

Pilon, Janet

Subject: Proposed lane reduction on Aberdeen Avenue

From: Bob Miller

Date: July 26, 2020 at 6:06:56 PM EDT

To: clerk@hamilton.ca

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

Subject: Proposed lane reduction on Aberdeen Avenue

Greetings:

Please pass this email on to the Mayor and members of the City Council.

The proposed autumn of 2020 reduction from four to two lanes of Aberdeen Avenue, between Queen Street and Dundurn is in our mind, an extremely ill conceived and poor recommendation.

Yes, when walking that stretch, where the sidewalks closely abut the inside lanes of Aberdeen, one is aware and apprehensive of the potential danger should a driver lose control of their vehicle and wipe you off the face of this earth!

However, the majority of pedestrians, ourselves included, tend to travel east or west on neighbouring residential streets to avoid this potentially dangerous situation.

If we are off to the "Big Bear," the Rexall Pharmacy, the Beer Store or whatever, we walk from our home on Mountain Avenue via Orchard Hill to Dundurn, as opposed to using Aberdeen.

There are sufficient safe "crossing" points on Aberdeen at Dundurn, Cottage, Locke, Kent and Queen to afford plenty of options for various routes on foot.

A number of years ago, the light sequencing was altered at Dundurn and Aberdeen for "safety" reasons regarding that particular intersection.

All it accomplished was to create massive traffic impasses along Aberdeen, which was by any other description, a total disaster.

Cooler heads then prevailed and the light sequencing was further adjusted to eliminate this obvious bad decision and get the traffic flowing again.

If Aberdeen is knocked down to two lanes, you will have a traffic bottleneck of massive proportions.

There is no way you can reduce the traffic carrying capacity of Aberdeen by fifty percent and not create back ups which will reach the top of the Queen Street hill!

As well, to avoid such a situation, drivers will then commence taking short-cuts through the various neighbourhoods, thus creating heavy traffic volume on quiet, residential streets, not intended to carry commuter volumes of such magnitude.

So, any thoughts of dealing with a "perceived" unsafe situation on Aberdeen, will be then nicely transferred to the neighbourhoods!

The best action to be taken relative to Aberdeen Avenue is to do nothing!

Let the pedestrians continue to use the neighbourhood streets and allow the flow of arterial traffic to keep moving on Aberdeen.

Please just leave it as it is.

It is working fine.

Regards,

Bob & Rosemary Miller