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Pilon, Janet

Subject: FW: Keep Aberdeen Moving - Opposition to Proposal Lane Reductions on Aberdeen

From: Erik Dickenson

Sent: September 15, 2020 12:09 PM

To: clerk@hamilton.ca

Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>

Subject: Keep Aberdeen Moving - Opposition to Proposal Lane Reductions on Aberdeen

Good Morning City of Hamilton Council Members,

I hope you have all been keeping healthy and safe. My name is Erik Dickenson and I am emailing you to express my key concerns with proposed lane reductions on Aberdeen Avenue. I am including all Council members that were included on Information Update #TOM1904, but please feel free to forward to your colleagues. I have been resident of Ward 1 for over 29 years, living on both Aberdeen and Mount Royal Avenue. I am an avid cyclist, runner, commuter, and advocate for a safe and healthy lifestyle in our community. As an Engineer, I base my beliefs on facts and science, not anecdotal evidence. I have summarized my concerns below, kindly review and comment at your earliest convenience.

- Per the City of Hamilton's report #PW17021a, the overall collision rate for the Aberdeen Avenue corridor between Queen Street and Longwood Road is 4.70 collisions per million vehicle-kilometers. The City has implemented multiple safety measures over the past few years including a Flashing 40km/hr Zone, Pedestrian Signal Crossing at Cottage Avenue, Signaling and Right Turn Modifications at Dundurn to name a few. What is the revised collision rate after these new safety measurements have been implemented? The City's report #TOM1904 also highlights some interesting facts. The City collected data on vehicle speeds over a 3-day period at (3) locations along Aberdeen. What date(s) was this speed data collected on? Was the speed data collected before or after ALL recent traffic calming measures were implemented? Should the City collect updated traffic speed and collision data PRIOR to the lane reduction Pilot to see if our current safety measures have already satisfied our safety goals and Vision Zero mandates? Let me also emphasise that the answer is not to "do nothing" either. We have already done so much. We have implemented a multitude of safety-improvement measures on Aberdeen to-date, and we must first evaluate the success or failures of these measures.
- Per the comments from Edward Soldo during the Council Meeting on September 11th, traffic volumes are ~30% lower due to Covid-19. If the lane reductions on Aberdeen are a Pilot Project, why is it being implemented now with dramatically reduced traffic volumes? I see from the City's reports that all traffic studies on Aberdeen to-date were conducted using pre-Covid-19 traffic counts. With "Rat Running" through neighboring Kirkendall Streets being a primary concern, what meaningful data will be collected on side street traffic volumes from our Pilot Project if our models are based upon a

statistical sample size that is now 30% smaller than real world conditions? We can all agree the traffic patterns during Covid-19 are fundamentally different. Would it not be prudent to implement a Pilot when our City's traffic patterns reflect that of real-world conditions?

- There have been 466 collisions on Aberdeen between Queen Street and Longwood Road from 2008 – 2019 according to the City's report #PW17021a. Where have these traffic collisions occurred along Aberdeen; at intersections or along the main thoroughfare? My concern is that the overall design of the intersections along Aberdeen will not be changing with the proposed parking changes. In fact, having no parking within a certain distance of each intersection would promote speeding and dangerous passing to bypass slower drivers and those turning onto side streets.
- To combat "Rat Running" I understand the City will "monitor the effects of this change and respond as needed". The monitoring will include recording license plate information and tracking drivers through Kirkendall side streets. Have the existing traffic conditions been monitored and recorded (*pre-Covid for real-world conditions*) in neighbouring Kirkendall side streets and not just Aberdeen? It is imperative that we have a valid baseline of data for Kirkendall side streets upon which traffic speed and volume changes can be benchmarked. If we don't have a baseline of data from these side streets already (pre-Covid-19), what could we possibly compare the "Pilot Period" data to? This "Pilot Period" data will be our justification for either extending or abolishing the Pilot Project. In addition, what evidence supports the notion that drivers will not be persuaded to cut through side streets? At peak AM hours there will be a queue of 291 vehicles stopped at Dundurn headed westbound (APPENDIX "B", Report #TOM1904). Traffic psychology indicates that drivers would be persuaded to cut through side streets (regardless of speed humps and stop signs) to avoid these long queues, it's natural human behavior to find a faster route.
- There have been many discussions comparing Aberdeen Avenue to Rousseaux St/Mohawk Road in Ancaster since it is a Major Arterial Road with a higher volume of ~24,000 vehicles per day. Rousseaux Street also connects to Highway 403/Linc and appears to handle the volume well. Rousseaux Street/Mohawk Road is approximately 1.6km long has 3 intersections/stoplights (Filman Road, Lime Kiln Road, Wilson St.). Aberdeen is 1.7km long and has 8 intersections/stoplights. How can we compare traffic congestion on Rousseaux Street to Aberdeen when the fundamental designs are completely different? If Aberdeen did not have over 2.6 times the number of intersections and stoplights as Rousseaux Street/Mohawk Road we could more accurately predict that traffic congestion would NOT be an issue.

In its current form, the lane reduction proposal appears ill-conceived. Given the recent public outcry in opposition to these changes, I urge Council to reconsider the proposed lane reduction Pilot on Aberdeen. I look forward to your feedback.

Best Regards and Stay Healthy,

