

Pilon, Janet

Subject: Downbound closure of Claremont Access does impact other access routes significantly

From: Roger Stermann

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To: Matthew Van Dongen <mvandongen@thespec.com>

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Subject: Downbound closure of Claremont Access does impact other access routes significantly

Hi Mr. Vandongen, Mayor and Hamilton City Council,

I don't understand how there is belief that the closure of the Claremont downbound access does not have any real impacts on the other access' as reported in the Spectator yesterday (or the day before in the article authored by Mr. Vandongen. I was travelling up Becket Drive yesterday (Wednesday) at 5pm and I have lived in the West Mountain area pretty well all my 61 years and have never seen the entire length from Aberdeen up to Fennel full of cars. 20 minutes later as I was crossing east back over Garth on Fennel, the car that was turning left to go down Beckett Drive had to stop with his tail end at the crosswalk across Fennel because the downbound lane was backed up to there. Granted this was a one time snapshot but there were no accidents along the way. It wouldn't surprise me that this is now common at this hour. I am assuming the city is actively monitoring daily the accesses. It would be good to see that the city is and is making the data public. In the past, when Queen Street was backed up beyond the last house just at the beginning of Beckett Drive, that was considered a pretty big back up. This is 5x greater.

The other factor that wasn't discussed in the article, was the extra wear and tear impact the 15,000 extra vehicle daily trips have on these smaller access routes and that these 15,000 vehicles are being deposited at the very foot of the escarpment where the roads are single lane and also in mostly rough condition compared to the Claremont, where of course, the vehicles enter the downtown on much larger roads, Victoria, Main and King and down to Burlington Street. On a side note, if an East West LRT does go in and close off 2 more major east west lanes, what is the impact if the downbound Claremont is closed or open? 3D modelling of these realities should already be in place and if not, they surely now should be a priority to be made. They should also be available to the public for viewing.

I agree that the Claremont should be used for rapid transit and I have made this known to all past councils and Mayor many times over the years. I just think the city has sat on their hands for whatever reason for 11 years since the closure of the one downbound lane, instead of officially planning openly with its citizens, how to fix the Claremont. Now it is forced into an emergency closure of the entire downbound Claremont. We did spend 5 million on the terrific Keddy bike lane but it seems in retrospect, that project ought to have been part of a complete revitalization of the Claremont , especially in light of the postponed LRT plans that , imo, should always have been about connecting one of our most valuable assets (John Munro International airport) to the downtown as well as invigorate the entire commercial Upper James 8km corridor that lies between these two anchors rather than connecting McMaster to downtown and then go to Eastgate where that cannot be considered an anchor and driver of future growth as John C. Munro International airport is.

When the one downbound Claremont lane was closed, I originally believed the city would rally around that and come together to fix that glaring eyesore. I couldn't believe and still can't believe the lack of leadership over the past 11 years

on coming to grips with this major eyesore to the city as a whole. It's terrible for morale, terrible for marketing, terrible for selling the city as a place that is on the move, terrible for wasting money. Just a drain on everyone's psyche without anyone realizing it.

Sincerely,
Roger Stermann