

Pilon, Janet

Subject: We Need Safe Streets

From: Deborah Tomlinson

Sent: Monday, May 9, 2022 10:45 PM

To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Office of Ward 3 City Councillor Nrinder Nann <ward3@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Powers, Russ <Russ.Powers@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; clerk@hamilton.ca;

Subject: We Need Safe Streets

To the Mayor and Councillors of Hamilton,

I am writing in support of Councillor Nann & Wilson's motion calling for an immediate intervention to improve safety for all users along Main Street and King Street. It is unconscionable that you continue to ignore the safety of those of us who live, and work, along these streets. It is callous that you have ignored our concerns for this long and have had the audacity to call these roadways, quoting Lloyd Ferguson, a 'competitive advantage' as rationale for overlooking us. You continue to allow, what is effectively, a highway to run through residential neighbourhoods. You had an opportunity in 2018 to convert Main St from one-way to two-way but instead you voted to allow this chaos to continue – do not make the same mistake again.

<https://www.cbc.ca/news/canada/hamilton/main-street-two-way-1.4714607>

I have heard hundreds of stories and seen dozens of near misses as people walk, bike, and drive along these corridors. I want to tell you about a small stretch of Main Street, between Sherman and Springer. I hope as you hear from other residents you are able to muster enough humanity to care about the real people your lack of leadership is impacting because people are, quite literally, dying on these streets.

<https://www.cbc.ca/news/canada/hamilton/pedestrian-hit-main-locke-1.6442941>

<https://www.cp24.com/news/four-people-including-three-pedestrians-dead-after-fiery-crash-in-hamilton-1.5826181>

In 2020, I emailed City Council about a car accident that occurred at the corner of Main St & Sherman. One of the vehicles involved ended up crashing into Big Top, a diner in the neighbourhood. This is a popular intersection for pedestrians (including children on their way to school) and thankfully none were injured that day, but that crash was the 2nd in two years that a car left the roadway and landed on the sidewalk.

<https://www.cbc.ca/news/canada/hamilton/big-top-crash-1.5742816>

The Shopper's Drug Mart, also on Main at Sherman, has on two separate occasions had cars leave the roadway and crash into it. 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.

In response to my 2020 email City of Hamilton Staff, David Ferguson (Superintendent Roadway Safety & Public Works) responded stating, "Currently this location is the 86th ranked in our Network Screening, which utilizes industry standard Safety Performance Functions to assist municipalities in ranking problem locations. However, I feel you have identified a critical concern related to vehicle departing the roadway. Once staff have had a chance to review the details at this location, further follow up will be provided." The critical concern I had raised was that pedestrian presence or their use of an intersection was not considered in the ranking. When I followed up with Mr. Ferguson to inquire if the intersection had been reviewed, **I never heard back.**

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 two years 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 on multiple occasions to inquire about adding additional and possibly safer options for students crossing Main & King Street and have been told three that there is nothing that can be done because it does not meet the criteria for a crossing guard. When I asked what the criteria was, I was told it was confidential.

In October of 2020, Hamilton launched an automated speed enforcement pilot program but locations where students at Adelaide Hoodless cross (Main at Springer and Main at Sherman, which again was listed as having one of the Highest Frequency of Pedestrian Fatal and Injury Collisions) were not included in the pilot. In fact, the automated speed enforcement pilot program was not installed along any of the Main or King St corridors. This was a missed opportunity, and one must assume this was not an oversight. It was an intentional choice NOT to include these roads, it was purposeful negligence.

<https://www.hamilton.ca/streets-transportation/driving-traffic/automated-speed-enforcement>

I followed up with Mr. Ferguson's in December 2020 regarding my concerns with the strip of Main St between Sherman and Spring. When I **never heard back**, I followed up again in 2021 but still **never heard back**. When I followed up for a third time in September of 2021 and CCed Councillor Nann she informed me she was preparing a draft motion and had requested a cost breakdown to enact a 40 KM/H zone on Main between Sherman and east of Springer, this felt hopeful! This hope was fleeting because following Councillor Nann's email I got this from Ryan Krantz (The acting Superintendent Roadway Safety & Public Works), "As for school zone flashers on Main Street by Springer Avenue, school zone flashers are only to be used on streets that have direct school frontage. Since Adelaide Hoodless Elementary does not have direct school frontage on Main, we are unable to install school zone flashers to reduce the speed limit." When I followed up to ask why if flashing 40 signs are only put on roads directly in front of schools why does Main at Parkdale have them, **I never heard back.**

I had also asked if there were any other options available to us as a community to calm traffic at this intersection where there is less than six feet of sidewalk space for pedestrians and the roadway. **I never heard back.**

Ryan Krantz also informed me that, stating that the city has had to, "postpone our Collision Countermeasures Program for the time being, however, we are looking to start the program once again shortly. I can confirm that Main Street at Sherman Avenue is on our list of locations to review under this program."

In 2021, Transportation Operations and Maintenance begun a Ward 3 Neighbourhood Complete Streets Review. As part of this review, residents of Ward 3 were encouraged to identify areas of interest/concern as it

relates to roadway safety BUT the review is focused on local residential streets and not on major collector or arterial roads, like King Street and Main Street.

During a community forum on street safety, hosted by Councillor Nann, (in 2020 or 2021) David Ferguson (Superintendent Roadway Safety & Public Works) informed me that the city could not alter Main or King St because they fell under the jurisdiction of the MTO. So, I emailed Andrea Horwath's office and the MTO who confirmed that Main & King St do fall under, "the jurisdiction of the City of Hamilton. Provincial jurisdiction is limited to the ramp terminals in the vicinity of Highway 403 at Main Street and King Street. Main Street and King Street are also referred to as Hamilton Regional Road 8, and the City may have retained the old name of 'Highway 8' for the remaining sections of their roads. I would encourage you to continue to work with municipal staff and elected officials to resolve your concerns." I forward the response from the MTO to David Ferguson's office, **and I never heard back**. I have attached the MTO response to this email for your review as well.

On multiple occasions I have been told by City Staff that Hamilton has a vision zero plan. None of it tackles Main or King Street. And from what I have read the bulk of the plan is education and lawn signs, not the changes to infrastructure we so desperately need. Lawn signs cannot keep us safe and is, quite frankly, insulting.

On multiple occasions I have invited City staff and Councillors to join me and my family as we walk in the neighbourhood. The only councillor who has ever responded is Councillor Nann. I ask Council and City Staff to join me because you do not seem to understand the magnitude of risk that currently exists along Main St and King St. This was never more evident than in the flippant comment made by David Ferguson (in the street safety session) when he referred to the design along Main Street as "efficient for moving traffic," with a chuckle. He chuckled at our concerns. I'd like Council and City Staff to see how this efficient design feels and sounds like in the daily life of a neighbourhood.

Below you will find several recent newspaper articles about collisions and deaths along Main & King St. that involve people in cars because when we talk about cyclist or pedestrians no one seems to care. Maybe you'll care if you realize the design is unsafe for drivers too.

Thank you for reading my email in its entirety but let me be clear, I should not have to work this hard to keep my family and neighbours safe. You can no longer turn your eyes from our collective concern.

Respectfully,

Deborah Tomlinson-Veit

<https://www.thestar.com/news/gta/2021/09/29/siu-investigating-hamilton-polices-involvement-in-fatal-crash.html>

<https://injured.ca/pedestrian-dies-after-being-hit-by-a-car-in-downtown-hamilton/>

<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>

<https://globalnews.ca/news/8784371/2-injured-crash-king-street-west-dundurn-hamilton/>

<https://www.hamiltonnews.com/news-story/6828908-four-hospitalized-after-king-st-crash-captured-on-this-video/>

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January 8, 2021

107-2020-5007

Deborah Tomlinson-Veit

Hamilton, ON

Dear Ms. Tomlinson-Veit:

Thank you for your email to the Ministry of Transportation regarding road safety along Main Street and King Street in the City of Hamilton. I have been asked to respond on behalf of the Minister.

From the locations you mentioned in your email, it appears these roads are outside of ministry highway right of way and therefore under the jurisdiction of the City of Hamilton. Provincial jurisdiction is limited to the ramp terminals in the vicinity of Highway 403 at Main Street and King Street. Main Street and King Street are also referred to as Hamilton Regional Road 8, and the City may have retained the old name of 'Highway 8' for the remaining sections of their roads. I would encourage you to continue to work with municipal staff and elected officials to resolve your concerns.

Thank you again for allowing me the opportunity to respond on behalf of the Minister.

Yours truly,

A handwritten signature in black ink, appearing to read "Steven McInnis". The signature is written in a cursive, flowing style.

Steven McInnis, P. Eng.
Director, Design and Engineering Branch