

To Mayor and Members of City Council:

**RE: City's Plan to Reduce Aberdeen Ave to 2 lanes of traffic**

I write to give my concern about the City's proposed plan.

I have driven in both directions along the stretch of Aberdeen Avenue from Queen to Dundurn at all hours of the day and weekends for many decades, from my home in the Aberdeen/Bay area to McMaster University.

It is my opinion that reducing Aberdeen Ave into 1 lane of traffic per direction increases the possibility of accidents. Many cyclists travel on Aberdeen. Even now, it is dangerous for cyclists and drivers as drivers have to blend into the ongoing traffic in the left lane in order to give space to the cyclists. I note the incident recently reported in the Hamilton Spectator August 24, concerning an adult cyclist "being impaled by his bike seat after a car hit him from behind." The plan to have parking on both sides and only one lane per direction gives cyclists at most a couple of feet to maneuver between parked and moving cars. A slight swerve by bike or car can be devastating, during the day and more so at night.

Moreover, many pedestrians cross the street mid-block dodging traffic flow, despite the five traffic lights allowing pedestrians to cross Aberdeen. With only two lanes to cross, I suspect increasing jay-walking to occur.

It is important to look after our children and pedestrians. A simple, safer, less expensive plan with fewer negative consequences could be simply to follow Counselor Wilson's statement (Hamilton Spectator, Aug 25) "**slowing car traffic will make Aberdeen safer.**" I suggest reducing the speed limits to what City Council thinks lane reduction will achieve, possibly 40 km/h; add several electronic signs giving their speed to drivers, and enforce it by police force or radar.

I trust City Council and Public Works Committee will carefully consider the strong and widespread concern documented by residents of several wards indicating why it is better that you not implement the proposed Aberdeen reduction to two lanes with parking on each side.

In summary, leaving Aberdeen Avenue as it is, but reducing maximum speed to 40 km/h at all times will resolve all issues – keep children, pedestrians, cyclists and drivers safer, prevent increased pollution and traffic jams and prevent consequent increased potentially dangerous traffic on side residential streets where children live and play.

Thank you for your attention and consideration of this input.

Sincerely yours,

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Sandra F. Witelson, Ph.D., FRSC