

## Downtown Dundas Transportation Master Plan Summary of Public Comments and Responses from PIC #2

Note: the following provides a summary of public comments received from public open houses, email and other correspondence. Comments have been grouped into common themes.

| Comment  | Response  |
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| <b>Operational Concerns</b>  |   |
| Interested in changes to Governor's Road / Ogilvie Street intersection (short and long-term)   | <p>There are several improvements identified for the Governor's Rd / Ogilvie Rd intersection to address increased volumes and safety improvements.</p> <p>These include:</p> <ul style="list-style-type: none"> <li>• Widen Governor's Road by adding one additional westbound through lane plus one additional eastbound through lane (medium-term);</li> <li>• Change the lane configuration of the southbound approach on Ogilvie Street to feature an exclusive left turn lane with 15 metres of storage plus a shared through / right turn lane (short-term);</li> <li>• Modify the pavement markings on the northbound approach (Ogilvie Street) to better delineate the commencement of the northbound right turn lane (short-term); and</li> <li>• Optimize the signal timings and provide for an extended pedestrian clearance and / or pedestrian interval phase. Add a northbound left turn phase (Ogilvie Street).</li> </ul> |
| Governor's Road / Ogilvie Street intersection should be changed from an exclusive right turn lane plus a shared through/left lane to a shared through/right lane plus an exclusive left turn lane. |   |
| Suggested modifications (in general) are regarded as feasible except for the widening of Governor's Road   |   |
| Traffic signals are required at the Market Street / Hatt Street intersection.  | Traffic volumes do not warrant traffic signals at this intersection.  |
| Get rid of all the "no left turns between 4-6 PM" signs downtown - you cannot turn left from Market Street to York Road.   | The left turn restrictions need to remain as is. The left turn restrictions are in place to reduce delays and operational issues. Furthermore, the left turn restrictions reduce the volume of cut through traffic infiltrating through the neighbourhoods during peak times.   |

| Comment  | Response   |
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| <p>Bridges (near Governor's Road / Ogilvie Street intersection) should be replaced or widened due to growth</p>                          | <p>All improvements identified in the TMP will be prioritized within the City's overall capital works program.</p> <p>The City-wide Transportation Master Plan (TMP) identified the need to widen Governor's Road, from Creighton Drive to Osler Drive (Main Street) and the implementation of a two-way left turn lane from Creighton Drive to Bridlewood Drive.</p> <p>Furthermore, the Downtown Dundas TMP confirmed the need to widen Governor's Road at the Ogilvie Street intersection. Whether or not the existing Governor's Road bridge structure east of Ogilvie Street will be replaced or twinned in order to accommodate the widening will be examined within the context of an Environmental Assessment to be completed for Governor's Road.</p> |
| <p>Ogilvie Street / Hatt Street intersection: add a northbound advanced green phase to accommodate the high demand for this movement</p> | <p>The signal timing plans for all signalized intersections within the study area have been optimized. Traffic volumes do not warrant an advanced green.</p>   |
| <p>Hatt Street / Creekside Drive: add a westbound left turn lane to accommodate demands</p>  | <p>A traffic calming study for both Hatt Street and Creekside Drive are among the recommendations of this study. Depending on the outcome, a westbound left turn lane could be considered, assuming it is technically warranted.</p>   |
| <p>Creekside Drive: convert to a one-way street to reduce cut-through traffic and add parking along the north side</p>                   | <p>A traffic calming study for both Hatt Street and Creekside Drive are among of the recommendations of this study.</p>  |
| <p>Vehicles are traveling the wrong way along Millers Lane.</p>  | <p>This is not a Transportation Master Plan issue. This is an enforcement issue and your comment has been forwarded to the appropriate City department.</p>  |
| <p>Governor's Road / Castlewood Boulevard intersection should be reanalyzed perhaps to include a roundabout.</p>                         | <p>This intersection is currently signalized and would not benefit from a roundabout - particularly in a retrofit situation.</p>   |

| Comment   | Response   |
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| Governor's Road, from Pirie Drive to Main Street should be wider.   | A study considering intersection improvements to Governor's Road at Pirie Drive or Davidson Boulevard was undertaken simultaneously with the Downtown Dundas Transportation Master Plan. The City-wide Transportation Master Plan (TMP) identified the need to widen Governor's Road, from Creighton Drive to Osler Drive (Main Street) and the implementation of a two-way left turn lane from Creighton Drive to Bridlewood Drive. Furthermore, the Downtown Dundas TMP confirmed the need to widen Governor's Road at the Ogilvie Street intersection. Intersection operations at Governor's Road / Main Street are also expected to improve as a result of the widening. |
| Prefer roundabouts at Governor's Road intersections with Pirie Drive and Davidson Boulevard.  | A study considering intersection improvements to Governor's Road at Pirie or Davidson was undertaken simultaneously with the Downtown Dundas Transportation Master Plan. Traffic volumes do not warrant a roundabout at Pirie Drive. The preferred location currently for a roundabout is at Davidson Boulevard.   |
| Supports the proposed roundabout at Governor's Road / Davidson Boulevard.   |  |
| Suggests a roundabout at the Hatt Street / Market Street intersection to ease congestion.   | A westbound left turn lane is being recommended as part of the TMP to address operational issues.  |
| Market Street is a dangerous problem so I strongly support the proposed left turn lane.   | A westbound left turn lane is being recommended as part of the TMP to address operational issues.  |
| A roundabout (general) is an environmentally friendly and economical alternative. Roundabouts should include landscaping elements.  | The design of roundabouts typically includes a landscaping plan. The Wilson/Meadowbrook roundabout in Ancaster provides an example of landscaping with shrubs and evergreens.  |
| Governor's Road is becoming incredibly congested in the areas of the schools during the morning peak. Consider implementation of turning lanes to reduce delays experienced by motorists. | A two way left turn lane for Governor's Road between Creighton and Bridlewood Drive has been identified in the City Wide TMP for 2012-2021.  |
| <b>Trucks and Truck Routes</b>  |  |
| The narrow streets of the industrial area pose difficulties for tractor trailers attempting to turn.  | A City-Wide Truck Route Study is underway. Your comment has been forwarded to the study team, to be considered as part of their study.   |

| Comment   | Response  |
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| Wellington Street is an ideal choice for a truck route while Market Street is not since HSR buses use this route  |   |
| Trucks have difficulty turning onto King Street from Sydenham Street because of the steep grade and tight corners.  |   |
| <b>Public Transit</b>   |   |
| Potential light rail should be extended into Dundas   | <p>The City is presently undertaking a Transit Operational Review throughout the entire HSR network, including passenger counts on all routes. Your comments have also been forwarded to the Transit division for additional consideration.</p> |
| A transit system is need in Pleasant Valley as many other communities have them.  |   |
| Increase the frequency (service) and reliability of buses to / from Dundas. The time it takes to travel by bus is too lengthy for seniors (i.e. a trip to Ancaster takes 1.5 hours by bus vs. 10 minutes by car).   |   |
| The buses that travel on Wellington Street South are empty 99 percent of the time. This route should be shortened in the area and expanded to areas that would generate more ridership. The bus waits at the end of the route (in the industrial area) when perhaps the downtown would be a better location for the end of the route. |   |
| Would like to see transit service from Pirie Drive / Governor's Road to Downtown Dundas without having to transfer at Ogilvie.  |   |
| Buses must be synchronized. A manual passenger count is needed.   |   |
| Residents of Sydenham Street and in new subdivisions off of Governor's Road are unable to access transit.   |   |
| Better signage and route information is required.   |   |
| Residents are not able to access the Dundas to Hamilton routes as most of the transit lines service areas south of King Street.   |   |

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| Co-coordinating with B-line at University Plaza for those needing connections to Pleasant Avenue. Also, connections to the route served by number 52.                                 | The #52 Main West/Dundas Bus Service was identified as a moderate priority for improvements in mid-day Weekday frequency and consideration of Weekend service along Governors.  |
| Concerned with accessibility on buses for those with walkers and strollers.   | All Dundas buses are now have ramps and with doors that kneel to reduce the stepping distance. However, each bus has a limited capacity. Personal mobility device users and their assistants do not pay a fare, at present.   |
| Bus shelters do not provide enough room to protect large groups of passengers waiting to board (can often count 16-20 people waiting at any given time)                               | Your comment has also been forwarded to the Transit division for additional consideration.  |
| <b>Pedestrians</b>  |   |
| There is no safe way to cross Hatt Street between the traffic signals at Ogilvie Street and the 4-way stop at Market Street. There should be a crossing of some sort between the two. | Locations along Hatt Street, between Ogilvie Street and Market Street, do not currently meet the warrant for pedestrian signals. An updated warrant has just been conducted and it has clarified that the pedestrian signals aren't warranted. The TMP will review other forms of safe access along Hatt Street and will be recommended as part of the TMP. |
| Hatt Street / Millers Lane: provide a pedestrian crossing due to the large presence of seniors in the area  | A traffic calming study for both Hatt Street and Creekside Drive are among the recommendations of this study.   |
| Change Millers Lane to pedestrian traffic only in combination with a crosswalk across Hatt Street   |   |
| Pedestrian safety is a major concern at the Creekside Drive / Hatt Street intersection.   |   |
| Would love to see a pedestrian only zone between Sydenham Street and Ogilvie Street.  |   |
| Governor's Road is a must for pedestrian and vehicular traffic. All users have a right to safe passage.   | Agreed.   |
| There are no controlled pedestrian crossings of Governor's Road in the vicinity of the Dundas Baptist Church.   | This location is outside of the study area. This issue was investigated and the project team was advised that the minimum number of pedestrian's threshold were not met for a controlled pedestrian crossing.   |

| Comment   | Response  |
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| Need pedestrian controlled signal on Governor's Road near Davidson Boulevard.                           | The proposed roundabout at Governor's Road / Davidson Boulevard will feature pedestrian crossing facilities.  |
| Pedestrians have trouble crossing Ogilvie Street from Creekside Drive to the A&P.                       | Two sets of traffic signals (Ogilvie Road/ Governor's Road; and Ogilvie Road/ Hatt Street) are available for pedestrians to cross at.   |
| <b>Cycling</b>  |   |
| Implementing cycling lanes on Hatt Street should be a short-term rather than a long-term measure        | The proposed cycling facilities within Downtown Dundas are consistent with those outlined in the recently completed City-wide Cycling Master Plan which is an update to the Shifting Gears Cycling document.<br><br>Within Downtown Dundas, the following cycling facilities are proposed: <ul style="list-style-type: none"> <li>• King Street West: cycling lanes from Market Street to Bond Street</li> <li>• Market Street: cycling lanes from</li> </ul> |
| Better "destination" signage for cycling routes.  |   |
| Increase safety for cyclists using Hatt Street  |   |
| Bike routes should be improved to provide access to sports facilities (i.e. Olympic Arena) and schools. |   |
| A path along Spencer Creek would be safe and useful for families.                                       |   |

| Comment   | Response  |
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| <p>A continuous paved shoulder on both sides of Governor's road must be provided (for walking and cycling).</p> <p>Need bike lanes from Creighton Road to west of Bridlewood Drive.</p>               | <p>Governor's Road to King Street West</p> <ul style="list-style-type: none"> <li>• Hatt Street: cycling lanes from Market Street to Main Street</li> <li>• Sydenham Street / Memorial Square: cycling lanes from Hatt Street to Romar Drive</li> <li>• Main Street / Osler Drive: cycling lanes from King Street to Main Street West</li> <li>• Ogilvie Street: cycling lanes from Hatt Street to the multi-use trail south of Dundana Avenue</li> <li>• York Street: cycling lanes from King Street East to Olympic Drive</li> <li>• Governor's Road: cycling lanes from Cootes Drive to Binkley Road</li> </ul> <p>It is acknowledge that portions of the aforementioned cycling routes may commence or terminate beyond the Downtown Dundas study area.</p> <p>Implementation of new cycling facilities will be prioritized according to the City-wide Cycling Master Plan update.</p> <p>A traffic calming study for both Hatt Street and Creekside Drive are among the recommendations of this study.</p> |
| <b>Traffic Speeds, Traffic Calming and Safety Concerns</b>  |   |
| <p>Governor's Road: attention must be made to traffic calming if widening is undertaken from Osler Drive to Creighton Road. Synchronizing traffic lights will not address this issue.</p>             | <p>A study considering improvements to Governor's Road will be undertaken in the future. Your comment will be been forwarded to the study team.</p>   |
| <p>Governor's Road / Ogilvie Street intersection is dangerous. Short term solutions are needed such as a greater police presence and traffic calming. Visibility around the A&amp;P is difficult.</p> | <p>A study considering improvements to Governor's Road will be undertaken in the future. Short term safety improvements will be recommended in this study. Your comment will be been forwarded to the study team. Your comment regarding an increased police presence will be forwarded to the appropriate department.</p>  |

| Comment   | Response   |
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| Speeding on Governor's Road is a major concern.   | Noted. Your comment will be forwarded to the appropriate City department.  |
| Speeding along Hatt Street is a serious safety concern.   | A traffic calming study for both Hatt Street and Creekside Drive are among the recommendations of this study. These issues will be addressed as part of this study.  |
| Parked vehicles on Hatt Street obstruct sightlines for people attempting to turn from Creekside Drive. Consider eliminated parking along Hatt Street in this vicinity.  |  |
| Creekside Drive has become a short cut from Hatt Street to Ogilvie Street resulting in increased traffic. Speed bumps or traffic calming is required.   |  |
| Speed bumps are a necessity to calm traffic on Hatt Street.   |  |
| Concerned about safety and traffic movement for proposed roundabouts on Governor's Road. Public education is required for roundabouts. Roundabouts are dangerous in North America because people do not know how to use them.                                   | In addition to the material presented at this PIC, please refer to this City website for additional details on roundabouts:<br><a href="http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/RoadsTrafficModernRoundabout.htm">http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/RoadsTrafficModernRoundabout.htm</a> |
| <b>Other</b>  |  |
| Creekside Drive is not yet a City road, so why am I paying taxes for snow removal etc?  | This is not a Transportation Master Plan issue.  |
| Hatt Street is in terrible condition and needs to be repaved.   | Noted. This is a maintenance issue. Your comment will be forwarded to the Public Works, Operations and Maintenance Divisions for additional consideration.   |
| Kerr Street is an eye sore and is in need of resurfacing.   |  |
| Hatt Street: a center median with landscaping and streetlights is suggested. Hatt Street is just as historic as King Street and any other street in the old town. But we don't seem to get the same level of service / respect as the "Victorian" side of town. | Noted. A traffic calming study for both Hatt Street and Creekside Drive is among the recommendations of this study. Potential traffic calming measures could feature landscaping.  |