

Pilon, Janet

Subject: Street safety neglected at Main St & Sherman Ave

From: Deborah Tomlinson

Sent: September 29, 2020 10:44 AM

To: Nann, Nrinder <Nrinder.Nann@hamilton.ca>

Cc: clerk@hamilton.ca

Subject: Street safety neglected at Main St & Sherman Ave

Dear Councillor Nann & City Council,

Immediate action is needed along the Main and King Street corridors, specifically at the Main St & Sherma Ave intersection. It is unconscionable that the City continue to ignore the safety of its citizens and call these roadways, quoting Lloyd Ferguson, a 'competitive advantage'.

As you know, last night at 8 PM a car accident occurred at the corner of Main & Sherman. One of the vehicles involved ended up crashing into Big Top a diner in the neighbourhood. This is a popular intersection for pedestrians and thankfully none were injured.

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.

I have lived in the neighbourhood for 7 years and this is the **2nd time in the past two years** alone that a car has crashed into that specific diner.

Across the road from Big Top is a Shopper's Drug Mart which has also been **crashed into twice in the past year**.

Within the last month **a car crashed into a home on Sherman Ave at Dunsmere**.

There have been recent commitments made to traffic calming along Aberdeen Ave after it was determined that Aberdeen has a 4.7 Collisions per million vehicle - kilometres which is higher than the industry standard of 1.0. What are the collision per million rates for Main Street and Sherman Ave?

Beginning October 1st Hamilton is launching an automated speed enforcement pilot program but locations where students of Prince of Wales (King at Lottridge), Bernie Custis (King at Melrose) and Adelaide Hoodless (Main at Sherman, which again was listed as having one of the **Highest Frequency of Pedestrian Fatal and Injury Collisions**) cross were included in the pilot. Why is this?

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 the past two years** have 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 to inquire about adding additional and possibly safer options for students crossing Main & King Street.

I invite all City Councillors to join me on our walk or bike to school to see the conditions they are asking lower city residents to endure. I know there will be push back from council. During a recent City Council meeting Terri Whitehead asked a concerned citizen and parent, "did you not know the desire, the design, the practice of Aberdeen before you bought your home?" This is not a sound argument or line of questioning to keep neighbourhood unsafe.

I hope you will each take me up on this offer.

Respectfully,
Deborah Tomlinson-Veit

<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>