



City of Hamilton

CITY COUNCIL ADDENDUM

22-011

Wednesday, May 11, 2022, 9:30 A.M.

Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website: <https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel: <https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

4. COMMUNICATIONS

4.7 Correspondence respecting the Mandatory COVID-19 Vaccination Verification Policy and the cost of terminating employees:

*j. Patricia Nicholson

*k. Craig Burley

*l. Wayne and Bonnie Paterson

Recommendation: Be received.

*4.11 Correspondence respecting safer streets:

*a. Sean and Taryn Theriault

*b. Fleur McGeoch

- *c. Daniel Dunham and Margaret Juraj
- *d. Mike Lyons
- *e. Kevin Mutch and Melissa Murray-Mutch
- *f. Heather Ohrt
- *g. Ian and Kathleen Fox
- *h. Jess Atkinson
- *i. Brie Berry
- *j. Maureen McKeating
- *k. Allison Branston
- *l. Darren Stewart-Jones
- *m. Marian Toth
- *n. Brian Suta
- *o. Amy Norris-Lue
- *p. Mary Helen Rosenberg
- *q. Suzanne Levy
- *r. Beth Hovius
- *s. Kourtney Michaelis
- *t. Deborah Tomlinson-Veit
- *u. Matthew Higginson
- *v. Sheryl Boblin
- *w. Ian MacPherson
- *x. Craig Burley
- *y. Kathleen Suta

- *z. Holly McWilliams
- *aa. Brent van Staalduinen
- *ab. Allison Barnes
- *ac. Samantha Sargent
- *ad. Yvette Cowe
- *ae. Jeanette Eby
- *af. Larry Snaidero
- *ag. Jacob Bohnert
- *ah. David Broom
- *ai. Kaitlyn Jardine and Jamie Dugan
- *aj. Sean Gadoury
- *ak. Jason Morse
- *al. Deborah DiLiberto
- *am. Tasha Findlay-Clairmont
- *an. Zoubin Zarin
- *ao. Barb Williams and Family
- *ap. Melanie Rampen
- *aq. Larissa Ciupka
- *ar. Chris Ritsma
- *as. Stephanie Vegh
- *at. Kristin Campbell
- *au. Marijus Gudinskas
- *av. Ian Turner

*aw. Matteo Scardellato

Recommendation: Be received and referred to the consideration of Item 7.2 Safety Enhancements to Major Arterial Roads.

*4.12 Correspondence from Bob Maton respecting the denial of Application UHOPA-22-004 for an 8 storey condo at 392-412 Wilson Street East in Ancaster.

Recommendation: Be received and referred to the consideration of Item 6 of Planning Committee Report 22-007.

7. NOTICES OF MOTIONS

*7.1 Reaffirming Council's Position on the Amendments Required to the Highway Traffic Act, to Include Right-of-Way Legislation for Pedestrians

*7.2 Safety Enhancements to Major Arterial Roads

*7.3 Banning Hate Symbols

11. BY-LAWS AND CONFIRMING BY-LAW

*11.9 116

To Permanently Close and Sell a Portion of Pinot Crescent, Stoney Creek, namely Part of Pinot Crescent, Plan 62M-1241, City of Hamilton, designated as Parts 1, 2 and 3 on 62R-21878; City of Hamilton

Ward: 10

May 9, 2022

RE: CITY FIRING OF UNVACCINATED EMPLOYEES

This letter is being sent to Mayor Eisenberger and the City Councillors of Hamilton Ontario with regard to the city's decision to fire all unvaccinated employees as of May 31, 2022.

That Council would vote to take this step is really puzzling in view of the fact that the top doctor in Ontario, Dr. Kieran Moore, indicated in mid February 2022 that vaccine policies should no longer be in place. Everyone at the City followed the advice of top doctors when implementing vaccine and mask policies; however, now it seems the Mayor and certain city councillors know more than the top doctors when it comes to doing away with these mandates and policies. Does the city of Hamilton only follow top doctor recommendations when they fall in line with their personal beliefs??

Even the City's own HR department could see that Hamilton should be following provincial recommendations due to "legal challenges". If these employees sue the City of Hamilton and I'm sure they will, the cost to the taxpayers will be astronomical and your own HR department had the foresight to see this; so tell me, is this really about protecting others? Seems more like a vindictive action.

Councillor Danko verifies this by his comment to the CBC reporter Desmond Brown, "As we speak, I have a family member upstairs sick with COVID right now [so] my tolerance for this anti-vaxx narrative is at an all-time low," he said. If this doesn't shout vindictive, I don't know what does.

And Councillor Danko should not be painting everyone in a derogatory way by calling them anti-vaxxers. Injecting oneself with a relatively unknown substance is a big deal for many, many people. He further noted some people choose not to be vaccinated not because of health reasons, but simply because they don't want a vaccine. What a ridiculous thing to say. Hundreds of thousands more got it not to prevent their community from getting covid, but to travel, play sports, go to the gym, eat in restaurants etc. People should not be forced into taking a medical treatment against their will. Sure it's supposed to be safe; but what if it's not? This is something we won't know for years to come.

What about people losing their livelihoods? Did any of you who voted to fire employees even give any consideration to the snowball effect this would have on the lives of these individuals and their families? Did those of you who voted to fire people realize some of these folks could lose their homes, the ability to feed themselves or their families? Not to mention lost health care benefits for themselves and that of their dependents. This kind of action will cause immeasurable grief and hardship for families for years to come. Suicides and depression are at an all time high. These folks along with the rest of us have been on an emotional rollercoaster for 2 years now. Then the City told them all that mandates would be suspended; then 2 weeks later vote to keep mandates? Really is this how you decide things? No, yes, maybe? And 64 employees have already been on unpaid leave.

I also feel City Councillors should not have the power to take away a person's livelihood. We aren't talking about fixing potholes. Now there will be 500 or so City employees without work. Who is going to do the work that these employees were doing? How well is the City going to run with this kind of shortage of people. If you think you can just hire replacements....good luck. The government has made it way to easy to get paid to stay home. No one wants to work anymore. I'm guessing some of these employees are long term with years of experience and knowledge that cannot be easily replaced.

So the remaining employees will have to cover the work that was being done by the fired employees, how effective is that? Adding more work to the employees that were heralded for getting vaccinated. I'm sure they will appreciate their reward. Is this what a City Council does to its constituents....contribute to the inability to serve them. And the City will be adding to unemployment in Hamilton.

The City of Hamilton has a vaccinated employee rate of 94 percent. Does that not surpass what even the province can boast and the province is pulling back from mandates and policies. If people are vaccinated; why are they afraid of the unvaccinated. Wasn't the vaccination suppose to protect the person getting it. This decision reeks of punishment for those that didn't bend to coercion and personal beliefs. The six councillors that voted to fire will still meet unvaccinated people in their daily lives....this action by no way protects them or anyone. Are you so petty that you want to punish people for not holding the same belief as you because this action to fire people is not even based on science of any type and now you know more than the "experts" that you like to quote.

For those councillors that voted in favour of ending the mandates, you are to be commended for having the intelligence to see that the best thing is to follow what the top doctor is now saying and move on. It's not necessary to punish people who have a different point of view or set of values.

Mayor Eisenberger, you should be ashamed of yourself for leading Council members down this path. Dividing employees and citizens against each other. You complement employees that did get vaccinated; but you don't mention how many did it just to keep their jobs. A hard choice, my job or my body autonomy. Pitting citizen against citizen for what is an obvious difficult situation and yet you would have us all be tolerant of every other notion that a citizen could come up with. This is not how you lead, this is how you divide. You should be working to bring us all together in the future regardless of vaccination status; not further trying to segregate people based upon their beliefs or your own.

There are many many people that really don't care if someone is vaccinated or not; they trust that their vaccination will protect them against serious illness. Just because they don't all take the time to write a letter doesn't mean they don't exist. I have spoken to many who feel the same way as I do about firing these employees.

Councillors who voted to fire employees need to do the right thing now and bring forward a reconsideration vote. This action of firing unvaccinated people will come to no good end for all concerned. We are all suffering from Covid fatigue and regardless of personal beliefs as well all have them; it's time to put this behind us and move on. Police Services did the right thing and the City of Hamilton should too.

A concerned citizen

Patricia Nicholson

Pilon, Janet

Subject: Correspondence for item 4.7 in Wednesday's Council agenda

From: Craig Burley

Sent: Monday, May 9, 2022 10:36 PM

To: clerk@hamilton.ca

Subject: Correspondence for item 4.7 in Wednesday's Council agenda

Dear Clerk,

Please include this correspondence under item 4.7 on the agenda for Wednesday May 11.

Dear Councillors,

I wish you congratulations and hope for your perseverance in trimming several hundred of your least public-spirited employees. An idea of the quality of work we are getting is evident from the very agenda item under which this appears, in which the family members of two City employees, [REDACTED], whose vaccination status we of course can only wonder at (ahem), have been induced to break the prohibition against the lobbying of Councillors by staff by being put up to writing letters to you.

As always, the anti-vaccination stalwarts are not sending their best, and we can do without transparent attempts to run-around the rules, just as anti-vaccination zealots have done these last two years and more, to our city's immense cost.

Don't accept that correspondence. It's breaking the rules and you know it. We all know it.

Charitably,

Craig Burley

Pilon, Janet

Subject: Staff policy

From: **Bonnie Paterson**

Date: Tue, May 10, 2022 at 9:24 AM

Subject: Staff policy

To: <arlene.vanderbeek@hamilton.ca>, <brad.clark@hamilton.ca>, <brenda.johnson@hamilton.ca>, <esther.pauls@hamilton.ca>, <Jason.Farr@hamilton.ca>, <judi.partridge@hamilton.ca>, <lloyd.ferguson@hamilton.ca>, <mayor@hamilton.ca>, <russ.powers@hamilton.ca>, <sam.merulla@hamilton.ca>, <terry.whitehead@hamilton.ca>, <tom.jackson@hamilton.ca>, <Ward1@hamilton.ca>, <ward3@hamilton.ca>, <ward8@hamilton.ca>, Pearson, Maria <maria.pearson@hamilton.ca>

Dear Council Members

As residents and property owners in the City of Hamilton, we are writing to you today regarding your plan to terminate unvaccinated city employees.

Council has received a report from the head of Human Resources, Lora Fontana, recommending the city reverse the policy. The policy is no longer in line with the provincial guidelines. Council voted 6-6 with 4 councilpersons who “failed to be present” .

The results of this vote raise serious concerns.

Councilpersons voting to **retain** the policy are:

- a. unresponsive to executive staff recommendations
- b. unconcerned about the costs associated with the termination of the staff
- c. willing to spend large sums of taxpayers' money to defend the policy in court
- d. ignoring the provincial guidelines
- e. unconcerned about the loss of professions and skilled workers and the resulting decrease of productivity of city operations.
- f. uncaring about staff morale when the workload must be increased due to staff shortages.
- g. uninformed or ignorant about the published & verified reports on side affects of the shots, and,
- h. vindictive and bullying. This is particularly ironic given the Mayor brings his emotional support dog to work and retains a staff person to walk said dog.

Councilperson Danko has been quoted as saying that he is “perfectly OK” with putting staff on permanent unpaid leave. His comment that staff refusing the job had “selfish entitlement”. We might put to you that those individuals are critical thinkers. Labeling people is one of the core problems in our society.

The virtue signaling we have witnessed of the Mayor and certain Council Members on this matter is appalling, and the blatant childlike treatment of other members of Council, in the way Mayor Eisenberger, Councillors Naan and Wilson (possibly others) have acted toward Councillors Pauls and Whitehead, is shameful.

We noted that the city has a newly created position available “*Equity, Diversity & Inclusion Business*” Partner”. Reading through this job description, one would be lead to believe the City of Hamilton wants to be inclusive of people with

diverse ideas and lifestyles? The decision to terminate employees because of a personal choice to bodily autonomy flies in the face of this mindset.

We implore you to reverse this discriminatory policy.

Wayne & Bonnie Paterson

Pilon, Janet

Subject: Prioritize human life over traffic flow NOW

From: Sean Theriault

Sent: Monday, May 9, 2022 9:22 AM

To: clerk@hamilton.ca

Subject: Prioritize human life over traffic flow NOW

Dear City of Hamilton Clerk,

It pains us to write this letter in the wake of our city's most recent preventable road death on May 5th. This year alone there have been far too many vehicle-based pedestrian collisions throughout the Strathcona Neighbourhood (and Hamilton as a whole). Strathcona has some of the most dangerous intersections and roads including King and Dundurn, Main and Dundurn, Queen Street and York Boulevard. This has been a long standing issue that hasn't received the critical action it deserves. At this point, we are unsure what more can prompt change from Council. How many more citizens, your constituents, must die or be maimed before a safe road plan will be enacted? At the current 2022 pedestrian fatality rate in Hamilton, 2 to 3 persons will be killed by a motor vehicle per month. That equates to an entire small family killed. Every. Single. Month.

We are calling upon the City Council and the Mayor to go beyond what is proposed for future LRT/road plans and invest in emergency planning and implementation NOW to improve the safety of all users of the road, including motorists.

We demand immediate traffic calming measures NOW in the interim to the development of safe and accessible streets with the LRT.

We demand human safety be prioritized over vehicular traffic flow when finalizing plans for the LRT and future road plans.

A disclosure: we are not city planners by trade. We are informed, concerned and cautious road users. We are multimodal local commuters, all-weather cyclists and car owners. We walk to the grocery store and we walk our daughter to daycare. We urge the following recommendations for IMMEDIATE traffic calming measures based on our experience living in a neighbourhood choked by cars and transport trucks:

- **Immediate unsynchronization of the traffic lights along King and Main Streets**
- **Reduction of King W and Main W to 3 lanes maximum**
- **Conversion of outermost lanes to "Turn Only" with green infrastructure (i.e. concrete planters) and bump-outs to discourage travel in outermost lanes**
- **Remove parking restrictions along King and Main Streets during rush hour travel**
- **Get shovels into the ground NOW and start digging up King and Main between Queen and Dundurn to get the LRT show on the road**

Traditionally, roads were considered a public space that catered to a single demographic: motorists. There is no other city public space whose design is dictated by any single kind of user. It's high time that roads become safe and accessible by all those who use them. We implore you to make swift safety modifications to Hamilton's most dangerous roads and intersections.

Sean and Taryn Theriault

P.s. as we sit down to finish writing this letter, another preventable near-fatal vehicle crash has occurred at the intersection of Dundurn Street and King street West on May 7th. We hope this letter finds you before someone else dies from Council's reluctance and inaction.

Sean Theriault

Pilon, Janet

Subject: Safe streets Hamilton

From: Fleur McGeoch

Date: May 6, 2022 at 5:30:52 PM EDT

To: mayor@hamilton.ca, Jason.Farr@hamilton.ca, Nrinder.Nann@hamilton.ca, Sam.Merulla@hamilton.ca, Russ.Powers@hamilton.ca, Tom.Jackson@hamilton.ca, Esther.Pauls@hamilton.ca, ward8@hamilton.ca, Brad.Clark@hamilton.ca, Maria.Pearson@hamilton.ca, Brenda.Johnson@hamilton.ca, Lloyd.Ferguson@hamilton.ca, Arlene.VanderBeek@hamilton.ca, Terry.Whitehead@hamilton.ca, Maureen Wilson <Maureen.Wilson@hamilton.ca>

Subject: Safe streets Hamilton

Good afternoon,

I am writing to express my support for the motion that councillors Nann and Wilson will be putting forth to increase safety on the streets of Hamilton.

I live on Jackson St near Jackson Park and can tell you that my family avoids walking on Main & King Streets for fear of being hit by a car. When I have to go to Shenai or Hungry Ninja I am ALWAYS worried about being hit. When I walk to Fortinos I stand well back from the crossing and check before, during and after crossing. This has not prevented some close calls or cars purposely driving around us while crossing!

Riding our bikes as a family anywhere outside our street is too hazardous to do from our house due to the traffic on Main/Dundurn & King so we drive our bikes to safe areas by Chedoke golf course or the waterfront to go for family bike rides.

We have been very concerned about the number of pedestrians hit lately as my oldest daughter walks to and from middle school alone and my youngest walks with me to and from Elementary. I try to use my car no more than once or twice a week so walking is my main method of transport.

Today (Friday May 6th) I witnessed an elderly man trip and fall while crossing with his groceries at Main and Dundurn. Right after he fell the light turned green for cars coming down Main and if it wasn't for the quick action of two men who had just crossed that ran back to stop traffic and help him he could have been yet another collision casualty on our streets. The road is uneven and there was simply not enough time for this man to cross during the "walk" time and there was certainly no buffer time for falling and getting back up.

Please, I beg of you to make our streets calmer & safer for pedestrians, cyclists and vehicle traffic. There are so many proposals and ideas in place in other cities that we can review and adopt to make this happen. Please make this a priority.

Thank you,

Fleur McGeoch

Pilon, Janet

Subject: Main St W

From: Daniel Dunham

Date: May 6, 2022 at 5:11:11 PM EDT

To: Ward 1 Office <ward1@hamilton.ca>

Subject: Main St W

Just wanted to send a quick note thanking Clr. Wilson for their work on the truck route issue. Hope to see less trucks cutting through downtown in the future.

Yesterday was a very tough day down here, we live at 338 Main W and arrived home seconds after the terrible tragedy had occurred. We have witnessed tens of motor vehicle crashes over the 21 years we have been here. Not to mention the close calls, wrong way drivers, crashes that don't make the news. Yesterday's was possibly the most horrible we have witnessed. Hoping that change will happen, to make the street safer for all users. We continue to support your efforts to improve our neighborhood and city.
Daniel Dunham & Margaret Juraj

Pilon, Janet

Subject: A Defense of One-Way Streets

From: Mike Lyons

Sent: Monday, May 9, 2022 10:53 AM


To: Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Powers, Russ <Russ.Powers@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>


Cc: Jim Longhorn ; JIM GLYNNIS; KK Z; Joanna Frketich; Hamilton Spectator <news@thespec.com>; Tips CHCH <tips@chch.com>;

Subject: A Defense of One-Way Streets


When I posted this video to the [SAFE Hamilton: Streets Are For Everyone](#) Facebook group on May 7 at about 11:00 AM. At 5:36 PM, the group admin, Tara Zabella, posted this message:

facebook Email

 SAFE Hamilton: Streets Are For Everyone

 **Tara Zabella**
May 7 at 5:36 PM · 🌐

Admin note: this group has a "one and done" policy regarding derogatory and/or hateful content. Any such activity will be deleted and the user will be blocked.

 20

Later that day, I went to check the group to see if anyone had commented.

Instead, I found this,



This content isn't available right now

When this happens, it's usually because the owner only shared it with a small group of people, changed who can see it or it's been deleted.

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Okay. The video does contain some derogatory comments, but the whole concept of two-way street conversion deserves them. The video also contains some profanity, but it is also appropriate given the topic.

<https://www.bitchute.com/video/trkvNIKWHajG/>

in response to <https://www.chch.com/hamilton-city-council-will-consider-converting-main-street-back-to-a-two-lane-road/>

4.11 (e)

Pilon, Janet

Subject: Safe streets needed!

From: kevin mutch

Sent: Saturday, May 7, 2022 5:06 PM

To: Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; clerk@hamilton.ca

Subject: Safe streets needed!

As Ward 3 homeowners, taxpayers and voters my wife and I would like to add our voices to the current calls for safer streets in Hamilton. We ourselves have had a number of narrow escapes walking our neighbourhood. We want our representatives to take action immediately to stem the appalling numbers of needless pedestrian deaths.

Central Hamilton has a wealth of beautiful old residential streets and charming shopping districts which are a pleasure to walk through. In our immediate neighbourhood several blocks of Barton Street were wisely given medians and bumpouts which allow foot traffic to safely cross and which reduce traffic speeds very effectively. The result has been a clear resurgence of new shops, restaurants and businesses, making this stretch of Barton one of the most lively and interesting areas of the city *and a much safer place to walk*.

But the medians end at Oak Street, and by the time one walks to Hamilton General the traffic has become much faster, with no less than five lanes for a pedestrian to try and cross. Just last year a man in a mobility scooter was killed there by a garbage truck. Walking west past Wellington, the next several blocks of Barton feel like a suburban arterial road rather than a neighbourhood commercial street. The sidewalks are so narrow and cars whiz by at such high speeds that we routinely cut through the city jail parking lot just to shorten our exposure to the obvious dangers of the traffic.

On other nearby streets, like Cannon and Wilson, the same problem is made even worse by having the streets be one-way. There are stretches of many blocks where local residents have no safe options to cross - no pedestrian crosswalks and no intersections. We've never seen a city so hard to walk in safely, and we've lived in Los Angeles!

As more and more new residents move into central Hamilton it's long past time to recognize that traffic patterns established in the 1940's and 50's need to be updated for safety and revitalization. Let's add more bumpouts and medians, as well as more pedestrian crosswalks like the one at Barton and Smith Ave. Let's reduce the speed limit and add more red light cameras. And let's restore Main Street to two-way, so it can be a healthy commercial destination for the community.

Very sincerely,

Kevin Mutch
and Melissa Murray-Mutch

Pilon, Janet

Subject: Margins for Safer Streets

From: Heather Ohrt

Sent: Monday, May 9, 2022 4:25 PM

To: clerk@hamilton.ca

Subject: Margins for Safer Streets

Hello,

I wrote this about margins for safer streets after the death of the pedestrian on Main Street last week and shared it on my facebook page, and a couple of neighbourhood group pages. A few people suggested that I share it with city council. I sent it to Maureen Wilson and she suggested that I forward it to you to be put onto the agenda for Wednesday's agenda. Here it is:

It was May 5th, and Hamilton now had 10 pedestrians die from collisions this year. This is so tragic. My sincere and deep condolences to the family and friends of the woman who lost her life that day, and to all those who have lost loved ones in collisions. I lost my Dad due to a collision on the streets of Hamilton and I feel your pain. What does it take to make changes for safer streets?

Margins, for one.

While learning about margins years ago, I found out that lined paper has margins, in part because rats and mice used to eat the edges of paper and people would lose some of their writing if they used the whole width of the sheet of paper to write on. So they began to add a margin to protect the writing from being destroyed by the rodents.

Where is the margin on the streets of Hamilton?

Five lanes of traffic on Main, tractor trailers, buses, cars, in lanes so narrow that I am nervous driving. Our sidewalks are as narrow as they can be in places, with pedestrians walking right beside the vehicles. Sometimes the buildings are so close to the road that inching out from the side streets is risky because the oncoming traffic is out of sight. Where are the margins to protect the people from the vehicles destroying them? Where is the margin for error?

Five lanes of traffic, we must get the vehicles through the city as quickly as possible! Hurry! But what about the people? Well, margins cost money. Reducing Main and King by 1 or 2 lanes each, to build buffers of grass between the street and the sidewalk, sometimes called a boulevard, well, that will need to be built, maintained, that will cost so much! Traffic will be slowed down, that will cost so much! Tractor trailers won't have enough room to make a turn and will have to use the ring roads around the city, and that will cost their companies more money! What about the cost of the lives of people?

Margins can also be made of time. Leaving more time to get to our destinations can mean less racing through lights, less speeding, more time to check blind spots, and to notice pedestrians and cyclists. This is something that every single person can do, whether driving, cycling, walking, using a scooter or wheelchair, etc. Leave more time! Margins of time can also mean more time for the walk sign for pedestrians and cyclists, etc., to cross the street. But that would hold up the drivers and time is money.

Lack of margins of time and space means injuries and loss of life. I know it's not the whole picture, or the cause of all collisions. But I think it's a big part. Better margins mean safer streets. That will cost money and time. People's lives are at risk. Margins are worth the time and money. Some of these things will require more from each of us. Some of them are in the hands of the city leaders.

To each one of us, please: make margins!

Blessings, Sincerely,

Heather Ohrt

4.11 (g)

Pilon, Janet

Subject: Safe Streets Motion

From: Ian Fox

Sent: Monday, May 9, 2022 7:05 PM

To: clerk@hamilton.ca

Subject: Safe Streets Motion

My wife & I fully support the Nann & Wilson motion. Main & King are some of the most dangerous and unfriendly streets in Hamilton. Their poor designs have created two streets that are unfriendly for walkers, cyclists & even drivers. A city should be welcoming to all of its citizens and having a 4-5 lane "racetrack" running through the middle does not accomplish this. I regularly have to walk along Main. It is both scary & dangerous. I hope council will look at how they can improve the lives of all citizens in this city rather than just the few who complain about them being "held up" by slow traffic.

Thank you

Ian & Kathleen Fox

Ward 2

Pilon, Janet

Subject: Safer Streets Now!

From: Jess Atkinson
Sent: Monday, May 9, 2022 7:21 PM
To: clerk@hamilton.ca
Subject: Safer Streets Now!

Hello,

I am a resident of Ward 3, at King St and Garfield Ave North. I'm a new resident of the city and am appalled but not surprised to learn in the city's annual collision report that there have been 70 fatal incidents along King and Main Streets from 2017-2021, and this year alone there have been ten fatalities already.

I have a young son who I need to take on walks daily, whether it's to the park or for daycare and I feel very uncomfortable walking along King and Main, yet I often have no choice. I've personally experienced a couple of close calls already, and I haven't been here for even a year. There are many families in the neighborhood who share the same safety concerns as my family.

I am writing to show my strong support for Nrinder Nann's and Maureen Wilson's motion calling for immediate interventions to improve safety for all users along Main and King Streets. It's desperately needed and needed now. Please don't drag out this change slowly, as it could mean life or death for residents. We cannot wait any longer.

Thank you,
Jess Atkinson

Pilon, Janet

Subject: Safer Roads (Main and King)

From: Brie Berry
Sent: Monday, May 9, 2022 7:33 PM
To: clerk@hamilton.ca
Subject: Safer Roads (Main and King)

Hi there,

I live on Jackson St W which is a one way mainly accessed via Main W to Queen, then to Jackson.

I have never once walked as a pedestrian on either King or Main, despite walking every single day in the neighbourhood, due to my fear of the speed of traffic on the streets.

The following are my ideas to improve the safety of these streets:

First I think that the lanes on both King and Main should be decreased. This will help to create a buffer between the busy street and the sidewalk. This could also be an opportunity for there to be an installment of green space and beautification of one of the main routes within our city that people often drive. I could also see there being installed big murals that represents stories of our city and Hamilton's unique identity on these streets.

Alternatively, I think that this could be a great way to add extra parking to the city especially in the high traffic area of the Kirkendall neighborhood by adding in street parking lanes on both Main and King.

Next I think that there should be a pedestrian crossing light installed at Jackson St., West to help support people living in the neighborhood who do not feel safe to use the traffic light at Main and Locke to cross.

Lastly, I think that the city should also be considering making Locke a one-way street or a pedestrian only street. This has shown to be successful throat the summer when the street is shut down on Saturdays.

Thank you,
Brie

Pilon, Janet

Subject: Safe Streets

From: Maureen McKeating
Sent: Monday, May 9, 2022 7:58 PM
To: clerk@hamilton.ca
Cc: Maureen McKeating <maureen.mckeating@gmail.com>
Subject: Safe Streets

I fully support Councillor Wilson's and Councillor Naan's motion for changes to Main and King Streets.

The time has come to return both Main Street and King Street to a two way system.

I am aware that it will take time to put this conversion into effect; however in the meantime, reduce the speed limit, no right turn on red onto Main St and enhanced police patrols on Main and King. These measures could and should be implemented as quickly as possible.

I am encouraging the Mayor and all Councillors to pass this motion for the safety of the citizens of Hamilton.

Maureen McKeating Ward 8

Pilon, Janet

Subject: Letter to Council re: street conversion

From: Allison Branston

Sent: Monday, May 9, 2022 8:07 PM

To: clerk@hamilton.ca

Subject: Letter to Council re: street conversion

Madam Clerk,

I am writing to voice my support of the motion calling for safety interventions and the ultimate conversion of Main Street from one-way to two-way.

As a driver, I avoid Main Street whenever possible. I invariably see drivers speeding, cutting other drivers off, and using both outside lanes (the ones closest to the sidewalk) for passing. I don't feel safe *in my car*.

As a pedestrian, I have no reason to walk Main Street. It would never occur to me to do so outside of some obligation, despite having lived in Hamilton for the past decade.

A conversion to two-way using a Complete Streets framework would make Main Street a destination. This would tie our sometimes disjointed neighbourhoods together, benefitting residents and businesses.

It doesn't matter to me if it takes longer to drive across the city, I'm already taking the long way.

Thank you,

Allison Branston (she/her)

Pilon, Janet

Subject: Main and King Streets safety

From: Darren Stewart-Jones

Sent: Monday, May 9, 2022 8:41 PM

To: clerk@hamilton.ca

Subject: Main and King Streets safety

I am fully supportive of immediate interventions to make both Main and King streets safer for drivers, cyclists, and pedestrians alike.

The current one-way 5 lane highway set-up of both Main West and King West benefits no one except those wanting to travel through the City of Hamilton at the highest speeds possible. People who live, work, or play in the city's core would benefit from safety measures designed to make these streets safer, including converting Main St. West back into a two-way street that is more user friendly for all.

Sincerely,

Darren Stewart-Jones

Pilon, Janet

Subject: Main & King St traffic

From: Marian Toth
Sent: Monday, May 9, 2022 9:03 PM
To: clerk@hamilton.ca
Subject: Main & King St traffic

City Council Hamilton,

This is to state my full support is behind the motion to have both Main & King Streets be returned to two way traffic, in order to reduce traffic injuries and death, at the earliest possible date.

Marian Toth

Pilon, Janet

Subject: Main Street project

From: Brian Suta

Sent: Monday, May 9, 2022 9:12 PM

To: clerk@hamilton.ca

Subject: Main Street project

Hi Hamilton,

I support creating a safer Main Street corridor. I live close by the recent accident and the area is too dangerous.

Regards

Brian

--

Brian Suta

Pilon, Janet

Subject: Support for Motion

From: Amy Norris-Lue

Sent: Monday, May 9, 2022 9:14 PM

To: clerk@hamilton.ca

Subject: Support for Motion

Hello,

I fully support Councillor Wilson's and Councillor Naan's motion for changes to Main and King Streets.

The time has come to return both Main Street and King Street to a two way system.

I am aware that it will take time to put this conversion into effect; however in the meantime, reduce the speed limit, no right turn on red onto Main St and enhanced police patrols on Main and King. These measures could and should be implemented as quickly as possible.

I am encouraging the Mayor and all Councillors to pass this motion for the safety of the citizens of Hamilton.

Sincerely,

Amy Norris-Lue

Pilon, Janet

Subject: In support of Safe Streets Motion

From: Mary Helen Rosenberg

Sent: Monday, May 9, 2022 9:14 PM

To: clerk@hamilton.ca

Subject: In support of Safe Streets Motion

Pilon, Janet

Subject: Pedestrian Safety

From: Suzanne Levy
Sent: Monday, May 9, 2022 9:46 PM
To: clerk@hamilton.ca
Subject: Pedestrian Safety

It is with alarming concern, the number a fatal pedestrian accidents on our Hamilton streets. What is city council doing to address this concern? Two way traffic downtown on Main and King, reduced speed limits, no right turn onto Main Street on a red light? We need safe streets, we need pedestrians to not fear for their safety when out walking. There is no pedestrian armour against a motor vehicle. The vehicle will always win. Please address this issue for the safety of Hamilton citizens.

Suzanne Levy, Ancaster.

Sent from my iPad

Pilon, Janet

Subject: Safe streets

From: Beth Hovius
Sent: Monday, May 9, 2022 9:57 PM
To: clerk@hamilton.ca
Subject: Safe streets

As an Ancaster resident who uses Main St regularly, I totally support two way traffic. As a large city it is time to makes this a true city where public safety takes precedence over cars. I support all necessary interim measures including no right turns into Main St on red lights and slower speed limits.

Beth Hovius

Pilon, Janet

Subject: Motion to make Main and King streets safe

From: Kourtney Michaelis

Sent: Monday, May 9, 2022 10:13 PM

To: clerk@hamilton.ca

Subject: Motion to make Main and King streets safe

Dear Hamilton City Council,

I am entirely for Ward 1 councilwoman's motion to make Main Street safe. I live at King and Belmont and have seen far too many accidents and close calls for this to go unchanged.

In addition to major limitations of heavy load trucks, the speed limit should be decreased/ enforced, the number of lanes should be decreased and sidewalks widened.

Thank you,

Kourtney

Pilon, Janet

Subject: We Need Safe Streets

From: Deborah Tomlinson

Sent: Monday, May 9, 2022 10:45 PM

To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Office of Ward 3 City Councillor Nrinder Nann <ward3@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Powers, Russ <Russ.Powers@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; clerk@hamilton.ca;

Subject: We Need Safe Streets

To the Mayor and Councillors of Hamilton,

I am writing in support of Councillor Nann & Wilson's motion calling for an immediate intervention to improve safety for all users along Main Street and King Street. It is unconscionable that you continue to ignore the safety of those of us who live, and work, along these streets. It is callous that you have ignored our concerns for this long and have had the audacity to call these roadways, quoting Lloyd Ferguson, a 'competitive advantage' as rationale for overlooking us. You continue to allow, what is effectively, a highway to run through residential neighbourhoods. You had an opportunity in 2018 to convert Main St from one-way to two-way but instead you voted to allow this chaos to continue – do not make the same mistake again.

<https://www.cbc.ca/news/canada/hamilton/main-street-two-way-1.4714607>

I have heard hundreds of stories and seen dozens of near misses as people walk, bike, and drive along these corridors. I want to tell you about a small stretch of Main Street, between Sherman and Springer. I hope as you hear from other residents you are able to muster enough humanity to care about the real people your lack of leadership is impacting because people are, quite literally, dying on these streets.

<https://www.cbc.ca/news/canada/hamilton/pedestrian-hit-main-locke-1.6442941>

<https://www.cp24.com/news/four-people-including-three-pedestrians-dead-after-fiery-crash-in-hamilton-1.5826181>

In 2020, I emailed City Council about a car accident that occurred at the corner of Main St & Sherman. One of the vehicles involved ended up crashing into Big Top, a diner in the neighbourhood. This is a popular intersection for pedestrians (including children on their way to school) and thankfully none were injured that day, but that crash was the 2nd in two years that a car left the roadway and landed on the sidewalk.

<https://www.cbc.ca/news/canada/hamilton/big-top-crash-1.5742816>

The Shopper's Drug Mart, also on Main at Sherman, has on two separate occasions had cars leave the roadway and crash into it. The City's own Collision report from 2019 lists Main St at Sherman Ave as an Intersection with one of the Highest Frequency of Pedestrian Fatal and Injury Collisions. It also lists Main St at Dundurn, John, Wentworth and Victoria.

In response to my 2020 email City of Hamilton Staff, David Ferguson (Superintendent Roadway Safety & Public Works) responded stating, "Currently this location is the 86th ranked in our Network Screening, which utilizes industry standard Safety Performance Functions to assist municipalities in ranking problem locations. However, I feel you have identified a critical concern related to vehicle departing the roadway. Once staff have had a chance to review the details at this location, further follow up will be provided." The critical concern I had raised was that pedestrian presence or their use of an intersection was not considered in the ranking. When I followed up with Mr. Ferguson to inquire if the intersection had been reviewed, **I never heard back.**

A crossing guard for Adelaide Hoodless stands at the corner of Main and Sherman every morning and afternoon - in the exact spot where 4 cars in two years mounted the curb and caused damage to bricks & mortar. How much longer will the city continue to neglect this neighbourhood's safety? These students are walking along side walks with only a few feet between them and 4 lanes of speeding cars. I have reached out to the City's School Crossing Guard's program on multiple occasions to inquire about adding additional and possibly safer options for students crossing Main & King Street and have been told three that there is nothing that can be done because it does not meet the criteria for a crossing guard. When I asked what the criteria was, I was told it was confidential.

In October of 2020, Hamilton launched an automated speed enforcement pilot program but locations where students at Adelaide Hoodless cross (Main at Springer and Main at Sherman, which again was listed as having one of the Highest Frequency of Pedestrian Fatal and Injury Collisions) were not included in the pilot. In fact, the automated speed enforcement pilot program was not installed along any of the Main or King St corridors. This was a missed opportunity, and one must assume this was not an oversight. It was an intentional choice NOT to include these roads, it was purposeful negligence.

<https://www.hamilton.ca/streets-transportation/driving-traffic/automated-speed-enforcement>

I followed up with Mr. Ferguson's in December 2020 regarding my concerns with the strip of Main St between Sherman and Spring. When I **never heard back**, I followed up again in 2021 but still **never heard back**. When I followed up for a third time in September of 2021 and CCed Councillor Nann she informed me she was preparing a draft motion and had requested a cost breakdown to enact a 40 KM/H zone on Main between Sherman and east of Springer, this felt hopeful! This hope was fleeting because following Councillor Nann's email I got this from Ryan Krantz (The acting Superintendent Roadway Safety & Public Works), "As for school zone flashers on Main Street by Springer Avenue, school zone flashers are only to be used on streets that have direct school frontage. Since Adelaide Hoodless Elementary does not have direct school frontage on Main, we are unable to install school zone flashers to reduce the speed limit." When I followed up to ask why if flashing 40 signs are only put on roads directly in front of schools why does Main at Parkdale have them, **I never heard back.**

I had also asked if there were any other options available to us as a community to calm traffic at this intersection where there is less than six feet of sidewalk space for pedestrians and the roadway. **I never heard back.**

Ryan Krantz also informed me that, stating that the city has had to, "postpone our Collision Countermeasures Program for the time being, however, we are looking to start the program once again shortly. I can confirm that Main Street at Sherman Avenue is on our list of locations to review under this program."

In 2021, Transportation Operations and Maintenance begun a Ward 3 Neighbourhood Complete Streets Review. As part of this review, residents of Ward 3 were encouraged to identify areas of interest/concern as it

relates to roadway safety BUT the review is focused on local residential streets and not on major collector or arterial roads, like King Street and Main Street.

During a community forum on street safety, hosted by Councillor Nann, (in 2020 or 2021) David Ferguson (Superintendent Roadway Safety & Public Works) informed me that the city could not alter Main or King St because they fell under the jurisdiction of the MTO. So, I emailed Andrea Horwath's office and the MTO who confirmed that Main & King St do fall under, "the jurisdiction of the City of Hamilton. Provincial jurisdiction is limited to the ramp terminals in the vicinity of Highway 403 at Main Street and King Street. Main Street and King Street are also referred to as Hamilton Regional Road 8, and the City may have retained the old name of 'Highway 8' for the remaining sections of their roads. I would encourage you to continue to work with municipal staff and elected officials to resolve your concerns." I forward the response from the MTO to David Ferguson's office, **and I never heard back**. I have attached the MTO response to this email for your review as well.

On multiple occasions I have been told by City Staff that Hamilton has a vision zero plan. None of it tackles Main or King Street. And from what I have read the bulk of the plan is education and lawn signs, not the changes to infrastructure we so desperately need. Lawn signs cannot keep us safe and is, quite frankly, insulting.

On multiple occasions I have invited City staff and Councillors to join me and my family as we walk in the neighbourhood. The only councillor who has ever responded is Councillor Nann. I ask Council and City Staff to join me because you do not seem to understand the magnitude of risk that currently exists along Main St and King St. This was never more evident than in the flippant comment made by David Ferguson (in the street safety session) when he referred to the design along Main Street as "efficient for moving traffic," with a chuckle. He chuckled at our concerns. I'd like Council and City Staff to see how this efficient design feels and sounds like in the daily life of a neighbourhood.

Below you will find several recent newspaper articles about collisions and deaths along Main & King St. that involve people in cars because when we talk about cyclist or pedestrians no one seems to care. Maybe you'll care if you realize the design is unsafe for drivers too.

Thank you for reading my email in its entirety but let me be clear, I should not have to work this hard to keep my family and neighbours safe. You can no longer turn your eyes from our collective concern.

Respectfully,

Deborah Tomlinson-Veit

<https://www.thestar.com/news/gta/2021/09/29/siu-investigating-hamilton-polices-involvement-in-fatal-crash.html>

<https://injured.ca/pedestrian-dies-after-being-hit-by-a-car-in-downtown-hamilton/>

<https://www.hamilton.ca/sites/default/files/media/browser/2020-08-19/2019-annual-collision-report.pdf>

<https://www.cbc.ca/news/canada/hamilton/big-top-crash-1.5742816>

<https://www.cbc.ca/news/canada/hamilton/decorum-1.5726680>

<https://www.thespec.com/opinion/contributors/2020/08/24/traffic-calming-measures-will-make-aberdeen-avenue-safer.html>

<https://globalnews.ca/news/8784371/2-injured-crash-king-street-west-dundurn-hamilton/>

<https://www.hamiltonnews.com/news-story/6828908-four-hospitalized-after-king-st-crash-captured-on-this-video/>

Ministry of Transportation

Office of the Director
Design and Engineering Branch

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 871-9148
Facsimile: (519) 873-4789

Ministère des Transports

Bureau du directeur
Direction de conception et d'ingénierie

659, rue Exeter
London (Ontario) N6E 1L3
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January 8, 2021

107-2020-5007

Deborah Tomlinson-Veit

Hamilton, ON

Dear Ms. Tomlinson-Veit:

Thank you for your email to the Ministry of Transportation regarding road safety along Main Street and King Street in the City of Hamilton. I have been asked to respond on behalf of the Minister.

From the locations you mentioned in your email, it appears these roads are outside of ministry highway right of way and therefore under the jurisdiction of the City of Hamilton. Provincial jurisdiction is limited to the ramp terminals in the vicinity of Highway 403 at Main Street and King Street. Main Street and King Street are also referred to as Hamilton Regional Road 8, and the City may have retained the old name of 'Highway 8' for the remaining sections of their roads. I would encourage you to continue to work with municipal staff and elected officials to resolve your concerns.

Thank you again for allowing me the opportunity to respond on behalf of the Minister.

Yours truly,

A handwritten signature in black ink, appearing to read "Steven McInnis". The signature is written in a cursive, flowing style.

Steven McInnis, P. Eng.
Director, Design and Engineering Branch

Pilon, Janet

Subject: Main Street

From: Matthew Higginson
Sent: Monday, May 9, 2022 11:58 PM
To: clerk@hamilton.ca
Subject: Main Street

Hi There,

I am writing with regards to the motion by Councillor Wilson and Councillor Nann around the Main Street 2-way conversion study.

First let me just applaud the leadership and vision that these two councillors have put forward - which shows courage and openness but more than anything demonstrates they are paying attention to what the majority of Hamilton is demanding and willing to respond with more than rhetoric.

Is it enough? No. A study, a committee, a consultant - I have seen too many of these situations fizzle out or get lost. We can't let this happen here. The motion is one important step, but what you do next - what concrete, material action you put up - that is what will change and save lives. And that is the leadership and action we are tired of asking for.

I have delegated for years now on this topic of safer streets. I have shared research and reports, data and examples from other similarly situated jurisdictions that have saved lives. I have read the vision zero reports, and the city's transit master plan. I have spoken to neighbours, teachers, students, trustees - your own staff. I have called you directly mr. Mayor. And through all of this, I've watched headlines roll in, I've screamed, I've hugged my children close, I've cried. I can't keep doing this.

I saw a dump truck today on my street. As my kids played with bubbles and yelled with their friends across the street, several 37 tons of steel pounded the pavement. The driver waved at me and To be clear, I smiled back - I hold nothing against the worker who is following the design that suggests nothing is wrong with the picture. Even if he spit at me my issue could not be with him personally. Because the problem is not drivers behaving badly or bad actors breaking rules - our system of design puts the most vulnerable road users next to killing machines. We have to say that part out loud.

If we choose to do nothing, we are complicit.

The streets as they are are wildly dangerous. We can try to normalize it, we can get used to the chaos. But it doesn't have to be this way. And it wasn't always this way. These designs were imagined. They were seen to be the most effective way to move the most traffic, but is that the only measure of all our city can be?

We need to stop seeing ourselves as drivers stuck in traffic, and see ourselves instead as people who deserve to move freely, safely, and collectively. As people waiting for a bus that just isn't on time, or doesn't go where we need it to, or is too expensive, or late, or not frequent enough. As people waiting for it to feel safer to bike to work. As people who would walk or roll if we had just something to separate us from the things that weigh 25 times more than us and move 20 times faster.

Democracy requires the people to have strength of information and critical analysis. If you shut down 2 lanes - made it more pedestrian friendly, added a dedicated bus lane on and a bike lane, what impact would that have? How many more people could move? How many deaths would be prevented? How much cleaner would the air be? How much less stress would the population experience? Share these answers. Have a meaningful conversation about them. And maybe

we can move away from the dramatics of the decade old “war-on-the-car” rhetoric? The cars won. We tried it out. It’s been a disaster. It’s time to try something new. Something that works for everyone.

We can find new ways to imagine crossing the city - or spending time in it. I hate being stuck in traffic! It’s no fun! If you told me I would never have to sit in traffic again I would be filled with glee. But that would mean I could get groceries in my neighborhood, and not have to wait around for public transit schedules that don’t work with my own. It would mean I would need alternatives that meet me where I’m at. And that means different options for my neighbours that also work for them too. Because right now the only choice a lot of us have is to drive. And that isn’t much of a choice. Especially with astronomical gas prices, broken infrastructure, dodging potholes and losing community members. Even one single death is too much. That is the point of vision zero, a pledge that is up all over city hall.

And it’s the reason why mornings are so stressful - we are all hyper vigilant in the school zone during drop off and pickup. Going to play is stressful - because of the fact that we can’t calmly cross to walk through Gage. Doing the “personal responsibility” side of the climate change fight is stressful because of the honks I get when I’m biking and taking the lane because I don’t want to get sideswiped by a passing driver. The design of the road currently makes us all out here competing with one another like we are fighting for our lives. That is not a situation anyone can afford to lose.

We can’t fly alone, but together we built the runways, the wings, the landing gear, and the engines and collectively we were able to achieve flight. We can’t keep fighting these streets alone - together we can make it safer to be a pedestrian, to pick up groceries, to get a snack, to run and chase each other, to stay active - and for real, to achieve vision zero. All of this open highway through the city situation just puts us further from where we need to be - to avoid catastrophic climate change, to avoid kids in hospital for saving their sibling, to avoid rage and anger for our neighbours.

But if you make it harder to drive, you know what? People will find another way around. If you plant more trees and open up the streets to other ways of moving, businesses will thrive and people won’t just treat the neighbourhoods as places to pass through, but destinations to hang out in. That is a vision for the city that support everyone. And it is one that will truly allow us to raise kids and age gracefully. I love this city but lately when I’m on King or Main, I feel like it doesn’t love us back. Let’s work together to change that.

Thank you for your time,

Matthew Higginson

Pilon, Janet

Subject: Safety measures for King and Main streets.

From: Sheryl Boblin
Sent: Tuesday, May 10, 2022 9:08 AM
To: clerk@hamilton.ca
Subject: Safety measures for King and Main streets.

Good morning,
I am writing in response to safety concerns on King and Main streets in Hamilton. The recent incidents involving pedestrians and automobiles have highlighted the necessity for increasing measures to promote safety on these busy streets. Possible interventions might include lowering speed limits, imposing no right turns on red lights, and converting the traffic flow to two-directional.

Sheryl Boblin

Pilon, Janet

Subject: Solution for Main and Dundurn intersection

From: Ian MacPherson

Sent: Tuesday, May 10, 2022 9:05 AM

To: clerk@hamilton.ca

Subject: Solution for Main and Dundurn intersection

Hi Hamilton City Council,

I think the proposal to change Main into a two way is not the right solution, so here is an alternative.

If you delay the lights by five seconds. For example, if the Main st. light turns red, it takes five seconds for the Dundurn lights to turn green and for the walk sign to come on for pedestrians. If someone runs a red light it should be a 1000\$ fine and one point off their drivers license. You could even go a step further and change the walk signs, for example once the red light comes on the don't walk sign will change from a red stop hand to red eyes that say look in red in the same box as the red hand, so pedestrians don't get to confused but it gives them a sign for five seconds that tells them to look before crossing. I think these suggestions can be transformed easily to all major intersections and will cost much less than 400,000\$. This process could be done in a few days rather than a few months and could save lives sooner than later.

Thanks for taking the time to read this and I hope you really take this suggestion into consideration.

If you have any questions or if you need more detail of this idea please contact me at this email or by phone

Thanks,

Ian MacPherson

Pilon, Janet

Subject: Main Street West

From: Craig Burley

Sent: Tuesday, May 10, 2022 8:58 AM

To: clerk@hamilton.ca

Cc: Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Powers, Russ <Russ.Powers@hamilton.ca>

Subject: Main Street West

Dear Clerk,

Please add this to the agenda for Wednesday in respect of Councillors Wilson and Nann's Notice of Motion. Thank you.

Dear Councillors,

The orgy of violent death on Main Street West has obviously brought our city to a crossroads in how we will live out our collective goals of protecting children and the elderly, and indeed protecting your own employees.

We must redesign Main Street West for safety before more people die.

Sincerely,

Craig Burley

Pilon, Janet

Subject: Motion to make Main and King streets safe

From: Kathleen Suta

Sent: Monday, May 9, 2022 8:37 PM

To: clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

Subject: Re: Motion to make Main and King streets safe

Dear Hamilton City Council,

I am entirely for Ward 1 councilwoman's motion to make Main Street safe. I live at Jackson and Locke and have seen far too many accidents and close calls for this to go unchanged.

In addition to major limitations of heavy load trucks, the speed limit should be decreased/ enforced, the number of lanes should be decreased and sidewalks widened.

Thank you,

Kathleen Suta

Pilon, Janet

Subject: Safe streets!

From: holly mcwilliams
Sent: Tuesday, May 10, 2022 7:44 AM
To: clerk@hamilton.ca
Subject: Safe streets!

Please enact the Safe Streets proposal to slow traffic on city streets and make Main and King streets two-way. It is terrifying these to walk, cycle or just do one's job on our crazy streets without an undue amount of diligence when cars treat our streets like a civic-funded speedway!

Thanks to councillors Naan and Wilson for getting behind the sensible decision that is best for Hamilton.

DO THE RIGHT THING before this town makes more fast-traffic victims and murderers of its citizens.

Holly McWilliams
Downtown resident

Pilon, Janet

Subject: Safe Streets: King and Main

From: Brent van Staalduinen

Sent: Tuesday, May 10, 2022 7:03 AM

To: clerk@hamilton.ca

Subject: Safe Streets: King and Main

Dear Council,

I am writing in support of the initiative recently submitted by Ward 1 and 3 councillors to immediately make changes to ensure Main and King are safer roads. It's time for a balanced approach to traffic, pedestrians, cyclists, and public transit that will save lives and make Hamilton a more attractive place to live and work.

Thank you,

Brent van Staalduinen

Pilon, Janet

Subject: King Street Speeding: Gage to Melrose

From: Allison Barnes

Sent: Tuesday, May 10, 2022 2:39 AM

To: clerk@hamilton.ca

Subject: King Street Speeding: Gage to Melrose

Dear Councillors,

I saw that Councillor Nann commented on Facebook that you welcome feedback regarding speeding and wanted to add my voice to the issue.

I live on Connaught Ave N, just 2 houses north of King Street E. I have lived here for 3 years now, and can say with absolute certainty that the stretch of King St E between Gage Avenue and Melrose Ave is being treated like a drag strip at all hours (not just at night). When the light at Gage turns green, vehicles and motorcycles are speeding at EXTREMELY high speeds all the way to the light at Melrose (or further if they get a green light). It is a perfect 4-lane straight stretch of wide open road that invites dangerous drag race-style driving at high speeds.

What is especially alarming, is that this stretch of King E is home to the popular Bernie Morelli Rec Centre AND the new Bernie Custis High School. This stretch is heavily populated by children and teenagers. To add to the danger, there is NO buffer or median between the sidewalk and King St E on this stretch. One of the many speeding cars on this strip could easily hop a curb and kill a child. The sidewalk is literally mere inches from the vehicle tires on this stretch.

I have reported this to the City of Hamilton Aggressive Driving division and did not hear back.

There is now a sign that indicates that drivers need to slow down to 40km/hr - but it only flashes for a few short periods of each school day, and does little to solve the problem, unfortunately. There should be only 2 lanes of traffic on this stretch and CHILDREN AT PLAY signs due to the Bernie Morelli Rec Centre (& EarlyOn Programming), and Bernie Custis school. I have seen numerous accidents at the intersection of King and Gage since living here and most involve vehicles hopping the curb. A driver that they could easily kill a child in this area. This is urgently in need of addressing. If a police car would just sit on a side street and wait, I guarantee they would catch one aggressive speeder every 15 minutes, easily. There seems to be no enforcement of any kind. I have never seen a police car stationed to catch speeders in this area, which seems like a major oversight.

I hope that Council will be able to effect change to make this stretch of King St E and the King & Main Street speedways safer (and quieter) soon. I appreciate your efforts.

With kind regards,
Allison Barnes

Pilon, Janet

Subject: Transportation Master Plan One Way Street Commentary

From: Lynne Sargent

Sent: Monday, May 9, 2022 8:40 PM

To: clerk@hamilton.ca

Subject: [SUSPICIOUS MESSAGE] Transportation Master Plan One Way Street Commentary

Dear Council/To Whom it May Concern,

I have been a resident of Hamilton for over 10 years now, beginning as student at McMaster in 2010, living in Ward 1, and then spending time as a resident in Ward 5 before residing where I do now in Ward 4. Throughout all this time I have been a pedestrian and public transit user. Hamilton is for me easily one of the most walkable cities that I have been to in Canada, and as a pedestrian, I attribute this to the one-way streets. It is so much easier to keep track of traffic and easily cross lanes as a pedestrian with one-way streets. I also have very much appreciated how one way streets contribute to convenient traffic flow as a bus user. While I appreciate that pedestrian deaths are of concern, I would urge that the elimination of one-ways NOT be used as a way to engage in traffic calming. I would find a Hamilton without one-way roads to be a much worse one.

Sincerely,

Samantha Sargent

(Ward 4, L8L 3V5)

Pilon, Janet

Subject: Safer Main St and King St - Motion by Councillors Wilson and Nann

From: Yvette Cowe

Sent: Tuesday, May 10, 2022 10:16 AM

To: clerk@hamilton.ca

Subject: Safer Main St and King St - Motion by Councillors Wilson and Nann

Good morning,

I am writing to express my thanks to Councillors Wilson and Nann for bringing forward this motion to improve safety for all road users along Main and King Sts. Hopefully this will be the vanguard of a new street design policy that prioritizes safety over speed.

In the 16 years we have lived in Hamilton, and particularly in the last two years since the pandemic began, I've started to really pay attention to driver behaviour towards road users outside of cars. The hostility, and sometimes violence, displayed when their convenience is threatened has been escalating, and I believe it is time to design streets so that everyone can get to where they are going safely and conveniently, including drivers.

I could speak on this subject forever, but sticking with the immediate issues of Main and King, I agree with the prompt implementation of these traffic calming solutions:

*The de-synchronization of the traffic lights

*A buffer space between live traffic lanes and sidewalks (in whatever manner makes sense for the longterm development of the streets, taking into account the LRT)

*Wider sidewalks

*Narrower lanes

*Tree plantings or green spaces, placed close to the road so that they do not compromise visibility, but give the illusion of a more close space, which will prompt drivers to slow down without being explicitly told to do so

*Leading pedestrian intervals at traffic lights

*The elimination of right turns on red lights

Later, when all invested parties have been consulted ie Metrolinx and MTO, I agree with restoring both Main and King Sts to two-way traffic. I also hope for the area around the 403 to be improved for safety, although as I'm not a regular user of that area, I'll leave suggestions for those safety upgrades to people who are.

I hope that together, as Hamiltonian road users, we can come together to create a safe, convenient, and comfortable environment for everyone. It is time to move out of the 1950s car-centred idea of "progress", and move into an era where we design our city for *people*, not cars.

I thank you for your time, and I look forward to hearing about forthcoming safety measures.

Sincerely,

Yvette Cowe

Resident of Ward 4 since 2006

Subject: Pedestrian Safety on Main & King St.

From: Jeanette Eby

Sent: Tuesday, May 10, 2022 10:10 AM

To: clerk@hamilton.ca

Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>

Subject: Pedestrian Safety on Main & King St.

To Hamilton City Council,

I am writing this in support of Councillor Maureen Wilson and Councillor Nrinder Nann's motion calling for interventions to improve safety on Main St. and King St. I fully agree that our roadways need to be built for safety FIRST, and be conducive to community well-being and not for speed. Roads need to be safe for all of us - pedestrians, cyclists, public transit riders and drivers. The deaths and injuries caused by vehicles this year especially, and in years past, are unacceptable.

I am a Ward 2 resident and have navigated the streets of Hamilton as a cyclist, pedestrian, and driver. I actively avoid King and Main St. as a cyclist and am constantly concerned for the pedestrians who use these streets to walk to amenities and services that they need. I have been hit on my bike on Cannon St. and experienced many "near misses" as a cyclist and pedestrian.

I have also worked for Good Shepherd in Hamilton for the past 12 years. One of the buildings I work at is located right at Main and Locke in Ward 1, and safety for our tenants at this building has been an ongoing concern. Many have mobility challenges and their only option to get where they need to is to walk along Main St. or get into a DARTS vehicle or taxi right at that intersection. The other building is close to Main and Wentworth, with similar concerns for those who are walking on Main and King and crossing busy intersections.

I hope Council will take steps to move forward with the immediate measures that can enhance safety, such as expanding pedestrian space, closing lanes, and addressing the synchronized traffic lights. I support the longer term proposal to convert Main St. to two-way and have a complete streets design with safety for all users as the number one goal. It is time that Hamilton designs its streets for safe use for all, and for community health.

Thank you. Sincerely,

Jeanette Eby

Ward 2 Resident

Pilon, Janet

Subject: Safe Streets in Hamilton

From: Larry Snaidero

Sent: Tuesday, May 10, 2022 10:10 AM

To: clerk@hamilton.ca

Subject: Safe Streets in Hamilton

I am in support of this motion.

Thank You

Larry Snaidero

4.11 (ag)

Jacob Bohnert

May 10, 2021

Hamilton City Council
71 Main Street W
Hamilton, ON
L8P 4Y5

Dear Hamilton City Council,

Yesterday over social media, Ward 3 Councillor Nrinder Nann shared her intention to table a motion which will make Hamilton streets safer for pedestrians, with a focus on Main Street and King Street. I am very happy to hear action will be taken to make the streets safer. As I myself am a driver, a pedestrian, and a cyclist, I know how unsafe the streets can feel during rush hours. I was concerned, however, when I read the motion will include an option to make Main Street two-way.

I do not see how taking away the primary feature of Main Street which makes it unique and prevents congestion will somehow make the streets safer for pedestrians. As it stands now, pedestrians and cyclists crossing Main street can expect cars coming from one direction. Also, cars come by in “groups” based on the traffic lights, giving pedestrians a large window of time in which to cross between “groups” of traffic. Making Main Street two way will eliminate this gap and lead to situations we already see on the Mountain all the time: pedestrians standing in the turning lane between two busy traffic lanes, waiting for a gap in which to reach the sidewalk on the other side. This is extremely hazardous for the pedestrians to be compelled to put themselves into, but it comes with busy two-way corridors. On top of this, de-synchronizing the lights and making Main Street two way will increase congestion exponentially. Cars will be backed up into intersections, and drivers between intersections will be encouraged to speed even more in attempts to “race the green” and avoid stopping again. Drivers stuck in traffic will get less patient and more stressed from being in that situation, and will be more likely to make unsafe manoeuvres, pass on the right, and make turns without looking. All of these behaviours put pedestrians (children especially, who can easily be missed in a vehicle’s blindspot and hit by a driver making a right turn), cyclists, and other drivers at risk. Making our city into Toronto will not make our streets safer.

The improvements we do need to see - on Main Street especially - are changes to actually protect pedestrians from cars. This includes pedestrian-prioritizing crossing signals, restricted right-on-red intersections where pedestrians are trying to cross, and measures to prevent vehicles from using the shoulder lanes (which should be reserved for turning) to exceed the speed limit and pass other traffic. Even re-adjusting the synchronized lights so that cars travelling 40km/h or less will be more likely to get all green lights than cars travelling 50km/h – 60km/h would slow traffic and make the Street safer

without causing excess congestion. More than anything else, Main Street needs wider sidewalks and a physical barrier such as trees and bollards in between the sidewalk and moving traffic. Having such a barrier would have prevented the May 5th tragic loss of life of the darts driver full-stop. These features can all be implemented without making Main Street two-way, without impacting and creating excessive congestion, and would dramatically improve pedestrian safety.

I hope the city will come to a solution that actually makes our streets safer, while maintaining the uniqueness that sets Hamilton apart from the rest of the GTA.

Signed,

A handwritten signature in black ink, appearing to read 'Jacob Bohnert', written in a cursive style.

Jacob Bohnert, Ward 2

Pilon, Janet

Subject: Motion re safety improvements on Main & King Streets

From: David Broom

Sent: Tuesday, May 10, 2022 10:01 AM

To: clerk@hamilton.ca

Subject: Motion re safety improvements on Main & King Streets

Madam

I support Coucillors Wilson and Naan's motion to Council to improve safety on Main & King Streets by returning to two way traffic on Main & King, reduced speed limits, fewer lanes as well no right turn on red lights. Hopefully these changes will improve safety for both pedestrians and drivers.

David Broom

Member

Senior Advisory Committee.

Pilon, Janet

Subject: 2 Way Conversion of Main St.

From: Kaitlyn Jardine

Sent: Tuesday, May 10, 2022 11:27 AM

To: clerk@hamilton.ca

Subject: 2 Way Conversion of Main St.

Hello Councillors,

I wanted to reach out to you to express my concern about the recent traffic related fatalities on Main St. and King St.

I believe a two way conversion of Main St. is necessary to calm traffic in the area. Beyond that, I would like to see the city take a more pedestrian centric approach to our streets downtown. In my opinion, our city sidewalks along the main arteries are unsafe and unpleasant. I, and most people I know, avoid walking on the sidewalks along Main and King. There is no barrier between the sidewalk and the closest lane of traffic. Understandably, people do not want to walk beside traffic going 60+ km/hr. But it is unavoidable in certain spots. How is this acceptable? We treat Main and King like highways but do nothing to put a barrier between pedestrians and cars.

A two way conversion would also increase foot traffic to our local shops. What if a person could walk up and down the streets of Main and King downtown, perusing the shops as they do on James? There are fabulous shops along our city's inner city "highways" that people avoid because it's such an unpleasant experience walking around.

It is time to readjust our thinking from being a car-centric society to a pedestrian-centric society.

And on that note... how about we make Ottawa St and Lock St pedestrian only every summer?

Thank you

Kaitlyn Jardine & Jamie Dugan

Kaitlyn Jardine

Pilon, Janet

Subject: Traffic Fatalities & Injuries at Dundurn St, Hamilton

From: Sean Gadoury

Sent: Tuesday, May 10, 2022 11:26 AM

To: clerk@hamilton.ca

Cc: Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; chad.collins@hamilton.ca; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>
Subject: Traffic Fatalities & Injuries at Dundurn St, Hamilton

To the Mayor & City Council of Hamilton,

This letter is in support of the motion to address the ongoing traffic fatalities and injuries occurring at Main St & Dundurn St and at King St & Dundurn St in Hamilton. This is an epidemic that needs to be addressed immediately. Every day the citizens of our city are subject to the dangerous conditions by having a 5-lane highway in a highly populated pedestrian area.

It has become such a terrifying situation that I choose not to walk down those streets and don't take my children through this area, even though the closest grocery store is within walking distance. This does not align with the city's goal of being the safest place to raise a child.

No one should lose their life or be gravely injured simply by walking down the street, or by having to drive in completely unsafe conditions for their job. Human beings in our city should not be afraid to walk down Main St or King St. because they don't want to be bowling pins in a death-trap alley of automobiles.

Half-measures such as a pedestrian walk-way, waiting for LRT (while more people die), and driver education have not and will not work to fix this. The only solution is for the council to act immediately and enact effective traffic calming measures, reducing the speed and amount of traffic in this area.

Choosing not to act on this issue is tantamount to negligence. Unless the council acts swiftly, more people will die.

Sean Gadoury,
Hamilton Resident & Father

Pilon, Janet

Subject: Immediate action required to address traffic fatalities

From: Jason Morse

Sent: Tuesday, May 10, 2022 11:06 AM

To: clerk@hamilton.ca

Cc: Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; chad.collins@hamilton.ca; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: Immediate action required to address traffic fatalities

Please accept the following correspondence regarding motor traffic safety in Hamilton, which is expected to be discussed by city council on May 11 2022.

People of Hamilton are suffering injury and death as a result of the city's road transportation system. Those responsible for the ongoing harm directly caused by motor traffic must immediately use all available measures to prevent further trauma to the population.

City council and staff know for certain that many more innocent people will be killed if the system remains unchanged. In fact, we expect people to be killed, and would be surprised if it didn't keep happening. This amounts to a promise by the authorities that fatalities will continue.

Eliminating risk to human lives is not possible while current levels of traffic speed and volume are maintained. No amount of driver education, deterrence, or enforcement is enough to prevent further tragedy. Motor traffic speeds must be reduced by design. There is no place in our neighbourhoods for one way streets that are five lanes wide. Along with timed traffic lights, they encourage fast driving, unsafe passing, and lane changes.

Neighbourhood vitality is also suffering. People do not voluntarily walk along the wide one way sections of Main and King streets. They're terrified of fast vehicles right next to narrow sidewalks. Detrimental health effects come from pollution such as noise, exhaust, and particulate matter, not to mention environmental harm from greenhouse gas emissions. It's sadly ironic the person most recently killed on Main Street West was not there by choice, but simply working at their job.

The time has long passed to reconfigure these dangerous high speed thoroughfares. Reducing the number of lanes, widening sidewalks, conversion to two way, and other interventions are well known to make streets safer for everyone inside and outside of vehicles. We cannot wait for LRT construction to begin making changes. Lanes are closed for repairs regularly. In the case of an emergency, immediate closures are implemented. This is an emergency. You are urged to take immediate action.

Respectfully,

Jason Morse

Pilon, Janet

Subject: Motion for the Main Street two-way Conversion Study

From: Deborah DiLiberto

Sent: Tuesday, May 10, 2022 11:14 AM

To: clerk@hamilton.ca

Subject: Motion for the Main Street two-way Conversion Study

The Main Street two-way Conversion Study is desperately needed. Our city's main thoroughfares need to be safe for all people and modes of transportation. Thank you for considering and taking responsible action.

Sincerely,

Deborah DiLiberto

Durand Neighbourhood resident

4.11 (am)

Pilon, Janet

Subject: Road safety thought submission

From: Tasha Findlay-Clairmont

Sent: Tuesday, May 10, 2022 11:09 AM

To: clerk@hamilton.ca

Subject: Road safety thought submission

To whom it may concern,

Two way traffic could be very problematic for those roads at this time. The Covid19 pandemic has greatly effected individuals, and a dramatic increase in road related concerns. The effects of COVID besides increased health concerns, has have been irritability, anger, frustration, and definitely feeling stressed and we are increasingly noticing it on the roads. It's only my thoughts but I fear this change will put even more traffic on our side streets where many children are compared to "up and down" King & Main Street.

Yes to more road safety!.

Hamilton roads are a mess, they are long overdue for actual work and configuration. Real road work and good paving, pot hole and maintenance, full road reviews both on main roads and side streets.

Hamilton is a grid that has been evolving and feels as though it has not been assessed properly for years with the inflation of this City.

I'd write more but I'm only one Hamilton citizen asking not to have Main and King converted into a two-way street at this present time and consider all other possible options for increasing road safety and awareness in Hamilton.

Thank you for your dedication to our city and consideration to just two of the busiest streets in and out of Hamilton.

Kindest Regards.

Pilon, Janet

Subject: one way streets in Hamilton need to change.

From: zoubin

Sent: Tuesday, May 10, 2022 11:06 AM

To: clerk@hamilton.ca

Subject: one way streets in Hamilton need to change.

One way streets in Hamilton have to go, our neighborhoods are not a highway.

It is making our streets unsafe, and killing any chance that our lower Hamilton businesses have of survival.

Separately we need to work on building respect for cyclists and pedestrians in this city. I cycle daily and the road rage against anything with less than four wheels is very real. I see aggressive driver behavior towards cyclists on a daily basis.

I live in Gibson neighborhood.

Zoubin

--

[Zoubin Zarin]

4.11 (ao)

Tuesday, May 10, 2022

Delivered to Council, City of Hamilton at 11:00AM

clerk@hamilton.ca

cc: ward1@hamilton.ca; ward3@hamilton.ca

Hello,

This is a letter of support for Councilors Wilson and Nann regarding making changes to Hamilton's dangerous roadways. The two, one-way highways running through our city are the worst example of city planning for reasons that everyone is aware of, and this will not be new information to anyone at City Hall, MTO or Metrolinx. Perhaps perspectives of Hamiltonians that actually live and work in the city will help to propel immediate action.

We moved from Toronto to the south end of Strathcona Ave three years ago, and our 7-year-old daughter goes to a school in Kirkendall. We opt to shuffle her across FIVE LANES of traffic - without a light - to cross into residential streets in order to avoid having to walk two long blocks to an intersection with lights, with our backs to five lanes of speeding cars, trucks and buses. Walking along Main St. is like walking along the shoulder of the 401. I am not being dramatic when I say that we are taking our lives in our hands every single school day. The volume, speed, jostling and constricted thru-way of the traffic makes it ripe for accidents to happen.

When we cross at the lights on our way home from school, (because we have the ridiculous advantage of walking toward five lanes of speeding traffic and perhaps a few life-saving seconds to jump out of the way of a car that is pushed onto the curb), we encounter a whole other traffic issue. We have to ensure that drivers of vehicles turning onto Main St. from any of the north-south running streets are aware that we are crossing. Drivers tend to look west, at five lanes of oncoming traffic, to determine when they have the opportunity to pull onto Main St. I assure you, they are not thinking about pedestrians crossing from east to west because they only have to look west to navigate their merge onto the one-way "highway." We have witnessed no less than three vehicle accidents at the bottom of our street alone as a result of a failed merge. Many of these intersections have some amount of an obstructed view, which results in cars pulling up to the very edge of Main St. as they wait to turn, essentially blocking pedestrians from crossing safely, or at all. How often do cars have to reverse to either enable clearance for vehicles to turn left from Main St. onto the side street or to allow pedestrians safe space to cross, assuming they even see us? EVERY. SINGLE. DAY. What if we had already started crossing behind these vehicles because our pedestrian path at the intersection was not clear? I fear for all pedestrians, particularly those unfamiliar with the impacts of the one-way highway, who enter one of these intersections assuming that drivers are looking for them BOTH WAYS, rather than being legitimately distracted by five lanes of traffic coming one way from one direction.

Pedestrians are clearly and tragically casualties of the horribly designed traffic flow, and businesses suffer from people speeding through the city to get from A to B with little thought to stopping and accessing anything along the route. If commerce is more important to this city than people, there's a strong argument that can be made for the harm our city's one-way highways cause to any business that attempts to capitalize on the volume of people that zip along Main or King St. I'll support anyone that

4.11 (ao)

speaks to that, but I implore the City of Hamilton to act swiftly to correct this horrendous situation before more people get hurt or die.

Councilors Wilson and Nann will be proposing some great temporary improvements, but we *cannot* stop there. I share their vision of making Main St. a two-way street, and we are not alone. Be courageous, save lives, help businesses prosper and build our communities up!!!! It's the only true solution and I think everyone knows that.

Thank you,

Barb Williams and Family, Strathcona Neighbourhood

Pilon, Janet

Subject: Main Street conversion

From: **melanie rampen**

Date: Tue, May 10, 2022 at 7:38 AM

Subject: Main st conversion

To: <ward1@hamilton.ca>

Hello,

I am a ward 1 resident and I am writing in total support of your motion to convert main st to two-way and introduce a number of safety measures along the corridor. I think main st needs to be converted to a two way street for the entire length of it. In its current state it feels dangerous when I'm driving and so dangerous for pedestrians I almost never walk on it. Main street's current design sends the message to the residents of the lower city that their safety and community is less important than peoples ability to move through the city quickly. I think the size of the Main Street corridor is so big that it offers lots of great opportunities for improvement, like fully separate bike lanes, wide sidewalks and trees.

An immediate action that should be taken is at least lowering the speed limit to 40 km/hour so it feels less like a highway.

On a similar note, when does the new truck route plan come into effect? I am seeing the same number of large trucks on the roads that the new plan will limit to smaller trucks.

Thank you,

Melanie Rampen

Pilon, Janet

Subject: Unsafe streets in Hamilton

From: Larissa Ciupka

Sent: Tuesday, May 10, 2022 10:32 AM

To: clerk@hamilton.ca

Subject: Unsafe streets in Hamilton

Dear Sir or Madam,

My husband and I moved to Hamilton over 25 years ago. We first settled on St. Clair Avenue near Main and Sherman. Clear in my memory was walking our daughter along Main Street to her babysitter (short of cutting through other people's backyards, we had no other option but to walk along Main) and seeing near-miss after near-miss on this one-way highway in the middle of a residential neighbourhood. In one week, we witnessed two car accidents right in front of us.

I grew up in Toronto and went to both high school and university in downtown Toronto. I wasn't nervous or anxious about walking in Toronto.

Yet when we moved to Hamilton and I worked downtown, I only tried walking home once after dark (but at still a relatively early hour, before 9 pm). The one-way street system meant it was not pleasant to walk along either Main or King and as a result there were long stretches where there were no other pedestrians. Just me, and lots of cars whizzing by. I felt vulnerable and exposed.

We now live in Kirkendall and I often walk downtown to the Art Gallery of Hamilton, where I volunteer, and to the Market.

I am able-bodied. I have good eyesight and hearing. As a pedestrian, I have to be hyper-vigilant always. Between getting splashed on the south side of Aberdeen before Queen thanks to lousy drainage (why yes, I supposed I could try to turn left off Mapleside to cross at the Kent light, but the number of times vehicles run the red there....), waiting extra long before crossing south at Queen to ensure I'm not mowed down by someone running the advance green after it's done, or turning around and making eye contact with drivers turning right onto Queen after they no longer have the advance green (impossible if the car windows are tinted) and then running the gauntlet of drivers turning onto one-way streets and only looking to see if there are cars coming but not looking to see if there are any pedestrians crossing the opposite way, and good luck getting cars to stop at the crosswalks along the way, even with lights flashing.

In short, I can't remember the last time I walked downtown and DIDN'T have a near-miss with a car: drivers travelling over the speed limit; drivers running a red light/turning after the advance green is finished; drivers barely slowing down at stop signs; drivers blowing past crosswalks with lights flashing; drivers forcing me to walk into traffic because their cars are in the pedestrian cross over.

It's hard to be the best place to raise a child and age in place when it's not safe to take a walk in your city.

Stop the bloodshed.

Sincerely,

Larissa Ciupka (she/her)

Pilon, Janet

Subject: Main Street Safety Improvements

From: Chris Ritsma

Sent: Tuesday, May 10, 2022 10:35 AM

To: Farr, Jason <Jason.Farr@hamilton.ca>

Cc: clerk@hamilton.ca

Subject: Main Street Safety Improvements

Hello Jason,

I would like for the clerk to include my support for the Wednesday motion relating to Main Street changes.

I am emailing you to advise that I support this motion and believe that council should too.

Main St is among the multitude of streets in Hamilton that are incredibly unsafe, uncomfortable and not welcoming to business, employment, and economic activity. King St and Main St are both filled with hundreds of vacant commercial units, and have seen the deaths and injuries of too many of my neighbours.

Both Main Street, and James Street N are 20 metre right of way roads for the majority of their length, and yet Main St is dangerous, loud, uncomfortable and devoid of vibrancy and life.

The single difference between them is their design. Council must consider changing the design of Main Street to cater to the needs of the local communities including but not limited to not dying when walking around.

With rapid transit on its way, now is the time to take a leadership stand, and show that Hamilton is ready to move into the 21st century, by recognizing the design of Main Street was built for a Hamilton that is long gone. Hamilton should return it's Main Street to how it was before planners catered to a traffic pattern that no longer exists. Restore Main Street to it's former glory, and in doing so respect the lives of citizens, children and families of the lower city.

Regards,

Chris Ritsma.

Ward 2 Resident.

Pilon, Janet

Subject: In Support of Two-Way Conversion of Main Street

From: Stephanie Vegh
Sent: Tuesday, May 10, 2022 10:17 AM
To: clerk@hamilton.ca
Subject: In Support of Two-Way Conversion of Main Street

To Members of Hamilton City Council,

I am writing to express my wholehearted support of the motion to be brought forward on Wednesday 11 May by Councillor Maureen Wilson and Councillor Nrinder Nann calling for immediate action to remediate the dangerous conditions that have been allowed to persist on Main Street in recent years, with especially devastating results and multiple deaths in recent weeks and months.

To be clear, these "accidents" and the resulting injuries and deaths cannot be called accidents - these are the sadly predictable results of widely documented and highly dangerous driving patterns and conditions that encourage speeding through timed lights (it's been called "the green wave" ever since my childhood growing up in this city), as well as the deplorable condition of pedestrian infrastructure along the major route, which provides zero protection to anyone unfortunate enough to find themselves traveling by means other than a speeding car. I cannot count the number of times a car or bus has ridden up on the sidewalk while I've attempted to walk on this street, and my experience using Main Street as a driver is no consolation prize.

Rather than take any meaningful action, this Council has repeatedly protected the interests of high-speed traffic through the heart of our city at the expense of safety, sanity and human lives. It has even been called our "competitive advantage" - a truly bone-chilling devotion to speed and convenience for some at the mortal peril of anyone who dares to live or work in this community.

Councillors Wilson and Nann are demonstrating the leadership that has been long overdue in our governance by calling for immediate actions to make Main Street safer for all road users, and I count myself among many residents who are eager to see the end of this six-lane death trap. This city cannot continue to sacrifice human lives for the sake of a few minutes shaved off a reckless driver's commute. And when LRT construction begins, the need for Main to serve as a functional two-way corridor - as it did before the widespread conversion to our streets to one-way at the whims of car-centric urban planners - will be greater than ever.

For context, I also recall driving the "green wave" southbound on James Street in my teenage years before it and John Street were converted to two-way roads. Far from being the disaster screamed about by opponents to two-way conversation, we can all recognize how James Street has flourished as the soul and pride of a new Hamilton since then. You have the opportunity here to make Main Street thrive in much the same way, and all the evidence in the world supports such a decision. Arguing otherwise in 2022 is simply wrong-headed, stubborn and frankly murderous to your constituents.

Frustration with this issue is reaching a fever pitch, and will no doubt shape many decisions at the ballot box this fall. I strongly encourage you to support this motion to put safety, the environment and human lives ahead of your misguided devotion to the car.

Regards,
Stephanie Vegh

Pilon, Janet

Subject: Safer Streets

From: Kristin Campbell

Sent: Tuesday, May 10, 2022 11:54 AM

To: clerk@hamilton.ca

Subject: Safer Streets

To whom it may concern,

As a parent and a resident of Ward 3, I want to support immediate interventions to the King and Main corridors. Interventions aimed at slowing traffic will make these streets safer for all pedestrians. Currently, I fear walking along King and Main and crossing these streets with children is terrifying. To get to school, we must cross Main. To get to the nearest park, we must cross Main and King, and to get to our nearest Rec centre, we must cross King. We should not feel afraid to access these necessary parts of our city.

Thank you,

Kristin Campbell

Pilon, Janet

Subject: Traffic & fatality concerns

From: Marijus Gudinskas

Sent: Tuesday, May 10, 2022 11:45 AM

To: clerk@hamilton.ca

Subject: Traffic & fatality concerns

Dear representatives.

Like you you, I have been saddened by the recent number of pedestrian fatalities in the recent months.

I have heard that there are considerations for Main and King being turned into two way thoroughfares.

While such a conversion on Main Street may have some practicality I believe that any considerations for King Street should be a "non starter"

After all we do have plans to have an LRT going down a significant portion of King in the years to come.

Also consideration of the impact such a move on other arteries should definitely be considered..

As for other solutions things to consider.....I would like to ask some questions as well as propose some solutions.

1) I would be curious to know if the number of accidents on those thoroughfares is disproportionate to the volume of traffic (including trucks) that travels on those routes.

2) I would like to know if the multiple, 4-5 , lane crossing either from north to south or south to north off either 403 Main Street ramps to access Dundurn Street is a contributing factor at that particular intersection.

3) While still looking at the Main / Dundurn area I do believe that the entrance to the mall (Fortino's Plaza) from Main may also be a contributing factor. Possible that drivers who have had to wait for cars to make the turn into the plaza (then accelerating to make the turn onto Dundurn.

4) Prior to conversion of Main to two way .. It may be better to follow Toronto's example of installing speed camera's along a significant stretch of the road. Same could be done King while waiting for LRT to be built..

SPEEDING is a City wide issue that speed cameras may help in "turning down the volume" city wide.. while allowing HWRP's finest to focus on other issues including the crackdown on modified (loud) cars that continue to make life miserable for residents.

I would also hope that you would take the time to consider some of my suggestions as well as others before taking the much more drastic step of turning Main (possibly King) into two way traffic.

I would appreciate it if you would take the time to respond to my enquiries and suggestions

With all due respect for the hard work that you all do... - Marijus

CA Marijus Gudinskas LT

Subject: MAIN ST.

From: Ian Turner

Sent: Tuesday, May 10, 2022 11:32 AM

To: Ward 1 Office <ward1@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

Cc: clerk@hamilton.ca

Subject: MAIN ST.

Hi Maureen,

I'm a Strathcona resident who wants to quickly encourage you with my support for the motion to change Main Street to a two-way street.

I love getting across the city quickly as much as anybody does - *but* having a road like that go straight through our downtown makes sense only for people who don't want to be here.

In its current incarnation Main Street is unnecessarily dangerous and designed to keep people away so that cars can have free reign. I feel like I have to keep my head on a swivel just to take my kids to swimming lessons. Changing Main back to two-lanes could go a long way not just to making things safer, but bringing some community back to downtown Hamilton and an important step to improving the quality of life for people around here.

Thanks,
Ian Turner

Pilon, Janet

Subject: Support for Traffic Calming on our Streets

From: Matteo Scardellato

Sent: Tuesday, May 10, 2022 11:59 AM

To: clerk@hamilton.ca

Subject: Support for Traffic Calming on our Streets

To whom it may concern,

As a homeowner and parent living in Ward 3, I'm writing to voice my support for any and all traffic calming measures which the City of Hamilton might seek to introduce. Our residential neighbourhood between King and Main is constantly used as a "short cut" zone between those two major streets, and the lack of traffic calming measures AND enforcement of the speed limit (which is still too high, it should be 30km/hr) encourages drivers to rocket past our house all day and night. I am unable to allow my children to play in front of our house, despite us having a front yard and driveway. I have to keep a tight hand on them when we walk to the park, to school and daycare, because drivers careen around corners and accelerate between stop signs. We moved to this neighborhood because of the access it promised to so many things on foot, but we have to cross Main, King and Cannon regularly to access city services, which isn't safe.

Not a month goes by without me hearing about another pedestrian or cyclist hit by a car in circumstances where they should have been safe - walking on the sidewalk, riding in a bike lane, crossing at a crosswalk or crossing a residential street. Please put an end to this dangerous "drivers first" mentality and protect everyone in our community, regardless of how they get around.

Thank you,
Matteo Scardellato,
Resident, Ward 3



330 Lodor St, Ancaster

Dear Councillor

At your next Council meeting you will be asked to approve the Planning Committee denial of Application UHOPA-22-004 for an 8 storey condo at 392-412 Wilson Street East in Ancaster.

Ancaster Village Heritage Community, AVHC, asks you to please uphold the Planning Committee decision. AVHC is a community based organization with over 1000 subscribers to our Facebook pages and 85 local members.

AVHC supports positive development and intensification. We believe strongly this can be accommodated within the parameters set out in the Ancaster Wilson Street Secondary Plan. The lot is vacant and 2.5 to 3 storey buildings, built to meet the Wilson St Secondary plan will provide a remarkable increase in housing and ground floor commercial space. **Hamilton's intensification goals can be met with a far smaller development.**

We have noted on several occasions a concern on the part of the City that developers will appeal to the Ontario Land Tribunal. **We believe that this open admission emboldens developers** who then push the City for significant increases in permitted density and height. It becomes a vicious circle.

In this case the 8 storey application is about 4 times higher than the 9 meter permitted height in the Secondary Plan. The design is bland and does not fit the character of the street. The applicant has been very open in saying they will go to OLT and get all they ask for. AVHC is not so sure.

The site is in the historic enclave known as the Village Core. This downtown is similar to the historic downtowns of Dundas, Waterdown, and Stoney Creek. Surely OLT can respect the 4 or 5 blocks in each case and ensure new development is to scale of the existing historic buildings and design is sympathetic to the area.

We note the incredible effort in the city centre at Gore Park to do exactly that.

If you uphold the denial and it goes to OLT, be assured the City will not be alone. AVHC has shown at several meetings our citizens care and turn out to support their community. We will be there at OLT to support a City decision to protect the Secondary Plan.

If OLT upholds the massive overbuilding requested, you will hear no criticism from the community. You will hear our grateful thanks for attempting to uphold a Secondary Plan created with remarkable public participation only a few years ago.

Please vote to uphold the Planning Committee denial.

Sincerely

Bob Maton. PhD—President

CITY OF HAMILTON

NOTICE OF MOTION

Council: May 11, 2022

MOVED BY COUNCILLOR S. MERULLA.....

Reaffirming Council's Position on the Amendments Required to the *Highway Traffic Act*, to Include Right-of-Way Legislation for Pedestrians

WHEREAS, Council on November 13, 2013 requested that the Province of Ontario amend the Highway Traffic Act, to include right-of-way legislation for pedestrians, in order to create a complete streets environment; and

WHEREAS, the City of Hamilton is currently seeing a high volume of accidents involving automobiles and pedestrians.

THEREFORE, BE IT RESOLVED:

That Council reaffirm their previous request for the Province of Ontario to amend the *Highway Traffic Act*, to include right-of-way legislation for pedestrians.

CITY OF HAMILTON

NOTICE OF MOTION

Council: May 11, 2022

MOVED BY COUNCILLOR M. WILSON.....

Safety Enhancements to Major Arterial Roads

WHEREAS, 10 people have been killed and many others have suffered serious injury from collisions on Hamilton’s streets since January 2022;

WHEREAS, the City of Hamilton’s annual collision report provides statistical data on all reported collisions on City of Hamilton roads during a five-year period;

WHEREAS, there have been 70 fatal incidents, including 26 pedestrians and 2 cyclists over the past five years (2017-2021) on Hamilton streets because of collisions;

WHEREAS, the annual collision report reveals an over representation of fatal and injury collision along Main and King Streets in Hamilton;

WHEREAS, the Multi-Modal Transportation focus area under the Term of Council Priorities 2018 – 2022, it is identified that safety measures will be built in to ensure road safety for all road users in-line with the principles of a Vision Zero strategy;

WHEREAS, in 2019 Hamilton City Council approved the City of Hamilton Vision Zero Action Plan 2019-2025 which identifies that fatalities and serious injuries on our roads are preventable and that no loss of life is acceptable;

WHEREAS, Hamilton City Council voted unanimously in support of a Vision Zero Action plan which states that our city’s street designs should minimize risk to all users, especially vulnerable users such as children, older adults and people with disabilities;

WHEREAS, the implementation of LRT in the Main-King-Queenston corridor will transform our city and act as a catalyst for re-prioritizing road space with a focus on pedestrians;

WHEREAS, Hamilton City Council voted unanimously to apply equity, diversity and inclusion principles to all city actions and practices, including transportation design, operations and capital funding;

WHEREAS, Hamilton City Council unanimously declared a climate emergency that committed the municipality to prioritizing climate action and sustainability;

WHEREAS, equitable mobility means that all residents have an opportunity to move around reliably and safely regardless of their abilities, income, race, gender, postal code and means of transportation;

WHEREAS, the removal of unsafe conditions created by the existing design and operation of Main and King Streets would support healthy lives, social development, economic opportunities and civic participation for all Hamilton residents;

WHEREAS, Complete Streets is an approach to planning, design, building, operating and maintaining streets that enable safe access for all people who need to use them;

WHEREAS, the Hamilton Police Service have publicly reported that the structural redesign of Main and King is necessary to address the sustained pattern of fatalities and injuries; and

WHEREAS, the City must honour its stated commitments to safety, accessibility, equity, mitigating the impact of climate change to create a healthier, more liveable and prosperous city.

THEREFORE, BE IT RESOLVED:

- (a) That staff identify actions that can be taken immediately to improve safety for all users along Main Street and King Street such as expanded and enhanced pedestrian space, temporary lane reductions, removal of parking restrictions, reduced speed limit, synchronized traffic signal options, no right turn on red restrictions at intersections, and leading pedestrian intervals;
- (b) That the conversion of Main Street from one-way to two-way be approved as an immediate safety intervention and that an implementation plan be developed for the conversion of Main Street from one-way to two-way that integrates a Complete Streets redesign that will enable safer use for all people who need to use the streets including public transit riders, pedestrians, motorists and cyclists and that these spaces also contribute to climate resilience by providing shade trees and permeable surfaces;
- (c) That staff be directed to undertake engagement with the public and advisory committees on the medium- and long-term vision of Main Street that leverages a Complete Streets, EDI and Climate Change approach;
- (d) That staff consult with Metrolinx and the Ministry of Transportation on the implications of the implementation plan on LRT and Highway 403 interchanges;
- (e) That staff report back in early 2023 with an implementation plan for the two-way conversion of Main Street that includes an assessment of costs, construction timing and resource requirements;

- (f) That the City retain a consultant to prepare the implementation plan for Main Street funded from Vision Zero Priorities Capital Budget (#4662020050) at an upset limit of \$400,000; and
- (g) That staff update and reassess all remaining one-way streets in the City of Hamilton utilizing the street conversion framework identified in the Transportation Master Plan and report back to Council.

CITY OF HAMILTON

NOTICE OF MOTION

Council: May 11, 2022

MOVED BY MAYOR F. EISENBERGER.....

Banning Hate Symbols

WHEREAS, Council voted to ban expressions and symbols associated with hate from public property within the City's jurisdiction August 9, 2021.

WHEREAS, Council at its meeting of June 23rd, 2021 endorsed Private Member's Bill C-313 *Banning Symbols of Hate Act*.

WHEREAS, the 43rd Parliament was dissolved on August 15th, 2021, bringing to an end all proceedings and bills before Parliament.

WHEREAS, Bill C-229 An Act to amend the Criminal Code (banning symbols of hate) was introduced for First Reading on February 3, 2022; and

WHEREAS, hateful symbols cause community and individual harm.

THEREFORE, BE IT RESOLVED:

- (a) That Hamilton City Council endorse Bill C-229, An Act to amend the Criminal Code (banning symbols of hate).
- (b) That Council requests the federal and provincial governments act swiftly to take action to ban symbols of hate.
- (c) That the Federal Government develop legislation that would clarify and strengthen the definition of hate speech and symbols; and work with all orders of government in addressing the root causes of hate speech; and
- (d) That the Provincial Government enact legislation to enable municipalities to make enforceable decisions regarding symbols deemed unacceptable by the local community; including a review of statutes where hate speech may be identified as illegal.

Authority: Item 4, Public Works Committee
Report 21-011 (PW21043)
CM: August 13, 2021
Ward: 10

Bill No. 116

CITY OF HAMILTON

BY-LAW NO. 22-

To Permanently Close and Sell a Portion of Pinot Crescent, Stoney Creek, namely Part of Pinot Crescent, Plan 62M-1241, City of Hamilton, designated as Parts 1, 2 and 3 on 62R-21878; City of Hamilton

WHEREAS Sections 8, 9 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular by-laws with respect to highways;

WHEREAS Section 34(1) of the *Municipal Act, 2001* provides that a by-law permanently closing a highway does not take effect until a certified copy of the by-law is registered in the proper land registry office;

WHEREAS highways to be closed by by-law are declared to be surplus to the needs of the City of Hamilton under the Sale of Land Policy By-law;

WHEREAS at its meeting of August 13, 2021, Council approved of Item 4 of Public Works Committee Report 21-011, and authorized the City of Hamilton to permanently close and sell a portion of Pinot Crescent, Stoney Creek, namely Part of Pinot Crescent, Plan 62M-1241, City of Hamilton, designated as Parts 1, 2 and 3 on 62R-21878; and

WHEREAS notice to the public of the proposed sale of the portion of Pinot Crescent, Stoney Creek has been given in accordance with the requirements of the Sale of Land Policy By-law.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The portion of Pinot Crescent, Stoney Creek set out as:

Part of Pinot Crescent, Plan 62M-1241, City of Hamilton, designated as Parts 1, 2 and 3 on 62R-21878, is permanently closed.
2. The soil and freehold of Parts 1, 2 and 3 on 62R-21878, hereby permanently closed, be sold to the owners of Block 9, Plan 62M-1241, (or as to related entity as to a 0.0001% interest) for the sum of Two Dollars (\$2.00).

3. That this by-law shall come into force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Wentworth (No. 62).

PASSED this 11th day of May, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk