

Paul Smithson

[REDACTED]
Hamilton, ON

[REDACTED]
June 19, 2019

Mayor and Members of Council

RE: Proposed Modifications to Aberdeen Avenue

Your worship and Members of Council,

As a long-time resident of the Kirkendall South Neighbourhood I would respectfully object to the proposed measures to essentially narrow Aberdeen Avenue from a four lane arterial road to a two lane local street. In my opinion this will only create greater traffic problems in the area. Over the years turning from Flatt Avenue onto Aberdeen Avenue has become more difficult, due to increased traffic and the proposed measures will only make things worse.

Aberdeen Avenue has been an arterial road and a key link in the Hamilton road system for a very long time. If I am reading the traffic numbers correctly approximately 15,000 vehicles exit Hwy 403 at Aberdeen and about 20,000 vehicles access Hwy 403 from Aberdeen Avenue on an average day. The proposed narrowing of Aberdeen Avenue will undoubtedly increase traffic congestion on routes to west Hamilton, the Downtown and escarpment accesses, which will only be exacerbated with construction of an LRT.

If you really want to make Aberdeen Avenue a two lane local street, you would have to remove the bus routes on this street and arrange to close the Hwy 403 / Aberdeen Avenue interchange, which is one of the few accesses into the City.

Earl Kitchener School has been in its present location for a century. I doubt that today's children are more reckless and foolish regarding road safety than previous generations, which seems to be the basis of the additional safety measures argument. In fact parking on both sides of a busy street can cause increased accidents at intersections due to poorer visibility.

My observation is that whenever the City reduces the traffic capacity of the arterial / collector road system it:

- Creates greater gridlock, which is bad for the environment, the economy and the folks stuck in traffic
- Forces additional traffic to move through the established neighbourhoods on local streets, which reduces safety.

In my opinion the recommendation in Mr. Soldo's report to the Public Works Committee should be rejected or at least delayed until alternate measures are in place to accommodate traffic in the area, including completion of LRT construction.

When the City makes transportation decisions, due consideration should be given to drivers, not just the demands of special interest groups.

Yours truly

A handwritten signature in blue ink that reads "Paul Smithson". The signature is written in a cursive style with a large initial 'P'.

Paul Smithson