

**Pilon, Janet**

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**Subject:** Item for Public Works Committee

**From:** Jim MacLeod

**Sent:** July 29, 2020 10:34 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Cc:** Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>

**Subject:** Item for Public Works Committee

Please place this formal request from the Ancaster Village Heritage Community Inc (AVHC) for the creation of a Community Safety Zone (CSZ) as provided for under Section 214.1 of the Highway Traffic Act on the agenda of the Public Works Committee.

AVHC started as a community association in the Maywood neighbourhood to deal with resident concerns about traffic cutting through the neighbourhood to avoid congestion on Wilson Street East and Rousseaux Street. Our neighbourhood is bounded by Wilson Street East, Church Street, Lodor Street, Academy Street, and Rousseaux Street.

As we have worked on this issue we have come to realize that long term solutions for traffic touch on controlling traffic into and through the neighbourhood, resolution of major infrastructure issues outside the neighbourhood, and attention to growth and development that will inevitably continue to cause the relentless increase of traffic in Ancaster. However, AVHC believes a significant first step would be identifying the unique nature of Maywood with the creation of a Community Safety Zone.

Maywood is a unique neighbourhood. Narrow Streets. A mix of families with children and seniors—the ones most likely to be negatively affected by careless drivers. Streets that happen to parallel the only arterial roadways in Ancaster—Wilson Street and Rousseaux Street. A neighbourhood that is adjacent to the Ancaster Square amenities that attract users from far outside the neighbourhood and require them to cut through for most access and parking—the Ancaster Green Splash Pad and Children's Playground, Ancaster Tennis Club, Ancaster Lawn Bowling Club, Ancaster Public Library and Town Hall, and the Ancaster Old Town Hall where many events are held, all concentrated in a small area. The Tennis Club will have a winterized dome mounted over it shortly which will further increase traffic in the colder months.

Councilor Lloyd Ferguson has been responsive as we engaged the City for solutions, and a meeting was held earlier in the year. With the significant decrease in traffic due to Covid 19, formal traffic studies and further work on the issue ceased. We now notice traffic picking up again, and while it is not at pre-Covid levels there is no reason to assume the cut through traffic will not return full force.

The traffic problem is long standing and increasing in severity:

--The 2011 Ancaster Transportation Master Plan recognizes that rapid growth in Ancaster up to that point resulted in significant increases in traffic volume. This has continued in the 9 years since. The remarkable commercial development at the western end of Wilson Street in years since the Master Plan has pushed traffic volumes ever higher as there is no real alternative to use of Wilson Street for access to Ancaster as well as Dundas and West Hamilton.

--Wilson Street and Rousseaux Street are the primary access to Highway 403 East for Dundas and much of West Hamilton traffic

--Wilson Street is the primary access to Highway 403 West from Dundas and much of West Hamilton.

--The Plan identified the major deficiencies of the Wilson Street/Rousseaux Street intersection and proposes that a traffic roundabout is the real solution. This is a costly and long term project so in the meantime in rush hours the traffic backs up on all the roadways that feed into the intersection.

--AVHC sees the Wilson Street/Rousseaux intersection as the root cause of the traffic cut through issues in the neighbourhood. If this intersection functioned efficiently there would be no incentive for drivers to thread their way through narrow residential streets to avoid it.

--Church Street is the main access for the extensive Ancaster Square facilities and parking. Church Street is narrow and short (there are only 8 homes on the street), so extra traffic for these venues is noticeable.

--Church Street would also be the access point for drivers heading east on Wilson Street planning to turn right at Rousseaux Street who encounter congestion on Wilson Street and decide to shortcut through Maywood. The route is Church Street, left at Lodor, slight right at Academy, then right onto Rousseaux Street well past the Wilson Street/Rousseaux back ups.

--Academy Street serves as an access for drivers on Wilson Street heading east who encounter congestion past Church Street but want to avoid the intersection

--in the afternoon Rousseaux Street traffic will turn left at either Academy or Lodor Street and then right at Church Street. There is a traffic signal at Church and Wilson Street East so it can be easy to get back into the Wilson Street westbound traffic

--resident observations are that itinerant traffic tends to speed, make rolling stops at the Academy/Lodor intersection or often do not stop.

--all of the streets are narrow with sidewalks on only one side on Church, Lodor, and Academy, and no sidewalks on other neighbourhood streets

--collisions are not an issue yet, apart from side mirrors ripped off two vehicles, but residents report near misses. AVHC would like to act before collisions are the issue.

AVHC is considering some specific resident suggestions for changes in traffic flow within the neighbourhood which we will approach the City about, but one broad approach that could make a remarkable positive difference very quickly would be to designate this neighbourhood as a Community Safety Zone (CSV).

AVHC believes that the Community Safety Zone Starts places itinerant drivers on notice that they have left the arterial and are entering a residential neighbourhood.

The doubling of some fines may act as an incentive for drivers to show respect on the narrow streets, but AVHC believes most drivers will respect the nature of the neighbourhood as identified when they enter it, and acknowledge the lowered 40 km speed limit.

A Community Safety Zone could encompass Church Street, Lodor Street, and Academy Street. The signage would be prominent and would be erected at the following intersections: Church Street/Wilson Street East, Academy St/Wilson Street East, Lodor Street/Church St (to notify drivers leaving the Ancaster Square complex), Lodor Street/Rousseaux Street, Academy Street/Rousseaux Street.

A full list of streets within this boundary would add Lorne Street, Brookside Ave, Brookdale Drive, Clarendon Drive and Hillcrest St. There are no cut through issues on these streets but they are within the boundary of the requested CSV and accessed from one of the streets that do have the issues.

AVHC sees the establishment of the Community Safety Zone as a good first step in getting the cut through traffic issue under control. The incentive to leave the arterials will not be eliminated until the major issues at Rousseaux and Wilson street are resolved. Our neighbours cannot wait that long. A Community Safety Zone should help limit and control cut through traffic, and with no cost beyond the addition of signage at strategic points.

It would be a good start, and proof to the neighbourhood that the City recognizes that the traffic issue is a detriment to one of Ancaster's oldest neighbourhoods.

Please refer this issue as is necessary to have the required bylaw created and enacted.

Thank you.

Jim MacLeod, Vice President

Ancaster Village Heritage Community