Dear Mayor Eisenberger and all members of City Council,

There are concerns that some of the options currently under consideration for Wilson Street and the Wilson/Rousseaux intersection in the Ancaster Transportation Master Plan are not consistent with promoting and maintaining a pedestrian friendly community.

In order to demonstrate the level of concern a petition has been circulated in Ancaster and approximately 1,327 signatures have been compiled to date (see attached). The Petition reads as follows;

**ANCASHER TRANSPORTATION MASTER PLAN PETITION**

*In the Interest of Promoting Pedestrian Friendly Communities*

*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.

Transportation infrastructure in Ancaster should be developed to encourage through traffic to take the most appropriate route to the 403, rather than being forced to utilize the Wilson Street route through Ancaster Village. The most appropriate way to address the issue of increased traffic volumes on Wilson Street is not to widen the street or to enlarge the Wilson/Rousseau connection, but rather to address the underlying cause – ie. the lack of sufficient access to the 403 in west Hamilton from Main Street to Fiddler’s Green Road in Ancaster.

It is imperative that the City of Hamilton recognize the need to promote the construction and reconstruction of multiple and complete all directional access to the 403. The Rousseaux Road west bound 403 access from Ancaster was eliminated during the construction of the Link and must be re-established. As well, all directional west bound
access to the 403 is deficient and/or difficult from Aberdeen Avenue all the way to the Highway #2 / 403 access.

It is a concern that the use of assets for social and economic purposes will be eroded if uncontrolled access and dominance of traffic is allowed to control the workings of our village. People are intimidated and will choose to avoid areas where the volume of automobile traffic complicates and compromises the ease and safe use of commercial and social amenities. It is clear that developing infrastructure to provide for the dominance of vehicles increases the need for the use of cars and further impacts the ease of pedestrian use; this feeds an endless cycle of further improvements to accommodate traffic and parking, all of which are hostile to the encouragement of human use.

There are many approaches to consider reducing the volume of traffic through the Ancaster Village core. These measures will facilitate pedestrian use and promote alternative modes of transit such as biking and, where sufficient density exists, public transit. Crosswalks, widened sidewalks, stop lights, narrower roads, shorter blocks, multiple and continuous connected walking and biking networks are all means to achieve this goal.

If our local roads (i.e. Wilson Street) are not developed further, through traffic will naturally seek alternate and more expedient routes. These alternate faster routes will vary depending on origin and destination of the user, so several alternate routes will develop and traffic will naturally be dispersed. These alternate routes will not need to be augmented (widened), if there are sufficient road systems to accommodate the diversity of individual choice. Instead, the solution is to add multiple, functional all directional access to the 403 where needed rather than to widen the supplying roads that run through our neighborhoods.

Where traffic is accommodated in a healthy balance, people seek roads appropriate to their needs. Roads designed for speed of use (403) should be made accessible and designed to handle appropriate volumes related to need. This leaves residential and village core roads safer, friendlier and appropriate for the inviting uses necessary to stimulate use of their social / economic amenities.

Hamilton already has many excellent initiatives (i.e. see Hamilton Cycling and Pedestrian Strategies) as well as the GRIDS round table discussions on "traffic and neighborhood communities". The people developing these strategies understand the healthy workings of complex city traffic issues. Provincial initiatives promoting pedestrian friendly communities also exist.

The Ontario Planning Act (2006) supports addressing the above concerns adequately in the Ancaster Transportation Master Plan. Municipalities are required to meet criteria that support designing healthy active communities and are required to make planning decisions with regard to “the orderly development of safe and healthy communities". The Ontario Provincial Policy Statement (2005) also supports sustaining healthy, livable and safe communities by planning public streets, spaces and facilities to be safe, meet the
needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling.

The Ancaster Transportation Master Plan should include the need for:

- **Multiple and sufficient access to the 403 in west Hamilton;** 403 west bound access is deficient in Hamilton at Main Street, and in Ancaster, at Rouseaux, and Fiddlers Green Roads. (Direct 403 west bound access was removed from Rouseaux Road to accommodate the Link). Meadowlands access is not direct and is difficult to achieve due to the need to cross 403 east bound traffic entering the Link.

- **Pedestrian right of way crosswalks to help shorten our long blocks;** to provide crossing opportunities where there are none, with the purpose of shortening our excessively long blocks in the village core;

- **Stoplights to promote safe crossing and merging conditions;** on Wilson Street, stoplight(s) are needed at Jerseyville and possibly at Academy Street and Dalley Drive. Measures to mitigate the dangers of egress at the Dalley Drive / Wilson Street intersection must also be developed;

- **Continuous and wide sidewalks throughout the village core area** (some of which has no sidewalks); and

- **Development of the tremendous opportunity for off-road biking trails that exist.**

We do not advocate changes to the road infrastructure in the Ancaster village and adjoining neighbourhoods that will:

- **Facilitate an increase in the rate of speed of vehicles;**

- **Promote the continuous flow of cars, such as traffic circles** (*see note below);  

- **Attract or promote an increase in the volume of traffic** (such as road widening and additional turning lanes); or

- **Degraded biking / pedestrian safe access** to the conservation as proposed by the truck turnaround across the entrance to the Heritage Trail, adjacent to the Old Mill parking lot.

The future of the historic Ancaster village depends on the ability of the City of Hamilton to design a road system that will provide for safe access to our village core amenities.
Yours truly,
Karen Wilkins

Note * Traffic circles that are designed to promote the continuous flow of traffic are not well suited for pedestrian friendly communities. They do not provide the interruptions in the flow of traffic needed for safe pedestrian crossings. Pedestrian right of way is not practiced behavior in our area. The design of our stoplights in Ancaster reinforce vehicle right of way dominance, the lack of any consistency in Hamilton traffic control practices puts pedestrians seeking the right of way over vehicular traffic at huge risk.