

March 14, 2011

Mr. A. Grozelle  
Legislative Assistant  
Office of the City Clerk  
City of Hamilton

Dear Mr. Grozelle:

We have been informed by Mr. Powers, chairman of the City's Public Works Committee that the **Ancaster Transportation Master Plan** will be on the committee's agenda for its April 18<sup>th</sup> meeting. Mr. Powers knows of our objections to the Plan and also of our intention to register to speak at the committee meeting. He has suggested that for the purpose of providing committee members with background information on the issues, we send you some materials relating to our position. We are happy to do so and enclose the following documents:

- Document A. Copy of a 2009 petition, signed by over 1300 persons--copies with signatures sent to the former Mayor and Councillors
- Document B. Materials from our web-site; over 380 persons sent letters to Councillors from the site, January-February 2011
- Document C. Excerpts from power-point presentation made at public meeting, St John's church-hall, Ancaster, January 26<sup>th</sup>, 2011, with over 200 persons in attendance
- Document D. Open letter e-mailed to 783 persons, February 2011
- Document E. Two statements given to Ancaster Community Council, March 14<sup>th</sup>, 2011
- Document F. Summary Statistics of Coalition Support
- Document G. Excerpts from citizens' letters

We believe that these documents, along with this letter, will provide committee members with an understanding of our position and an appreciation of the fact that it has strong and widespread support within the community of Ancaster.

We emphasize that there are items in the ATMP, such as those having to do with the Meadowlands area and the Industrial Park, on which the Coalition takes no position. Our concern is with the historic village and we feel strongly that the four proposed road widenings to 3 lanes --i.e. *Wilson from Halson to Fiddler's Green, Rousseau from Wilson to McNiven, Mohawk from McNiven to Hwy 403, and McNiven from Rousseau to Golf Links*— along with the additional turning lanes at *Wilson and Rousseau* (short term) and a double roundabout (long term), and the roundabout at *Wilson and Jerseyville* with no controlled pedestrian crossings, will all serve only to enhance the flow of traffic and detract from the character of the village as a liveable, walkable community.

We respectfully urge the Public Works Committee to act on the Plan in such a way as to deny approval for these six items pending further study of traffic flows through the village and access to the 403.

The Coalition to Preserve Ancaster Village

**A**

In the Interest of Promoting Pedestrian Friendly Communities.

**ANCASTER TRANSPORTATION MASTER PLAN PETITION**

**I am signing this petition in support of the promotion and use of the following planning principles for determining any road improvements initiatives in the Ancaster Heritage Village and adjoining Urban Area.**

**We do not want road improvements put in place that will promote the dominance of cars/traffic in the Ancaster Heritage Village.**

- Road infrastructure improvements should not be designed to facilitate or encourage increased speed of vehicles, increased volumes of traffic, or the continuous flow of traffic.**
- Road infrastructure improvements should be designed to accommodate safe pedestrian /biking uses by improving the pedestrian right of way infrastructure of crosswalks and /or stoplights and the construction of wide and continuous sidewalks throughout the Ancaster Heritage Village and adjoining Urban Area.**

Specifically we are opposed, to the construction of additional turning lanes at the Wilson and Rousseaux intersection and any road widening along Wilson Street in the Ancaster Heritage Village and adjoining Urban Area. This opposition includes road widening Dalley Drive to Fiddlers Green Road. We encourage the city to consider the opportunities that exist, to develop off -road biking trails in the Ancaster Heritage Village and adjoining Area.

No.	PRINT NAME	SIGNATURE	ADDRESS	E-MAIL
				Do you want to be contacted with updates related to this issue?

# Ancaster

WALKABLE. LIVEABLE.

KEEP IT HISTORIC  
PRESERVE ANCASTER VILLAGE

News Coverage: [MORE LEARNING TO RECOMMENDS TO THE SUBURBAN HISTORY](#)

ISSUES SOLUTIONS TAKE ACTION DONATE VIDEO LINKS CONTACT

## Help us to preserve Ancaster Village

PreserveAncasterVillage.com is run by a coalition of concerned residents who are working to ensure that Ancaster Heritage Village is protected.

With neither fiscal prudence nor community consultation the City of Hamilton is haphazardly rushing to approve a plan that will assuredly have a negative impact on the community and its residents.

Public input is permitted until January 31, 2011. Time is running out! We are asking for your support in working to halt this planning process for 90 days for further review.

TIME IS RUNNING OUT  
JANUARY 31<sup>st</sup>, 2011



**THE SOLUTION**  
SEE WHAT WE PROPOSE



**TAKE ACTION**  
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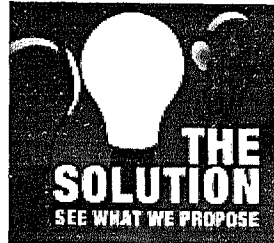
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**Ancaster**  
WALKABLE. LIVEABLE.

**KEEP IT HISTORIC.  
PRESERVE ANCASTER VILLAGE.**

ISSUES SOLUTIONS TAKE ACTION DONATE VIDEO LINKS CONTACT

News Coverage: Road widening to accommodate traffic in suburban district



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News Coverage: Vehicular gridlock

## Pedestrian Safety

It's time we think about what really matters.  
It's time to put people first.  
Click the title for more information.

### THE SOLUTION

SEE WHAT WE PROPOSE

### TAKE ACTION

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### DONATE

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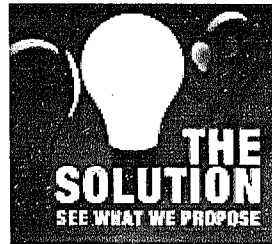
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News Coverage: [Read the latest news coverage about the village and the fight to preserve it.](#)

## Respect for Taxpayers

Why is there such urgency to push ahead against public sentiment and waste taxpayers' hard earned dollars?  
Click the title for more information.



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# Ancaster

WALKABLE, LIVEABLE.

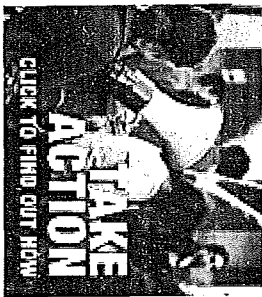
KEEP IT HISTORIC.  
PRESERVE ANCASTER VILLAGE.

News coverage: [Vehicular gridlock](#)

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## Transparency

Decisions that affect Ancaster Village should take teachers' input into account. Click the title for more information.



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C

Transparency

Pedestrian safety

Increased traffic

Respect for Taxpayers

# MAJOR CONCERNS



# TRANSPARENCY

- The ATMP was presented for public review on December 8, 2010
- The deadline for closure of public input is January 31<sup>st</sup>.

# PEDESTRIAN SAFETY

- Pedestrians includes cyclists and others with greater mobility needs
- No crosswalks proposed
- No signals proposed
- Cycling routes and lanes as proposed remain ambiguous
- Insufficient pedestrian safety is contrary to objectives of the ATMP and other planning documents

# INCREASED TRAFFIC

- Likely results of the ATMP as proposed are;
  - Increased speed
  - Increased traffic volumes
  - Continuous flow of traffic
- No diversion of through traffic

# RESPECT FOR TAXPAYERS

- The ATMP is a \$38 million plan
- The ATMP as presented identified \$37.6M cost for the entire Ancaster Transportation Master Plan
- Of the total approximately 70% is developer funded
- Approximately \$3-4M relates to proposed projects within the Village area as they are presently designed

## D

### An Open Letter to the Citizens of Ancaster

The Coalition to Preserve Ancaster Village has been encouraged by the very strong support it has received from you in its opposition to the proposed Ancaster Transportation Master Plan (ATMP).

Our request to have the January 31<sup>st</sup> deadline for public discussion of the Plan extended for ninety days apparently has fallen on deaf ears but we intend to continue our fight to have the Plan amended so as to protect and enhance the core village as a liveable and walkable community.

On our website and in earlier communications we have focused on **four** weaknesses of the ATMP and the process that produced it. We have criticized the lack of transparency in the process, the Plan's emphasis upon facilitating the movement of vehicles rather than reducing the flows of them, the lack of attention to issues of pedestrians' and cyclists' safety, and the high overall cost of the Plan's proposals. We continue to believe that these are serious issues that should command the attention of politicians and planners on the one hand and concerned citizens on the other.

Our local Councillor, Mr. Lloyd Ferguson, does not agree with these criticisms and has expressed publicly his opposition to any delay in the Plan's approval. We do not share his sense of urgency. We would rather have Mr. Ferguson and the planners first provide answers to the following questions and to engage in debate about possible amendments to the ATMP.

- ***Why is the proposed Plan silent on the origins and destinations of the traffic coming into the village and why does it not acknowledge that there are wider regional issues that have a bearing on the transportation problems of Ancaster?***

It appears that there are major flows of traffic originating in west Hamilton and Dundas that come up west Main Street and the Old Dundas Road, but for what purpose and to what destinations are questions that need to be addressed. It is not enough in our opinion to rely simply on measures of vehicle flows per hour on certain roads and to dismiss the regional issues as being 'outside of the study area'.

One such very important regional issue is that of access to the **403** for west-bound traffic. This is a City of Hamilton problem that will require the co-operation and agreement of the Province in its solution. We have had assurances from Mr. Ferguson and our MPP Mr. Ted McMeekin that they are in active discussions with the Ministry of Transport on a possible Main Street entrance to the 403 but to date their reports have emphasized the technical difficulties rather than the over-riding importance of achieving a solution.

- ***What is the rationale for including in the Plan two new roundabout proposals?***

We know that roundabouts are 'in fashion' with transportation engineers as traffic calming measures. But we see no need for the proposed roundabouts at the intersections of *Wilson and Jerseyville* and *Wilson and Rousseau*. Why? First and principally, because these are intersections where there is significant pedestrian traffic and we have yet to be convinced that roundabouts improve pedestrian safety. We have heard and read arguments that insist they do so but the supporting evidence is not compelling. The U.S. Access Board, a Federal agency concerned with 'accessible design' similarly notes that "the research findings on pedestrian safety at roundabouts are less clear."

A set of traffic lights with controlled pedestrian crossings would be a far better solution at *Wilson and Jerseyville*.

The proposed roundabout at *Wilson and Rousseau* is presented in the Plan as a 'preferred solution' in the long term. But if the more important problem of reducing the traffic flows up from west Hamilton is solved, then the analysis that leads at present to this 'preferred solution' may point to a quite different one for the future. Councillor Ferguson has stated that there are problems with this roundabout proposal such that it will never be built. If that is the case, then why include it in the Plan?

- ***Why are certain road widenings called for in the Plan?***

The draft ATMP calls for road widenings of *McNiven* from *Rousseau* to *Golf Links*, of *Rousseau* from *Wilson* to *McNiven*, and of *Mohawk* from *Rousseau* to the 403.

We see no need for any further widening of *McNiven*, a 'minor arterial road' on which the *Rousseau* grade school is located. In the case of the *Rousseau* and *Mohawk* roads we fear that the widening will require the removal of the island flower-beds that are an attractive feature of the entrance into the village. That would be unfortunate.

In the case of *Wilson Street*, designated as a 'major arterial road' the proposal to include a 'two-way left turn lane' from *Hamilton Drive* to just west of *Halsen Street* is another measure that will improve the flow of traffic and thereby detract from rather than enhance the village's character.

- ***Will the final version of the ATMP include additional controlled pedestrian crossings and cycling lanes in the village core and will such proposals be harmonized with the City's plans for walking and cycling?***

The draft Plan presented to the public in December 2010 stated as one of its study objectives to "identify opportunities and realistic targets for transportation mode choices, including public transit, cycling and pedestrian facilities." This is laudable but we hope that a more serious attempt will be made in the final Plan to realize this objective. There needs to be a better balance in the Plan of accommodating and strengthening these other modes of transport whilst seeking to reduce the reliance upon the private auto.

We hope that we can count on your continuing strong support. Please visit our website if you have not already done so [www.preserveancastervillage.com](http://www.preserveancastervillage.com) Thank you.

The Coalition to Preserve Ancaster Village

"I have lost friends, some by death....others through sheer inability to cross the street." *Virginia Woolf*

### Preserve Ancaster Village

A significant number of residents of Ancaster are very concerned that certain preferred solutions in the ATMP will negatively impact on the Ancaster Heritage Village as a complete liveable walkable community. They are also concerned that the plan as proposed does not contain any crosswalks in the village or traffic calming measures in the village.

The following preferred solutions should be deleted from the plan for further study:

- 1) Road widening of Wilson Street to 3 lanes from Halson to Fiddler's Green Rd.
- 2) Road widening of Rousseau Rd to 3 lanes from Wilson to McNiven.
- 3) Road widening of Mohawk Rd to 3 lanes from McNiven to Hwy #403.
- 4) Road widening of McNiven Rd to 3 lanes from Rousseau to Golf Links.
- 5) Additional turning lanes at Wilson and Rousseau (short-term) and double roundabout at Wilson and Rousseau in the long run (20 year plan).
- 6) Roundabout at Jerseyville and Wilson that contains no traffic interruptions for the safe crossing of pedestrians.

All of the above 6 measures are designed to enhance the continuous flow of vehicles. A large part of the volume of traffic is through traffic, which does not have Ancaster as the origination or destination. Any of the above 6 measures are premature until a current origination and destination study is completed; such a study may determine that other infrastructure changes are preferred such as west bound ramps at Main Street and Mohawk Rd onto the 403.

The proposed 6 measures will likely increase volumes of traffic in the village which is contrary to making the village a complete, liveable walkable community (goal of "Places to Grow" and the Ancaster Heritage Village Marketing study).

The coalition is not opposed to / or support the balance of the plan. Approval of the balance of this plan at this time is dependent on planning support and political support subject to feed back from other citizens.

PRESENTED

07 MAR 2011

**1200 ANCASTER RESIDENTS HAVE SIGNED A PETITION AGAINST PORTIONS OF  
THE ANCASTER TRANSPORTATION MASTER PLAN (ATMP)**

Dear Ancaster Community Councillor:

A significant number of residents of Ancaster are very concerned that certain preferred solutions in the ATMP will negatively impact on the Ancaster Heritage Village as a complete liveable walkable community. Please read the information below.

- From June-Sept 2010, more than 1200 Ancaster Residents SIGNED a petition against portions of the ATMP. These people live on more than 200 different Ancaster streets.
- In January 2011 more than 390 INDIVIDUAL Ancaster residents sent emails to the Mayor and all members of the Hamilton City Council protesting against portions of the ATMP.
- In January 2011 the Ancaster Business Improvement Association (BIA) wrote to the Hamilton City planning department protesting against portions of the ATMP.
- In January 2011 the Ancaster Historical Society wrote to the City of Hamilton protesting against portions of the ATMP.
- In February 2011 an email detailing specific concerns about the ATMP was sent to over 750 Ancaster Residents who have expressed concern about aspects of the ATMP.

Here are our primary concerns:

- a) A major reason for current high traffic flows into Ancaster is the lack of a ramp to westbound Hwy. 403 in the McMaster area. A significant part of the current problem was caused by the closing of the westbound ramp to Hwy. 403 at Mohawk Rd. during the building of the Linc. We believe that a ramp to the westbound 403 at Main St. West in Westdale and the reopening of the westbound ramp at Mohawk Rd. will significantly help mitigate the problem.
- b) The emphasis of the ATMP is on facilitating movement of vehicles instead of reducing the number of vehicles travelling through Ancaster. Widening of Wilson St., Rousseaux St., Mohawk Rd. and McNiven Rd. is proposed even though no studies of the origin or destination of the cars that would use these streets have been done. The ATMP's large scale proposal for turning lanes at Rousseaux and Wilson Sts., to be replaced eventually by a double lane roundabout, will facilitate or encourage increased volumes of traffic flow, resulting in a major impact on our village.
- c) Contrary to common belief, pedestrians do not have the right-of-way over cars except in assigned crosswalks and at stop signs. The ATMP does not address the need for increased pedestrian crossings and has been proposed even though the Hamilton Pedestrian Master Plan has not been completed. Because pedestrians do not have the right-of-way at roundabouts, we especially do not believe that the proposed roundabout at Jerseyville Rd. and Wilson St. will be safe for pedestrians and cyclists if the ATMP is implemented as it currently stands. The United States Access Board, a Federal agency concerned with accessible design, notes that "the research findings on pedestrian safety at roundabouts are less clear."
- d). The ATMP does not address in any way the need for Emergency Diversion Routes (EDRs) to help take traffic away from Ancaster village when there is an accident blocking one or both sides of Hwy. 403.

Before your next ACC meeting we will deliver to you a package of information giving more detail about these issues and our concerns.

Thank you for your attention.

The Coalition to Preserve Ancaster Village

**MAKE ANCASTER A COMPLETE, LIVEABLE, WALKABLE COMMUNITY.  
LET'S NOT DESTROY OUR VILLAGE FOR PEOPLE JUST PASSING THROUGH.**



## **SUMMARY STATISTICS RELATING TO COALITION SUPPORT**

- over **1300** signatures to 2009 petition
- more than **370** messages from our web-site sent to Mayor and Councillors in Jan-Feb.
- more than **200** persons at our Jan. 26<sup>th</sup> public meeting
- **753** interested recipients of February e-mail blast
- Coalition supporters live on at least **200** different streets in Ancaster

**Citizen support for the Coalition's position is strong and widespread within the Ancaster community!**

- At the crowded open house I attended, residents and business owners politely listened to a consultant explain how the city planned to add a turn lane and traffic circle to accommodate the expected increase in traffic. The response was strikingly consistent: Ancaster is a historical gem in the municipality - leave it alone.

My main objection to the plan is its approach. It is flawed to assume that accommodating the cars is the priority. The priority in this village is the lifestyle of the people who live here. We walk to restaurants and stores and events in the village core. We want protected bike lanes and pedestrian crosswalks and connected hiking trails, not turn lanes and traffic circles. Alternatives to accommodate the expected increase in traffic were suggested, including additional access to the 403 so commuters aren't forced to drive through the core.

If the process is credible, at the next open house this month, the city will listen to the people. Our "liveable community" needs diverted traffic and our mobility needs extend to cyclists and pedestrians.

- With the ever persistent volume of rush hour traffic using Wilson St., very often a continual line-up of back to back traffic is halted by school bus drop-offs or parents individually entering and exiting the Village Treehouse Day Care and/or by the north bound traffic lined-up against the light at Halson St. In this event a roundabout at Jerseyville and Wilson could easily become an impediment to crossing pedestrians as well as obstructing fluid vehicular access entering from intersecting Jerseyville Rd. and Cameron Drive.

It would be much safer to simply put another traffic light there, even though there are already two not too distant apart at Fiddlers Green Rd. and Halson St. However, this light could be of periodic use only... programmed to be red/yellow flashing during less intense traffic times.

A 'now' solution to safer street crossing along Wilson would be to selectively establish a number of designated cross walks along the way at locations other than where traffic lights now exists... that is to have wide yellow lines hatched across the width of the road exclusively as designated pedestrian crossing zones with each zone accompanied by advance advisory signage in both directions for on-coming traffic to forewarn of it being mandatory to stop and permit someone to freely cross over.

- Currently, it is unsafe to cross Wilson Street on foot, with almost no crosswalk or measures to try to slow down traffic to obey the speed limits.

The engineers have made the claim that proposed roundabouts are actually safer for pedestrians, yet there is no evidence of this on the current roundabouts in Ancaster. Legally, cars should yield to pedestrians; practically, they simply do not.

It's not surprising to me this \$38- million project is being underwritten mostly by developers.

The obvious goal is to flow traffic to the south to soon-to be extinct farm communities slowly being transformed to acres of high density houses and strip malls.

The current plan is not designed for residents and taxpayers; it's designed for profit and expansion. Thus, it's not surprising the plan is being pushed quickly through, with a potential to start construction on many projects in February.

The idea of infinite road widening and flowing more traffic is a suburban disaster in Ontario. It destroys communities, transforming them from destinations to roadside curiosities. It negatively impacts communities, promotes more pollution and less physical activity and makes life for those who try to engage in activities like walking, running, or cycling, far more dangerous.

- It's been reported that the Wilson St and Rousseau intersection is the worst in Hamilton! Can you imagine this little narrow intersection as the worst? As you're probably aware this is primarily due to the thousands of commuters coming up the escarpment from the McMaster University area and then continuing along Rousseau to the Linc. We need this traffic to be rerouted to the 403 where it belongs.

Ancaster residents would like to see this improved but we recognize that this can't be solved by the City of Hamilton alone. We need the MTO to work with the City to add an additional westbound 403 onramp at Main Street. This will provide a more direct route to thousands of commuters and will allow the Wilson St and Rousseau intersection to lose its infamy as the worst in the city!

- The 403 cuts right through the heart of our community of Ancaster which is the third oldest community in Ontario and was once short listed as a possible Provincial Capital Site. Our local councillors are working diligently toward the development of a Master Traffic Plan but are doing so with one hand tied behind their backs. In the absence of some relatively minor alterations to the 403, any Master Traffic Plan designed at the local level will be doomed to fail and will impact the effort of local concerned citizens who are trying desperately to make our community liveable, walkable and with good bike paths that make the area safe for both children and senior alike.

This community has all the opportunity to become a workable model for urban planners and should be viewed as being an 'experimental site' for some fresh thinking.

- The stated objective of the plan is to ultimately provide a more liveable community that supports the mobility needs of its residents, businesses and visitors. At the open house, which I attended in the crowded town hall, residents and business owners politely listened to a consultant explain how the city planned to add a turn lane and traffic circle to accommodate the expected increase in traffic. The response from the constituents was strikingly consistent: Ancaster is an historical gem in the Hamilton municipality "leave it alone".
- My main objection to the plan is its approach. The assumption that we must accommodate cars that the cars are the priority is flawed. The priority in this small village is the lifestyle of the people who live here. We walk to restaurants, stores and events taking place in the village core. We want protected bike lanes, pedestrian crosswalks and connected hiking trails not turn lanes and traffic circles.

Their paradigm is simply to squeeze more cars through Wilson Street (the detail of traffic on Halson was not covered by their presentation). My counterpoint in principle is that the engineering paradigm (scope of work/terms of reference) should have been and should be to divert the traffic from the historic centre of Ancaster (Wilson, Halson, etc.). As an engineer I know how significant it is to give engineers the correct initial terms of reference!!