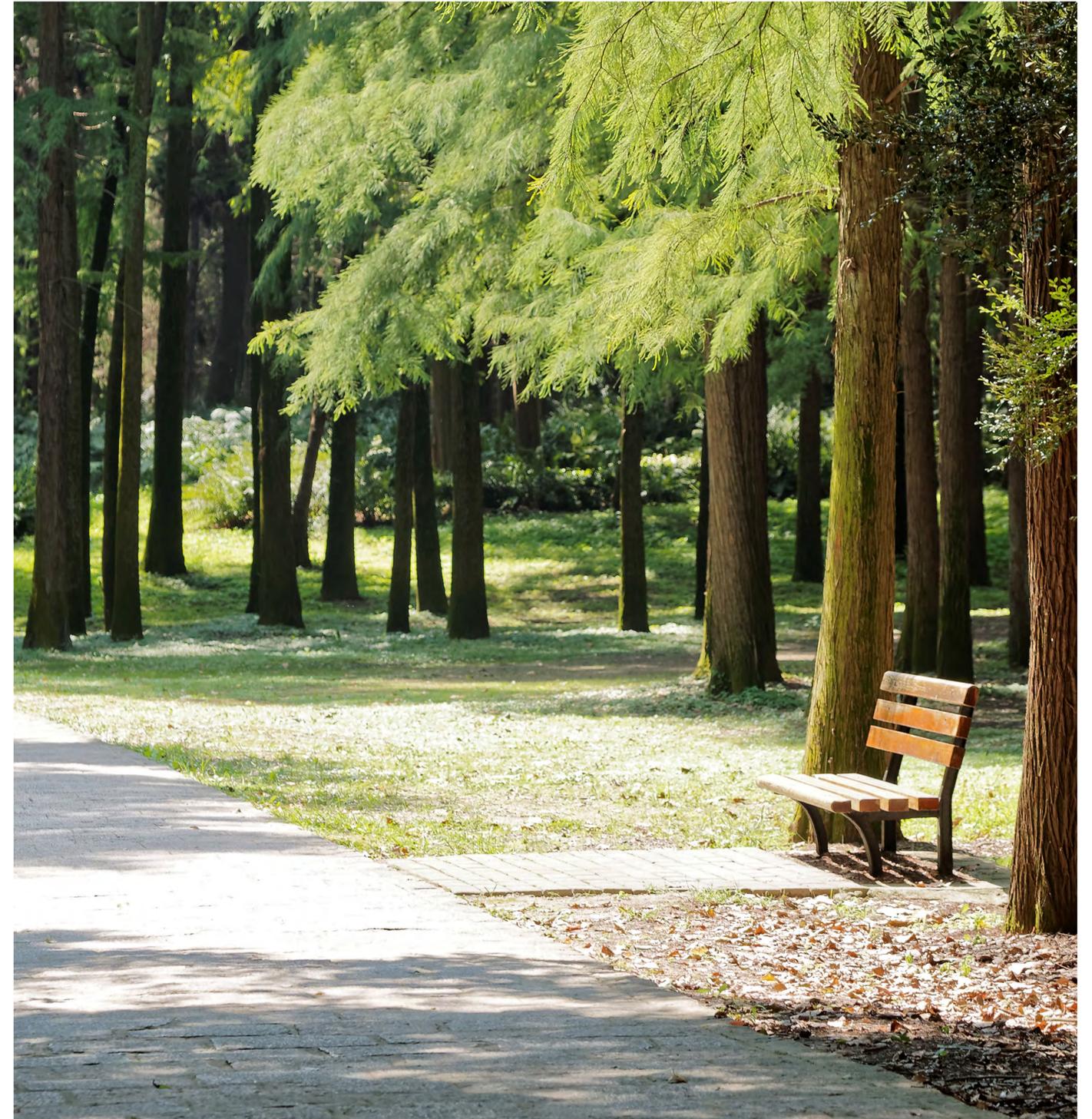
These environmental components include cultural heritage and archaeology, natural heritage (aquatic and terrestrial), contamination, hydrogeology, air quality, noise and vibration.

## 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.

## Next steps

Potential environmental effects will be summarized, and mitigation measures will be identified to eliminate, reduce, or control any negative environmental impacts associated with the LRT project.



# Environmental Studies



## Cultural heritage

A Cultural Heritage Resources Assessment and Archaeology Assessment is being prepared by Archaeological Services Inc. Background research and a field survey will be analyzed for the purposes of identifying impacts of the proposed, undertaking on cultural heritage resources.



## Natural heritage

A Natural Environment Existing Conditions and Impact Assessment report will be prepared by SNC Lavalin. Background research and field surveys will be analyzed for the purposes of identifying impacts of the proposed, undertaking on aquatic and terrestrial resources.

## Contamination

A Contamination Overview Study is being prepared by SNC Lavalin. Background research and a field survey will be analyzed for the purposes of identifying environmental issues within the project area. This includes identification of activities that have potential to result in environmental impact, as well as occurrences such as spills, waste disposal sites, polychlorinated biphenyls (PCBs) storage, and water well inventories within the project area. The field survey includes observing areas by driving over the length of the proposed roadway, and recording all the actual or potential indications of the sources or presence of contamination.



## Summary of work in progress

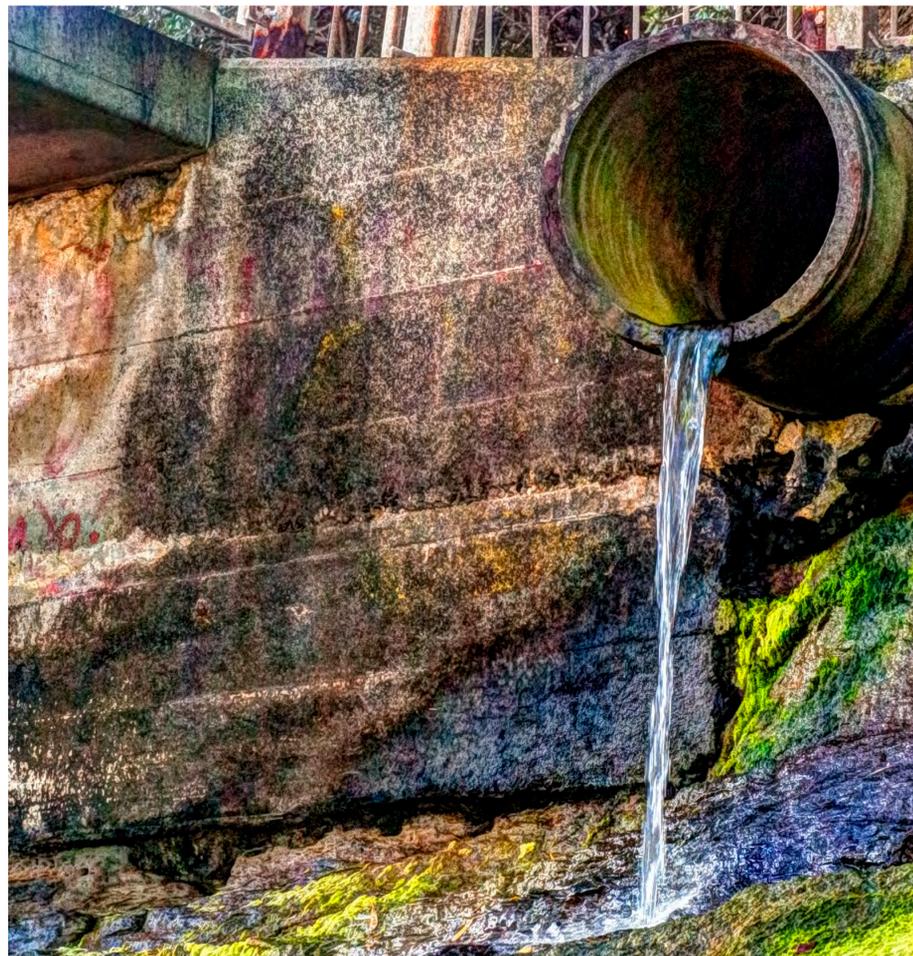
In each study, a background review, and in some cases field work, has been completed in July and August 2016. This work has been done to cross-check the results of previous work, ensure that the data represents remains valid or to update relevant data, and assess the new information resulting from the changes to the project. Findings and reports will be available for Public Information Centre #2.

# Environmental Studies



## Air quality

The Air Quality Study will be prepared by RWDI Air Inc. The Study will involve an examination of air quality monitoring data and how traffic patterns will be altered, to confirm that potential air quality impacts are adequately addressed.



## Hydrogeology

A hydrogeological report is being prepared by SNC Lavalin. Background research (of the physiography, geology, hydrogeology and geotechnical background) and a field survey will be analyzed to provide a description of the conceptual model of groundwater conditions. The report will identify any surface features that may relate to potential groundwater impacts from the development.



## Noise and vibration

A Noise and Vibration Study will be prepared by J.E. Coulter Associates Limited. Background research and field surveys will be analyzed for the purposes of identifying noise and vibration impacts of the proposed undertaking. Long term noise monitoring activities will take place along the entire project corridor, with focused monitoring locations at the MacNab, McMaster and Queenston terminals, and the OMSF.



## Summary of work in progress

In each study, a background review, and in some cases field work, has been completed in July and August 2016. This work has been done to cross-check the results of previous work, ensure that the data represents remains valid or to update relevant data, and assess the new information resulting from the changes to the project. Findings and reports will be available for Public Information Centre #2.

# 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

## 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:

<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">ADVERTISING</div> <ul style="list-style-type: none"> <li>• Radio</li> <li>• Newspaper Ad</li> <li>• Bus Shelter Ad</li> </ul>	<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">PRINTING</div> <ul style="list-style-type: none"> <li>• Postcards</li> <li>• Brochures</li> <li>• Coupon books</li> </ul>
<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">SIGNAGE</div> <ul style="list-style-type: none"> <li>• Window hoarding</li> <li>• Banners</li> <li>• Billboards</li> <li>• Lawn signs</li> </ul>	<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">PROMOTIONAL ITEMS</div> <ul style="list-style-type: none"> <li>• Shopping bags</li> <li>• Pens</li> <li>• T-Shirts</li> </ul>
<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">SERVICES</div> <ul style="list-style-type: none"> <li>• Organize workshops</li> <li>• Canada Post mail-outs</li> </ul>	<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center; font-weight: bold;">CONTACT US</div> <p style="margin: 0;"> <b>West Community Office</b>                      1848 Eglinton Ave West                      416-782-8118                 </p> <p style="margin: 0;"> <b>East Community Office</b>                      Unit 110, 660 Eglinton Ave East                      416-482-7411                 </p> <p style="margin: 0;"> <a href="mailto:crosstown@metrolinx.com">crosstown@metrolinx.com</a>  <a href="http://www.thecrosstown.ca">www.thecrosstown.ca</a> </p> <p style="margin: 0;"> <a href="https://facebook.com/thecrosstown">facebook.com/thecrosstown</a>  <a href="https://twitter.com/crosstownTO">twitter.com/crosstownTO</a> </p> <p style="text-align: right; margin: 0;"> <b>METROLINX</b>  <small>An agency of the Government of Ontario</small> </p>

## HOW CAN WE HELP YOU?

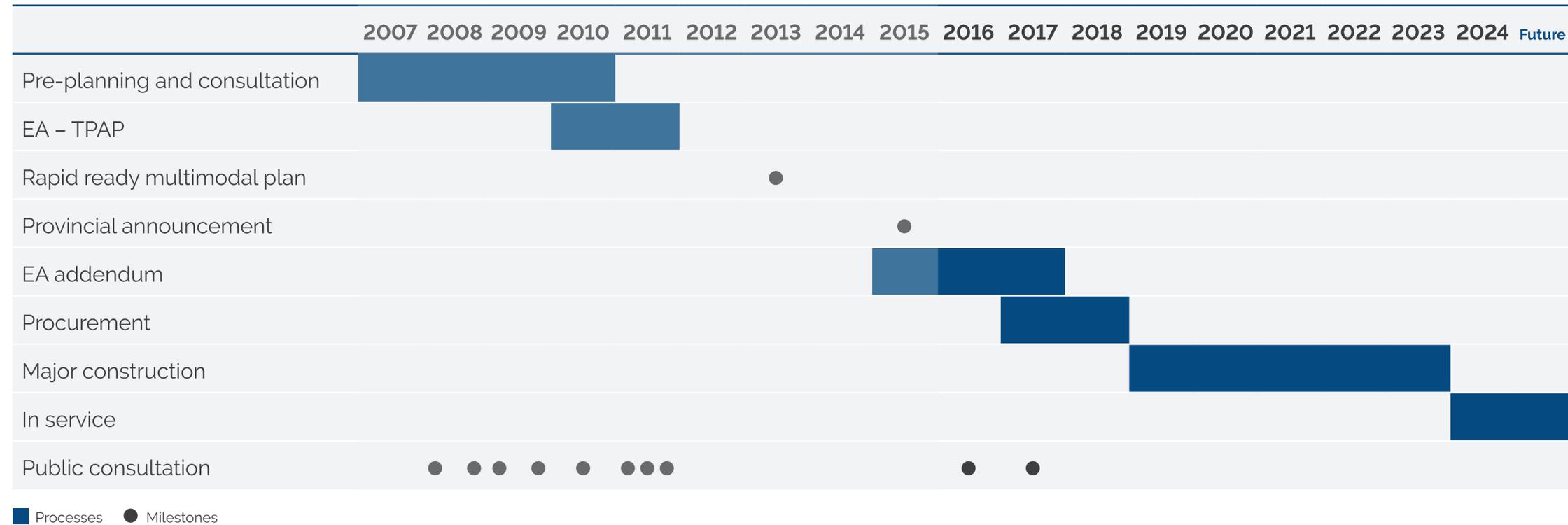
**Metrolinx also works with local BIAs, the Hamilton Chamber of Commerce, and local businesses themselves**

- 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.

↑ Example of Marketing Support from Eglinton Crosstown

# 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 in early 2017, 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 project developments, or call the project team representatives to discuss any questions you may have.

For more information go to:  
[hamilton.ca/LRT](http://hamilton.ca/LRT)  
[metrolinx.com/HamiltonLRT](http://metrolinx.com/HamiltonLRT)

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# 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](http://hamilton.ca/LRT)

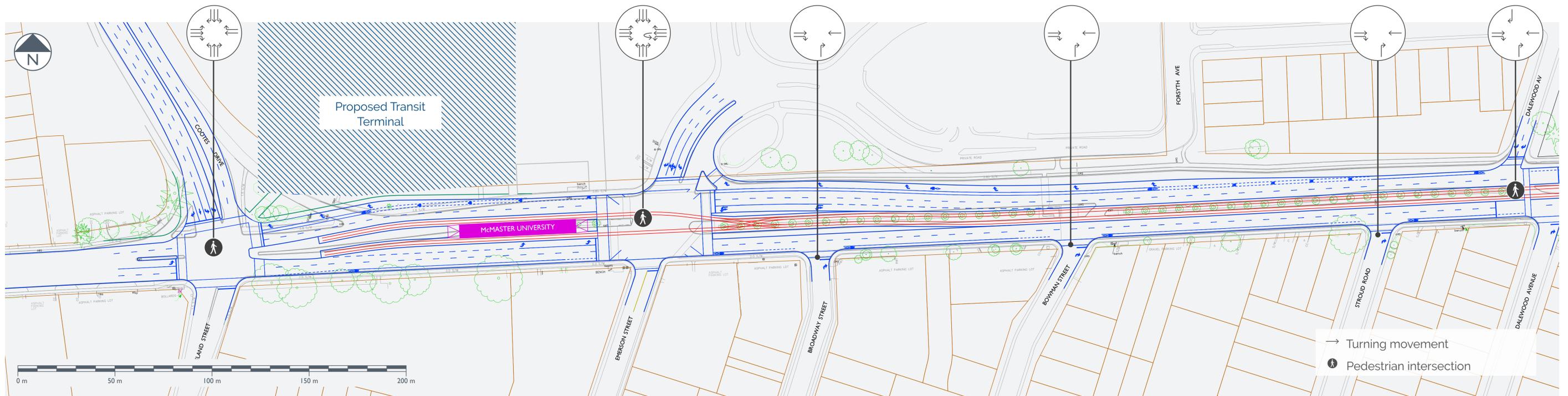
[metrolinx.com/HamiltonLRT](http://metrolinx.com/HamiltonLRT)

# McMaster University: Option 1 (Centre LRT Stop Platform)

Alignment Drawing #B-01



↑ Existing conditions



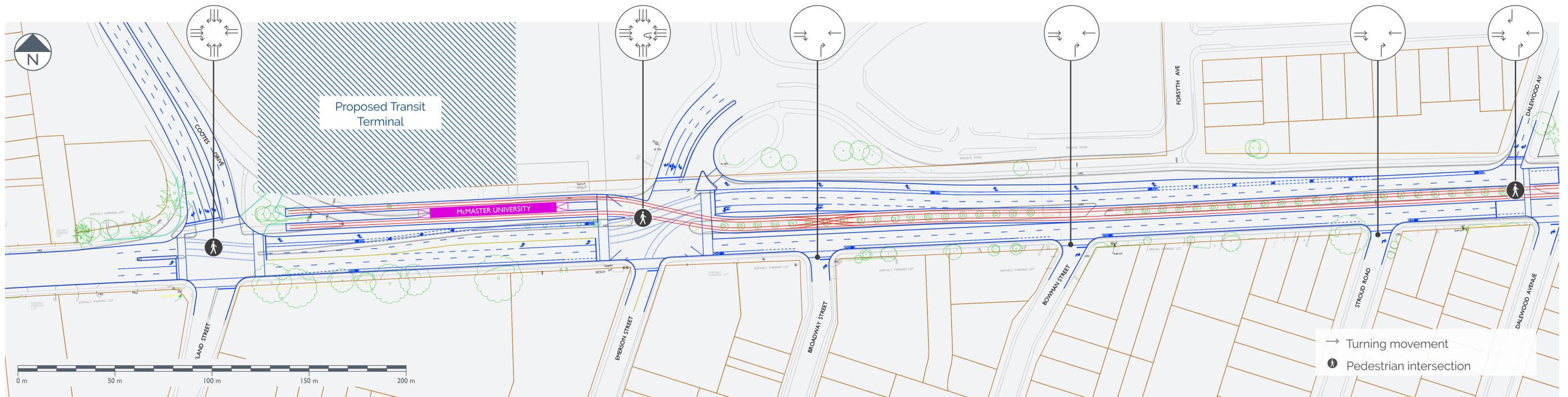
↑ Proposed Layout with LRT

# McMaster University: Option 2 (North Side LRT Stop Platform)

Alignment Drawing #B-01A



↑ Existing conditions



↑ Proposed Layout with LRT

# Main Street West (Gary Avenue to Paisley Avenue)

Alignment Drawing #B-02



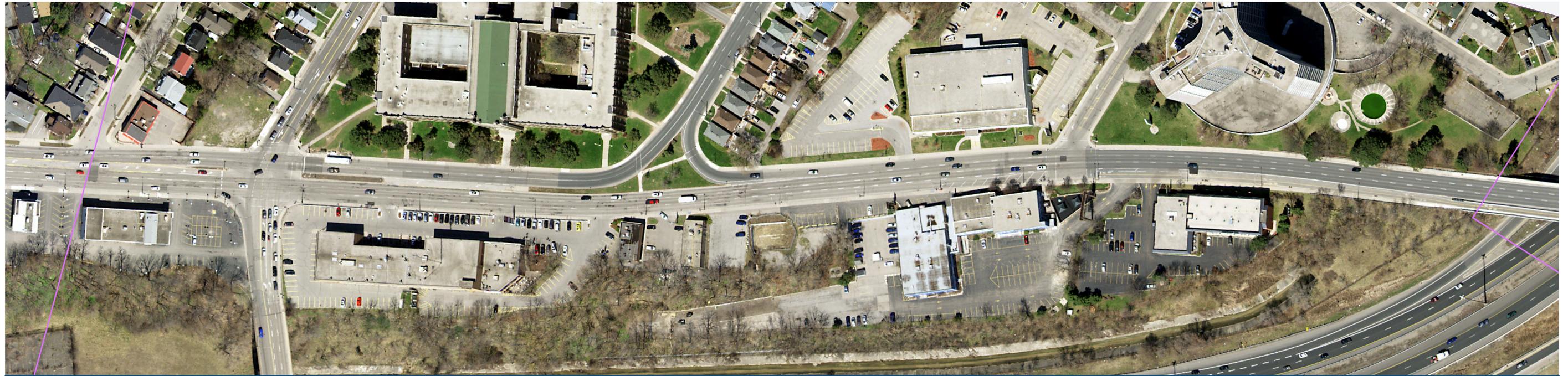
↑ Existing conditions



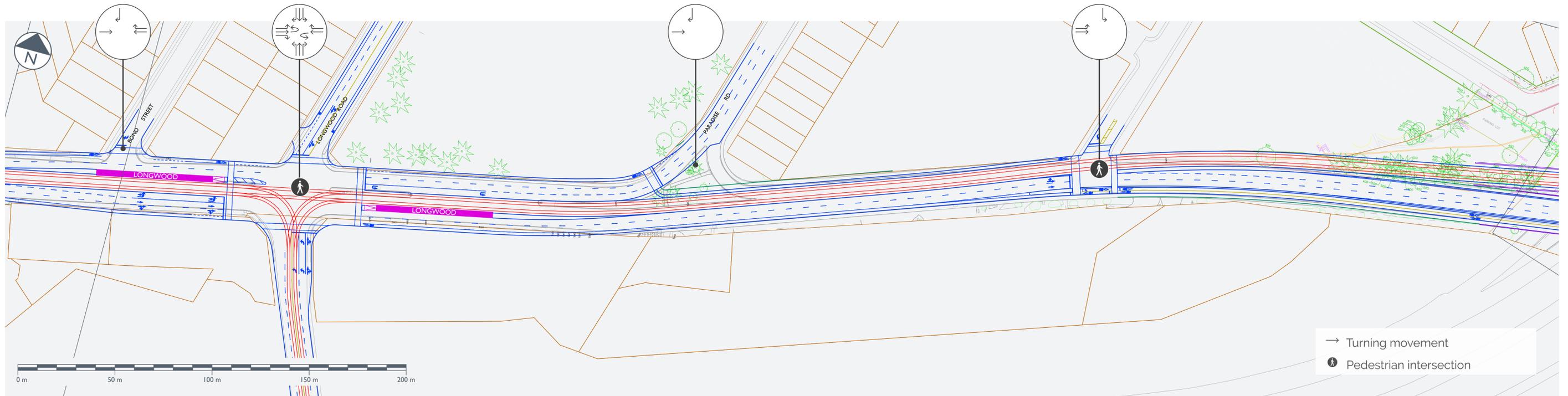
↑ Proposed Layout with LRT

# Paradise Road: Option 1 (Longwood U-Turn)

Alignment Drawing #B-03



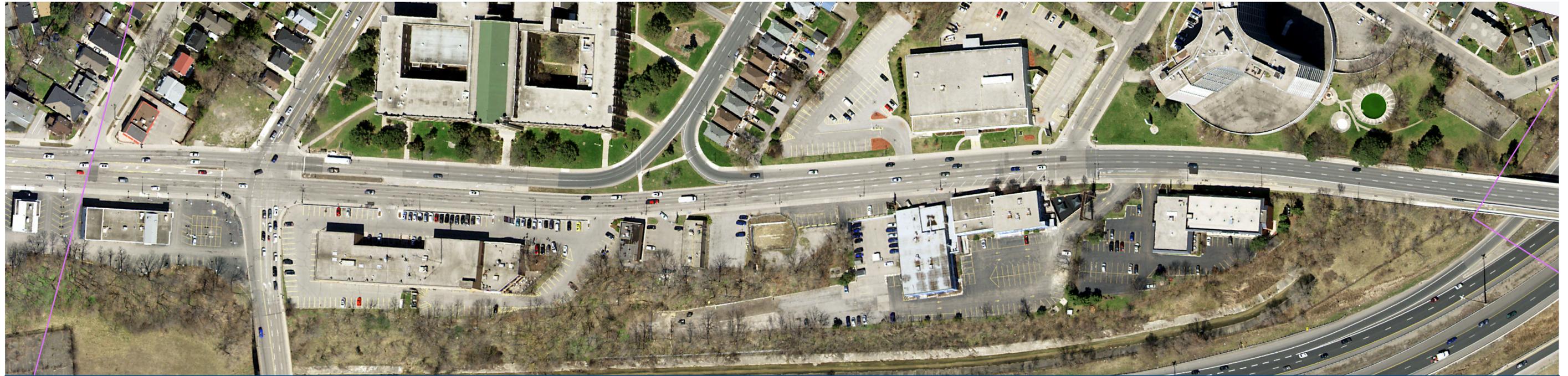
↑ Existing conditions



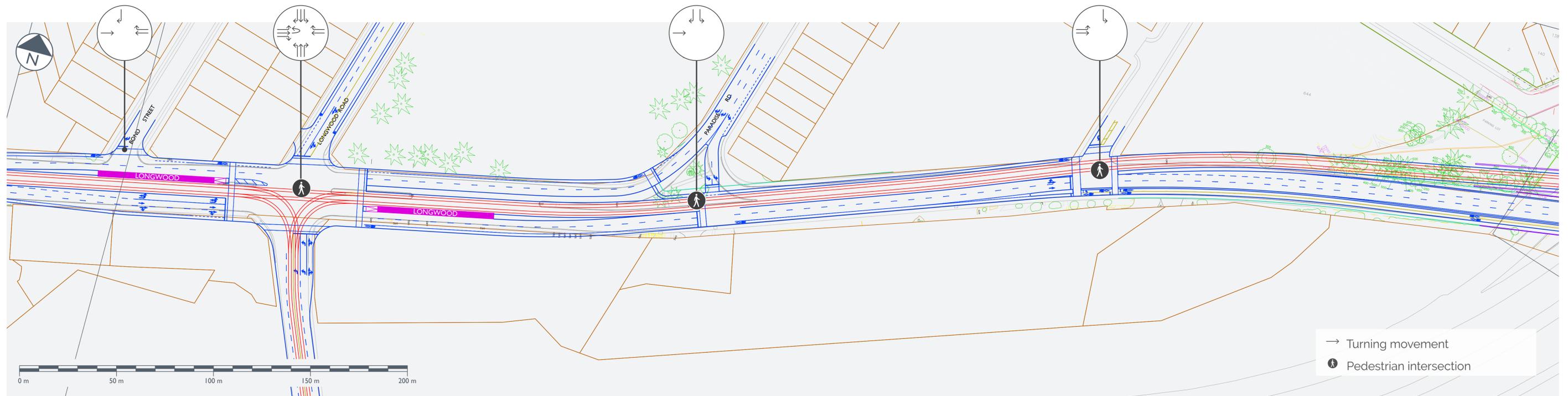
↑ Proposed Layout with LRT

# Paradise Road: Option 2 (Left Turn)

Alignment Drawing #B-03B



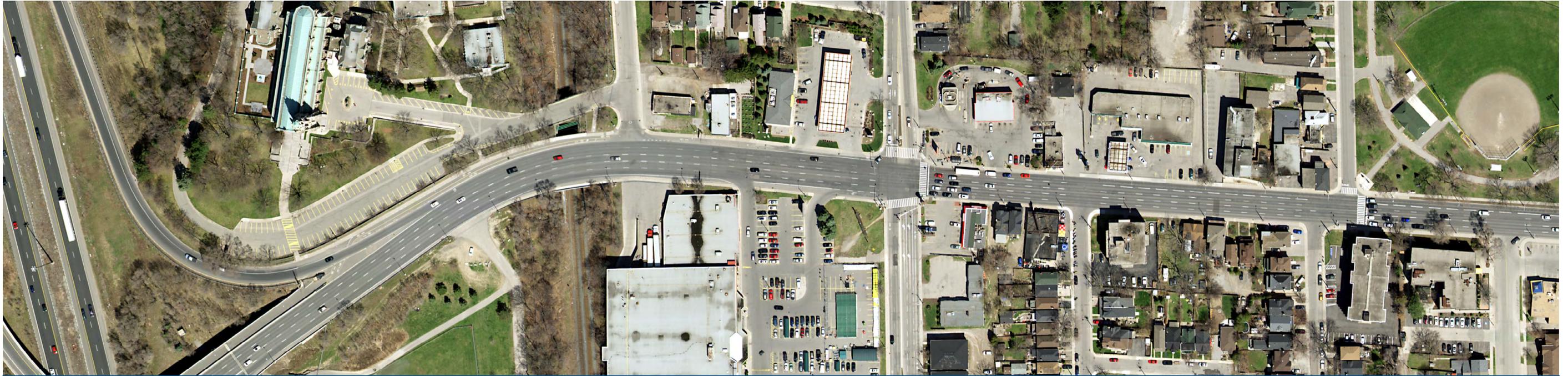
↑ Existing conditions



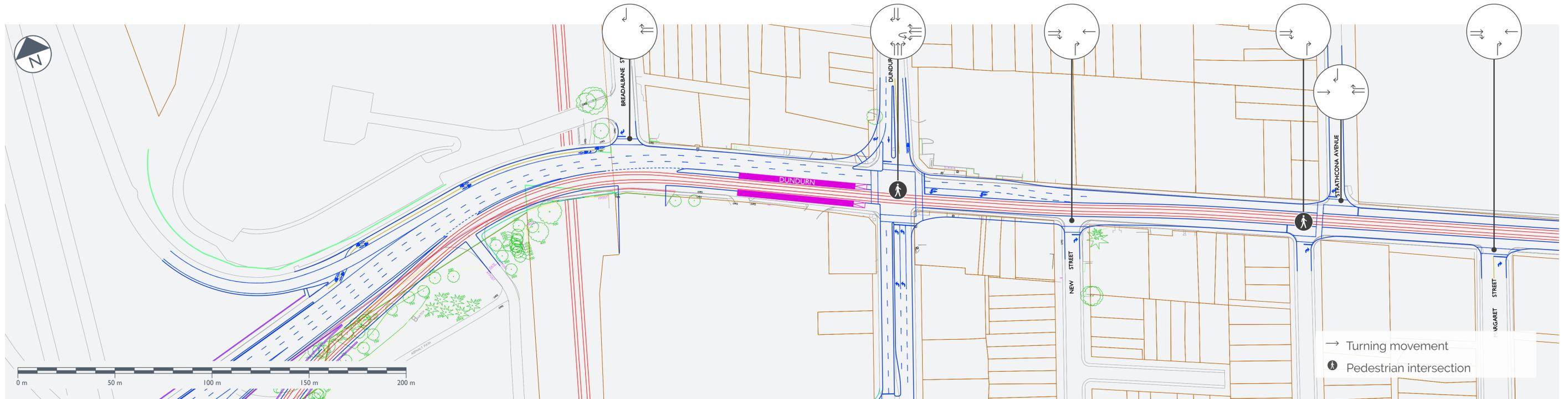
↑ Proposed Layout with LRT

# King Street West (403 LRT Bridge to Margaret Street)

Alignment Drawing #B-04



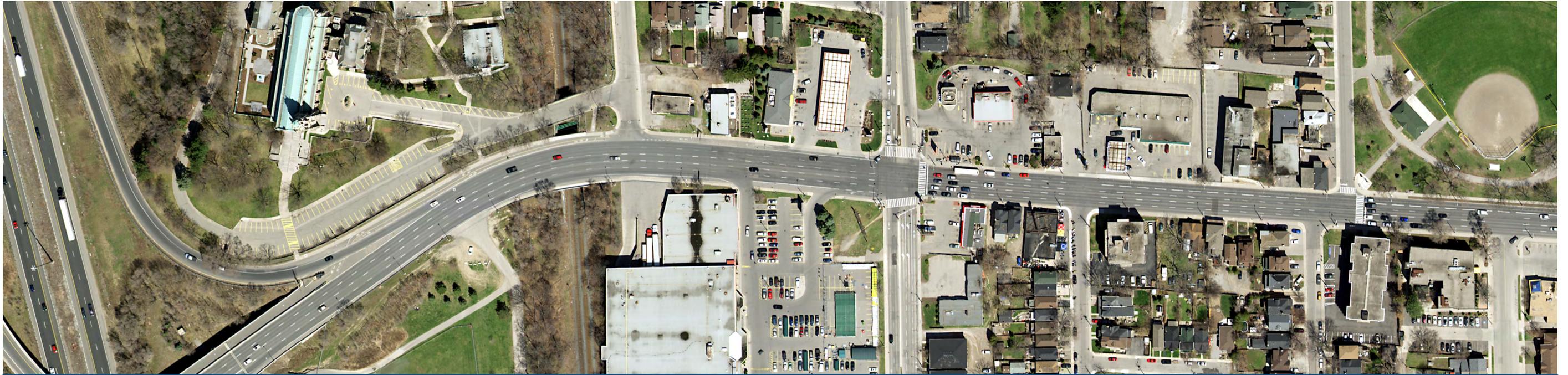
↑ Existing conditions



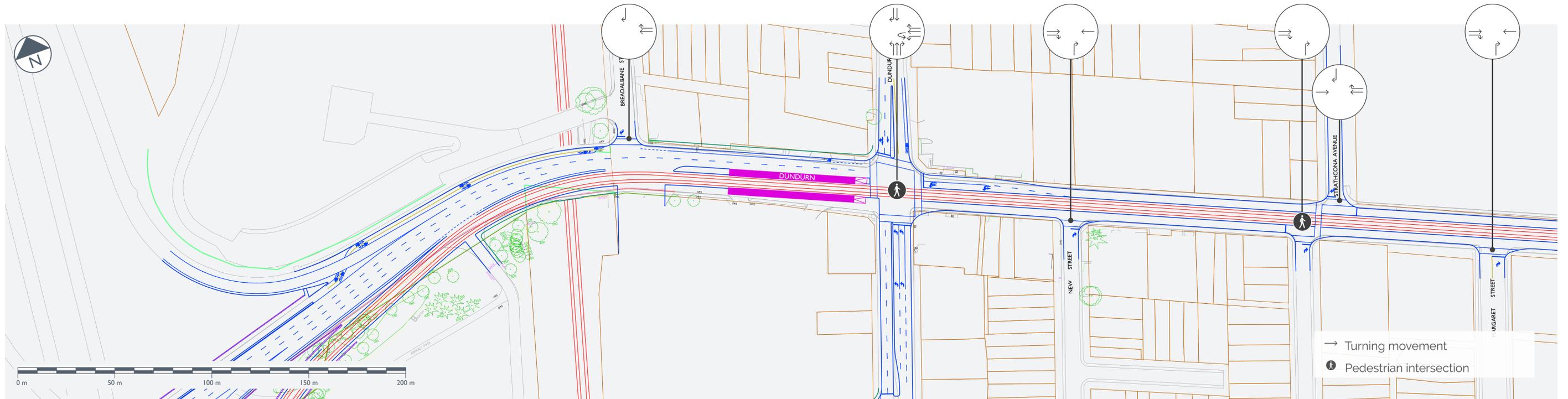
↑ Proposed Layout with LRT

# King Street West (403 LRT Bridge to Margaret Street)

Alignment Drawing #B-04



↑ Existing conditions



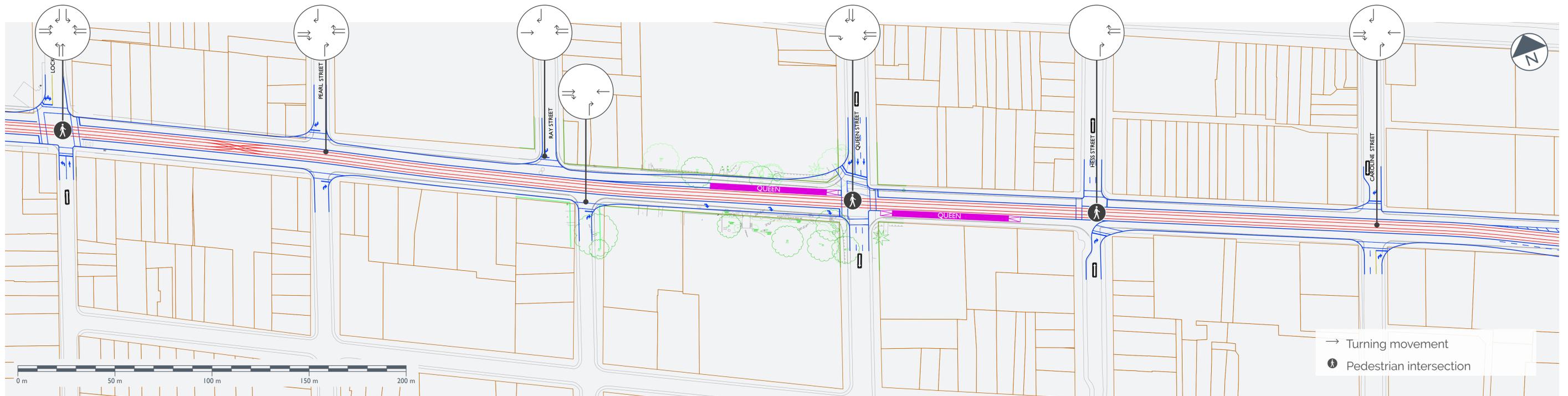
↑ Proposed Layout with LRT

# King Street West (Locke Street North to Caroline Street)

Alignment Drawing #B-05



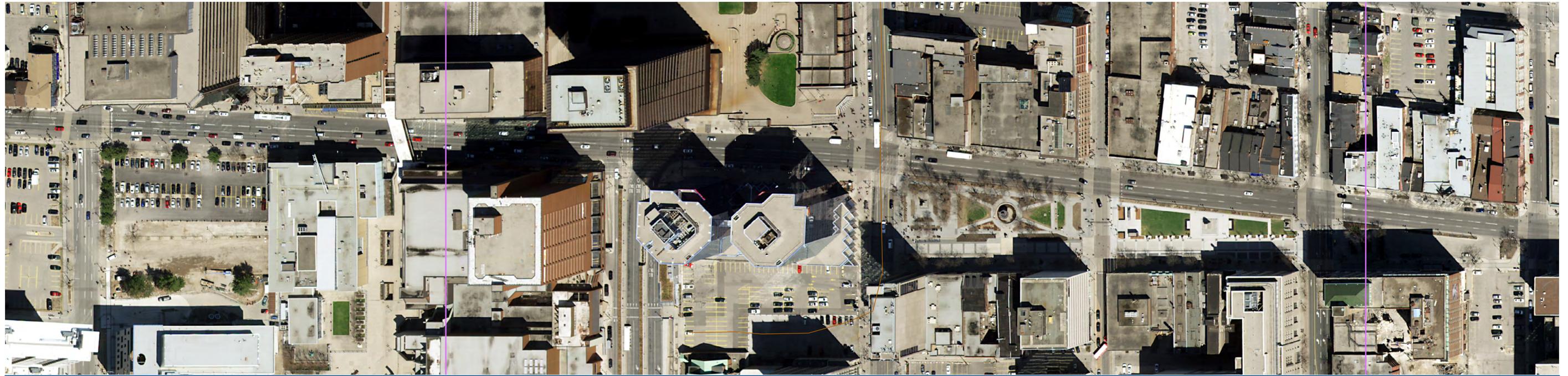
↑ Existing conditions



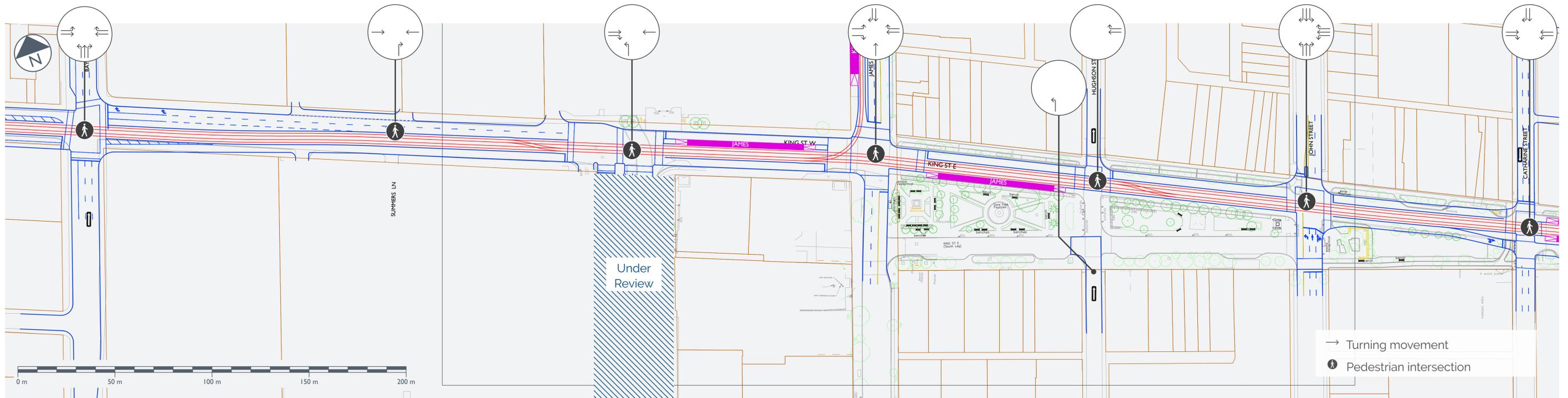
↑ Proposed Layout with LRT

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

Alignment Drawing #B-06



↑ Existing conditions



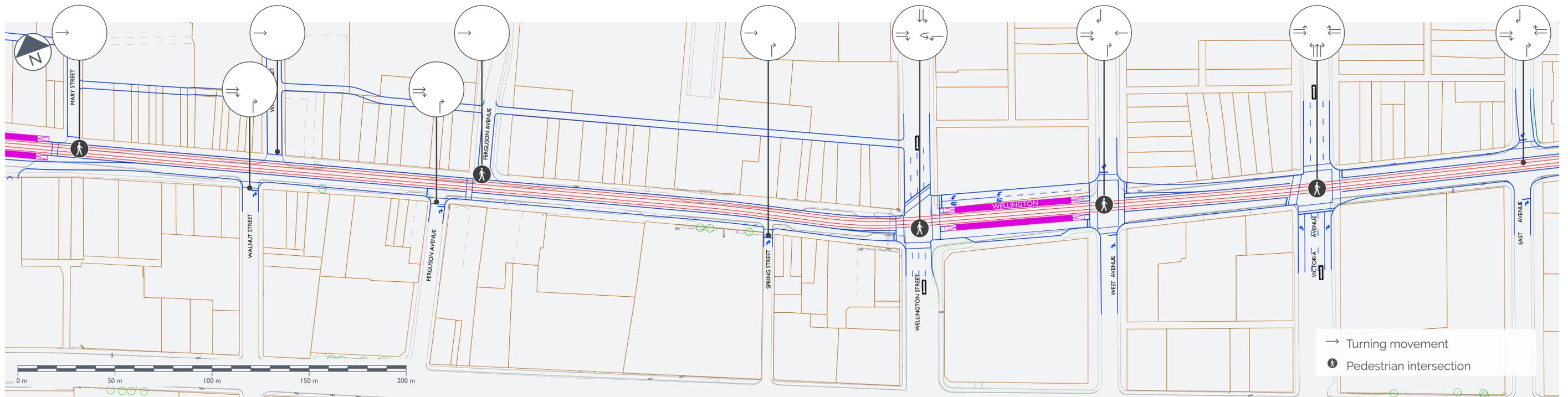
↑ Proposed Layout with LRT

# King Street East (Mary Street to East Avenue)

Alignment Drawing #B-07



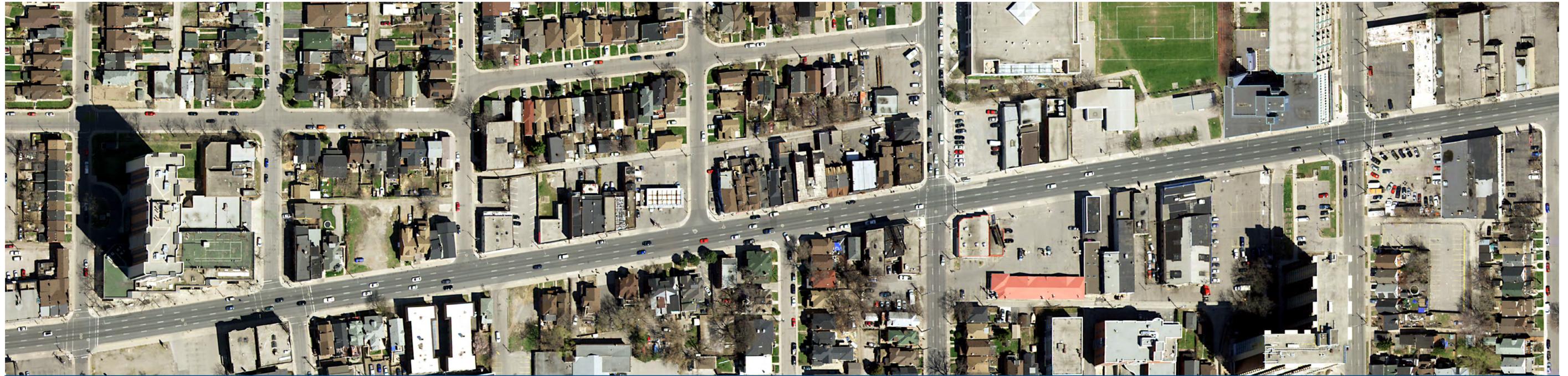
↑ Existing conditions



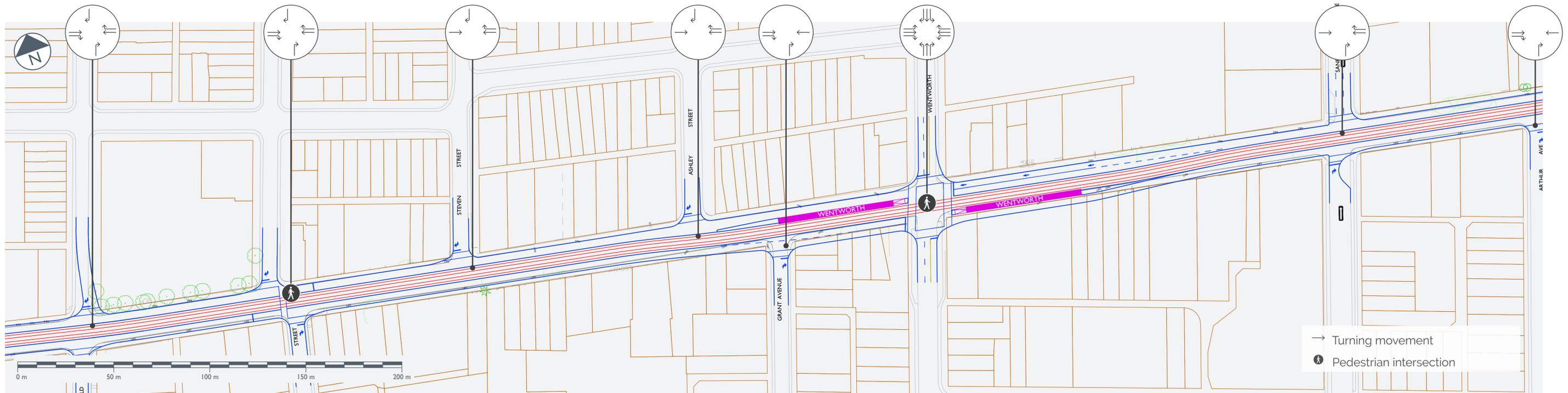
↑ Proposed Layout with LRT

# King Street East (Emerald Street to Arthur Avenue)

Alignment Drawing #B-08



↑ Existing conditions



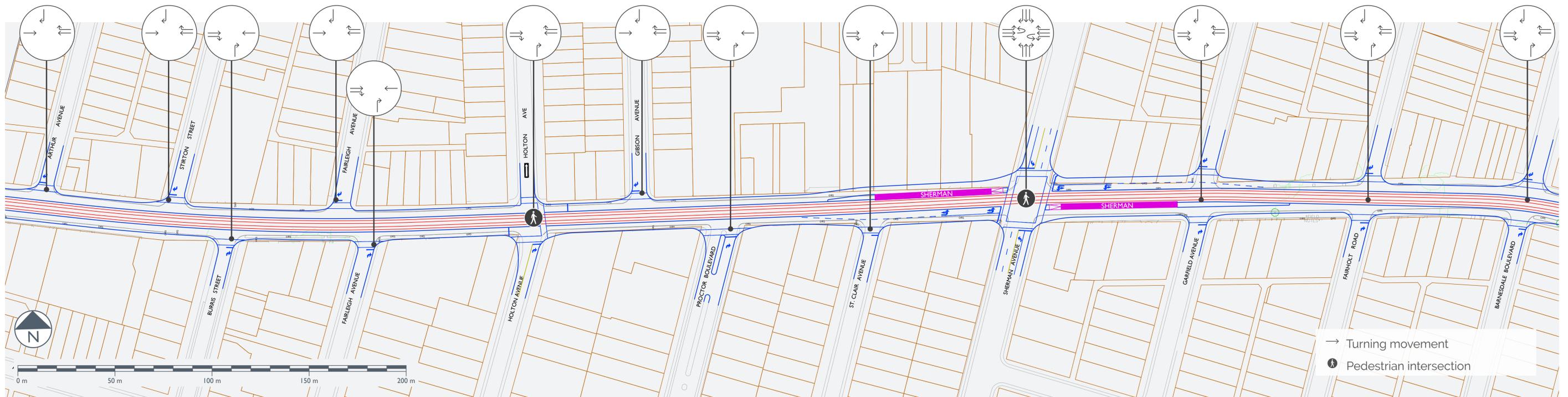
↑ Proposed Layout with LRT

# King Street East (Arthur Avenue to Barnesdale Avenue)

Alignment Drawing #B-09



↑ Existing conditions



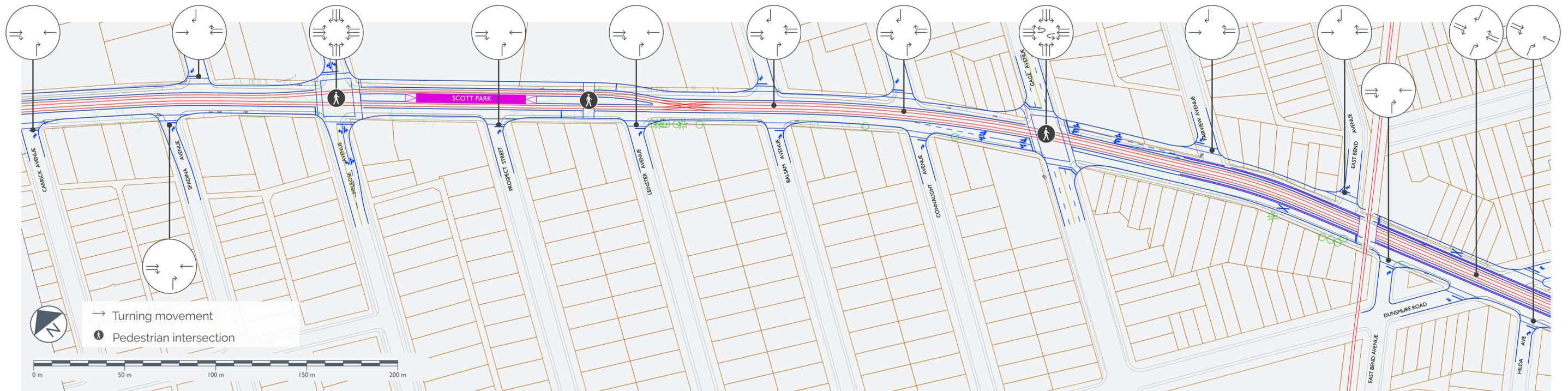
↑ Proposed Layout with LRT

# King Street East (Carrick Avenue to Hilda Avenue)

Alignment Drawing #B-10



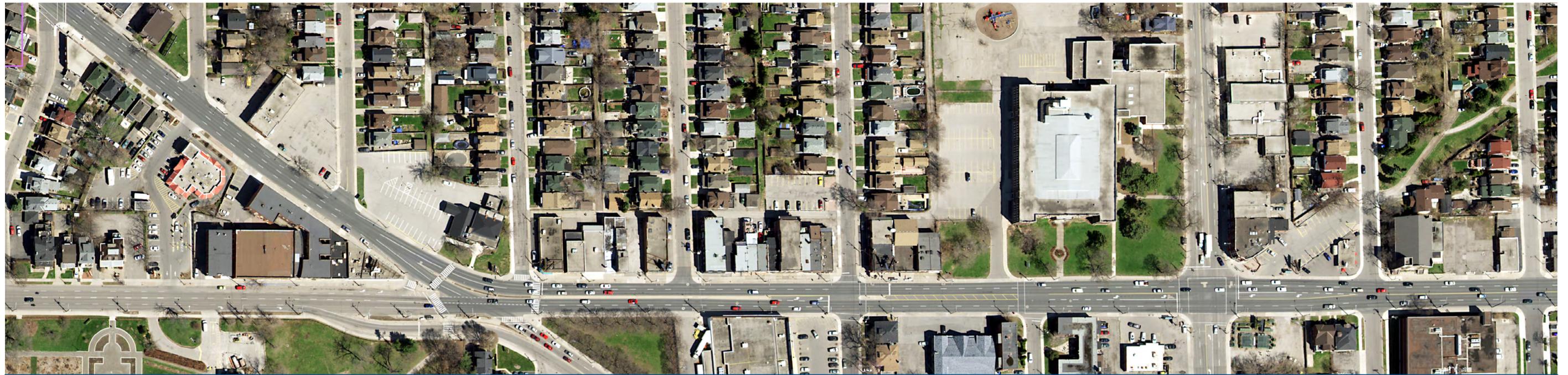
↑ Existing conditions



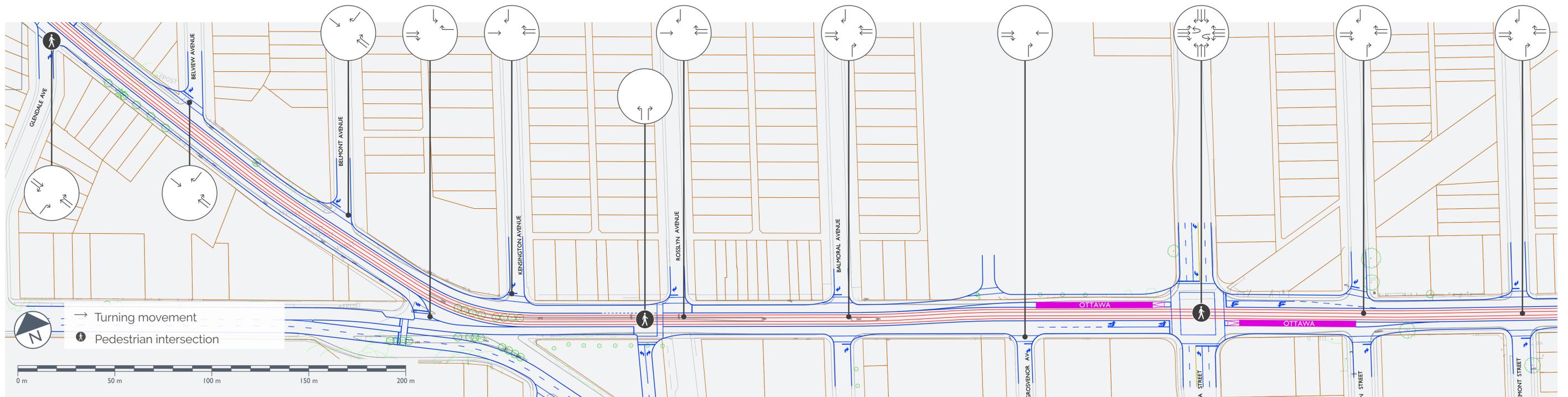
↑ Proposed Layout with LRT

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

Alignment Drawing #B-11



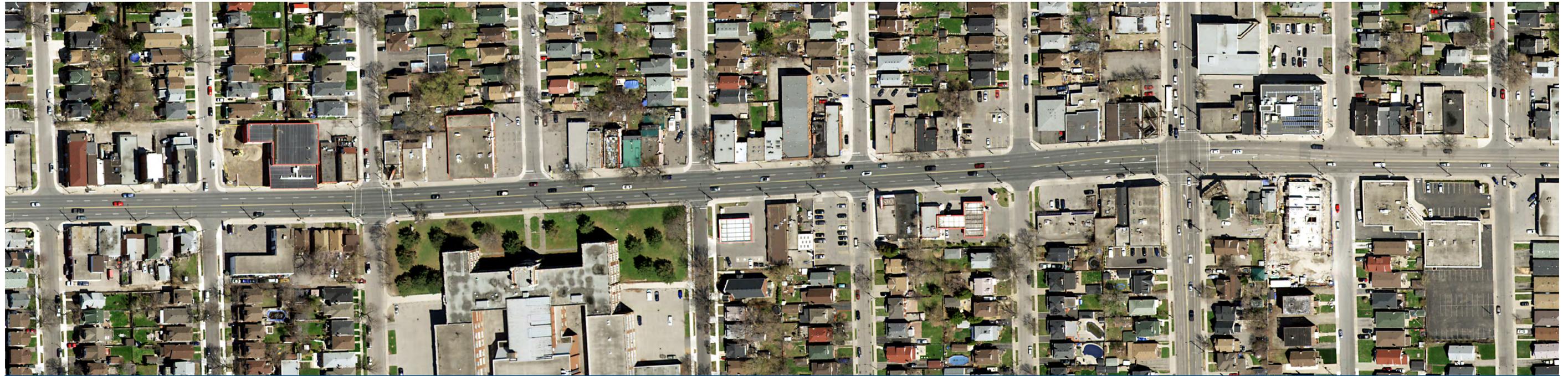
↑ Existing conditions



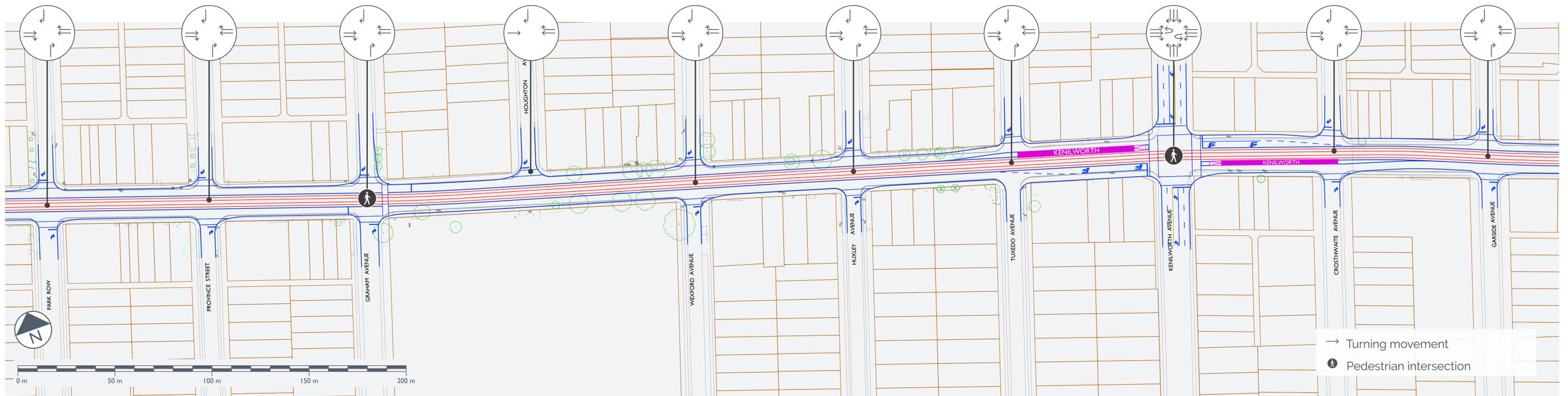
↑ Proposed Layout with LRT

# Main Street East (Park Row to Garside Avenue)

Alignment Drawing #B-12



↑ Existing conditions



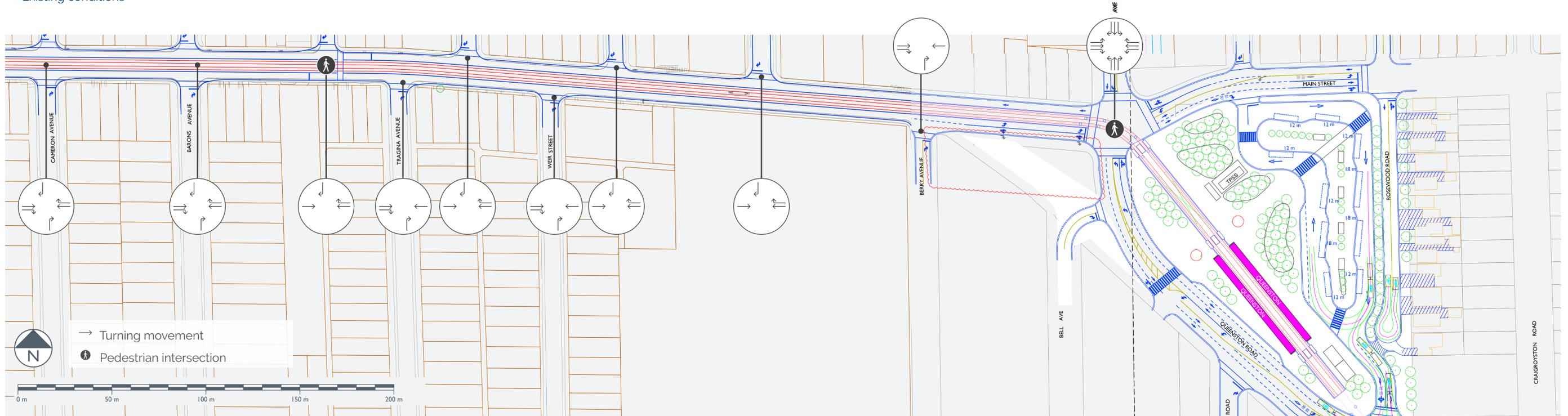
↑ Proposed Layout with LRT

# Main Street East (Cameron Avenue to Queenston Terminal)

Alignment Drawing #B-13



↑ Existing conditions



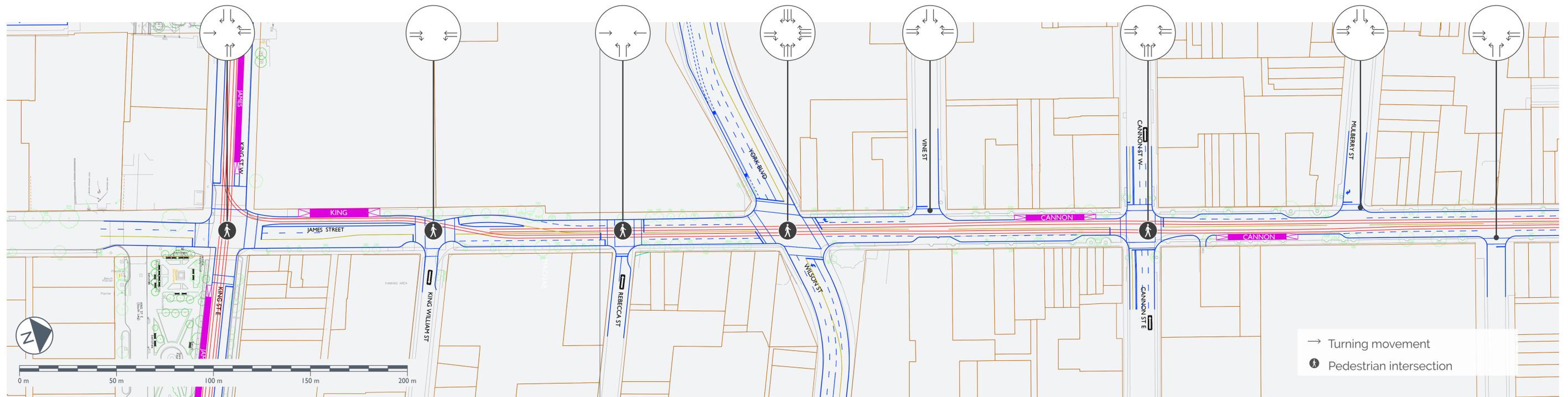
↑ Proposed Layout with LRT

# James Street North (King Street to Robert Street)

Alignment Drawing #A-01



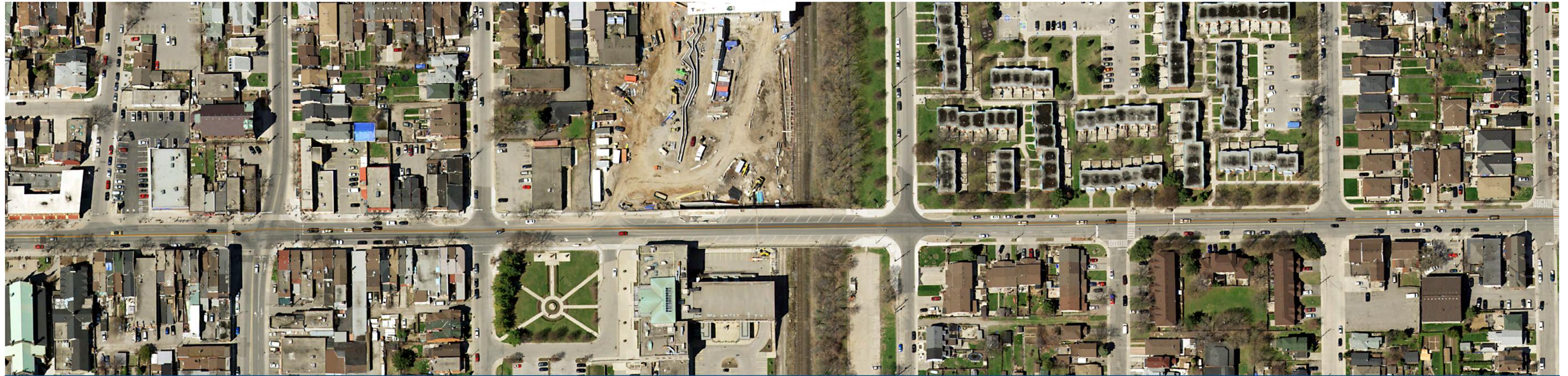
↑ Existing conditions



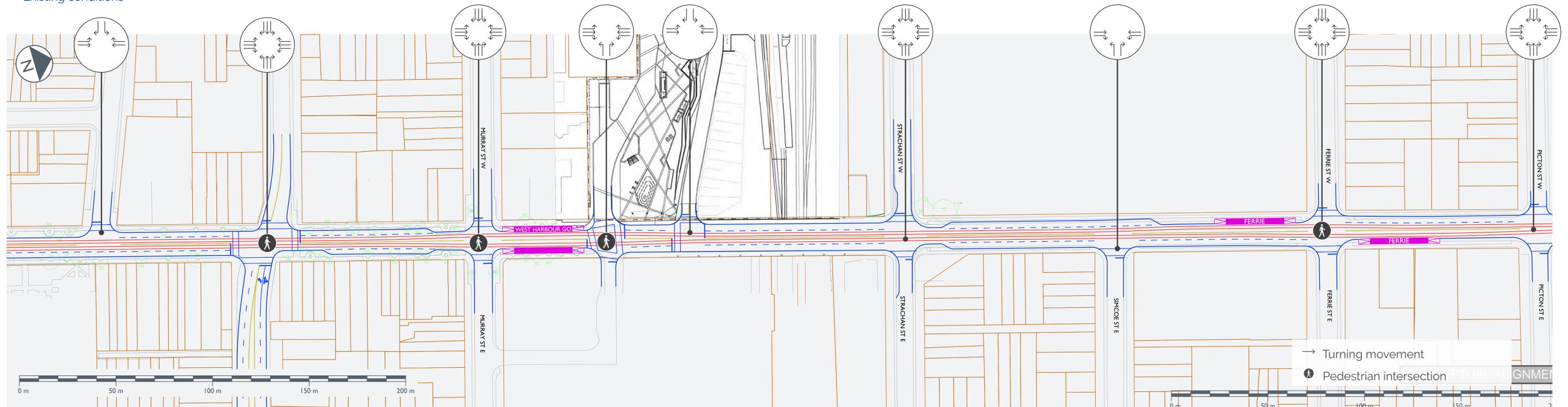
↑ Proposed Layout with LRT

# James Street North (Colbourne Street to Picton Street)

Alignment Drawing #A-02



↑ Existing conditions



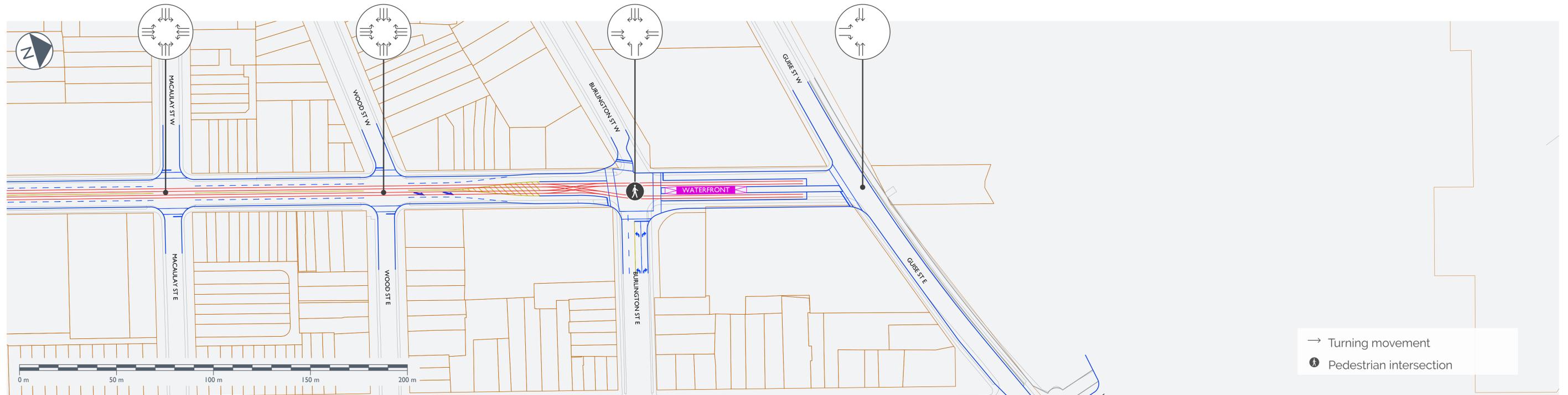
↑ Proposed Layout with LRT

# James Street North (Macaulay Street to Guise Street)

Alignment Drawing #A-03



↑ Existing conditions



↑ Proposed Layout with LRT