

**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

From: Alana and Bruce  
Sent: Monday, August 24, 2020 8:43 PM  
To: clerk@hamilton.ca  
Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
Subject: Keep Aberdeen Moving

As residences of the Kirkendall neighbourhood for over 30 years we wish to express our grave concerns regarding plans to reduce Aberdeen to one lane east and west to allow for additional parking. Please respond to following concerns we as residents and tax payers have.

- 1/ Has a study been completed to confirm the effectiveness of lane restrictions to one lane either way from Queen to Dundurn given there already exists 8 traffic lights between Queen St. and Longwood Road together with traffic calming speed zones in school zones and on residential streets?
- 2/ While traffic will be restricted to one lane either way Aberdeen will continue to be a major exit and entrance to the 403 for existing hospitals, schools, McMaster University, Columbia college, Mohawk College, McMaster Innovation Park in addition to the residence who live here. How will this help?
- 3/ New business development resulting from the planned expansion of the innovation park off Aberdeen Ave will create additional vehicular congestion as thousands more square feet of commercial capacity become available, all while traffic capacity shrinks. Has a study been completed to determine the impact of this thriving development?
- 4/ Routine garbage pick-up, snow removal and bus transportation will further frustrate the follow of traffic while cars idle waiting for various services to be executed. An accident, residential move, emergency event or routine traffic violation will only exacerbate the situation. What measures will be taken to keep traffic flowing while allowing for routine operations and unforeseen events?
- 5/ Back logged traffic will inevitably filter onto the side streets to skirt congestion thereby disrupting the quiet enjoyment Kirkendall residents and tax payers are entitled too. Has the city considered the impact on the side streets traffic congestion will create? Perhaps the city is under the misguided belief that motorists will patiently wait a few more traffic light cycles when an alternate back route is available and faster, something routinely done now during unforeseen traffic events.

We believe the city is pandering to special interest groups who would like to turn a viable commuter route into a quiet side street; something is unrealistic, dangerous and damaging to the environmental while idling cars generate more pollutants.

We thank you for reviewing our comments and look forward to your response.

Sincerely  
Alana and Bruce Dickenson