

# Old Dundas/Old Ancaster Road Town Halls Summary

*June 19, 2023 (Ancaster) & June 21, 2023 (Dundas)*

These two townhalls were organized to bring our communities together and enable residents to share feedback on the Old Dundas / Old Ancaster Rd (between Ogilvie Rd in Dundas and Wilson St in Ancaster). Both Councillors Craig Cassar and Alex Wilson had received a significant amount of feedback about safety concerns on this roadway. As each Councillor has made community safety a priority, they are working together with the community to initiate a process to formally review this road and work with staff on a plan to develop recommendations and ultimately, implement them. These townhalls are the first step in the process. Feedback has been summarized here and has been shared with staff. Next steps will be communicated as they occur.

## **Present June 19 in Ancaster:**

Councillor Craig Cassar

Mike Field – Manager Transportation Operations

Sergeant Dave Allchin - Hamilton Police Services Crime Manager,

Public Attendees: ~25

## **Present June 21 in Ancaster:**

Councillor Alex Wilson

Councillor Craig Cassar

Public Attendees: ~20

These minutes are a consolidation of the feedback from both meetings.

## **Resident perspectives provided:**

- Heavy traffic impacts property values, people looking at properties are declining purchases due to the traffic.
- Biggest consideration is safety - road is not designed/wasn't intended to handle that level of traffic, unlikely that it can be resolved without drastic changes.
- Many pedestrians coming down Montgomery Road, heading to Sherman Falls, to Monarch Trail Parking lot.
  - Sometime large groups, usually family groups, local residents trying to take a walk, walking dogs, children, school zone on Old Ancaster road, school buses, cyclists, hikers
  - Bruce Trail dumps people at "devil's elbow", -- all are at considerable risk
- Intersection at Lower Lions Club and Old Dundas Road - many don't bother to stop - daily occurrence without slowing at all, usually going over the speed limit (mostly northbound traffic) – Homeowner has been struck, no injuries.
- 4 types of drivers: a) Local people, b) visitors to the falls, etc. c) commuters to the Linc d) "yahoos"
- Average rate of speed between 60-80kmh, some of the worst offenders are on motorcycles.
- Noise is a side issue.

- Road is solid double yellow line throughout, regardless, lots of passing because of those who are adhering to the speed limit.
- For some getting out of driveways is an issue, visibility is an issue for many makes it difficult to anticipate especially when there is speeding.
- Signage and rules are not the answer - no one pays attention, enforcement is a challenge because there is nowhere to pull over/for traps.
- Something physical needs to be done to the road.
- “We need action, need it now or someone is going to die.”
- Speed bumps may be a minimum approach - would support anything and everything up to and including closing the road to through traffic (head nods in the audience)
- Lower Lions Club - mile and a half of straight road = fancy cars wanting to show off, racing - road is used extensively by pedestrians and cyclists – needs to be added to the list of concerns
- Strollers, cyclists get clipped, on some Saturdays upward of 200-300 people walking from the bus stop to Sherman Falls, When asked for directions to the waterfalls.
- Resident won't give them the advice to walk down the hill, rather sends them up to the Mill lot and tells them to walk 20 mins back along the trail for safety reasons.
- Witnessed the other day when a parent and child in a stroller were hit (no injuries) and then berated by the motorist for walking along the road.

### **Facilitate Discussion will all attendees**

#### **Positives to the Road**

- Scenic – nature, historical area, wildlife, waterfalls
- Access to the Bruce Trail, escarpment, conservation area
- Proximity to schools, Connection Ancaster/Dundas for shopping, etc
- Relaxing road to drive/cycle on
- Sense of community – people are engaged, tiny book library
- Rural quality to an urban area

#### **Negatives to the Road**

- Proximity to schools and trails creates serious risk for those who are walking/cycling on the roads.
- Speeding and aggressive driving
- Low visibility due to winding and hilly roads
- Y intersection at Turnbull, Old Ancaster/ Old Dundas
- Narrow right of way which restricts ability to manage the road.
- Ogilvie operates as a “funnel” for traffic
- Design of the valley creates echoes which attracts motorcycles and exotic cars
- High traffic volume – road isn't designed to support the volume that occurs
- Large trucks use the road – not an approved truck route
- “City of Waterfalls” brings high tourism – no safe walking routes along the road, litter
- Commute route/short cut – GPS directs motorists to the street which increases volume
- Too many signs along sections/no signage about animal crossing

## Common Themes for Desired Outcomes

- Reduce speeding/traffic volume.
- Improve safety for all users, particularly pedestrians and motorists
- Protect the environment, wildlife and heritage.

## Possible Solutions

- Pave Sulphur Springs to offset traffic on Old Ancaster Road
- Encourage motorists to use Wilson Street and Sulphur Springs
- Intersection redesign at Turnbull and Ogilvie
- Enforce 'No truck route'
- Create a one-way road – use other lane as protected lane for cyclists and pedestrians
- Rumble strips/speed bumps
- Knock down sticks at curves and to narrow the road from Ogilvie to Pleasant Valley
- 40 kph limit and redesign road to encourage adherence to limit; reduce to 30 kph along scenic parts of the road
- Red light cameras, speeding cameras
- Open Streets concept
- Closing off the end of Old Dundas Road at Wilson
- Three-way stop at Little John and Old Ancaster Road
- More upkeep of pavement, especially at the curves
- Turnbull Road intersection – no right turns on Turnbull
- Add “wildlife crossing signs”, remove unnecessary signage
- Use bollards to restrict pedestrian crossing at random places along Turnbull
- Create paths that are safe to walk on, especially for children walking to school and tourists going to waterfalls and trails.

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## Mike Field – Manager of Transportation Operations

### Road Safety Investigation Processes

1. Request Intake
2. Prioritization
3. Collect Data
4. Alternative Evaluation
5. Communication and Implementation

### Traffic studies

Classification: collector

Posted speed: 40 km/h

Average speed: 47kmh

Annual daily traffic is 6400+

Speed studies only collect one period of time - misses some instances (limitation to this process)

Question: when was this done? Because results don't reflect the lived experience

### **Collision summary (in between intersections)**

- Average 10 collisions per year between 2019 and 2022
- Predominantly single motor collisions and quite a few rear end collisions
- 14 collisions involving injuries, no fatalities.
- Collisions most commonly occur on Thursday.
- Rear ending collisions are most common at intersections.

### **Improvements to date**

- Reduced speed limit 40 kmh
- Dundana to Turnbull = community safety road doubles the fines, automated speed enforcement, photo radar between Turnbull and Pleasant Avenue (coming to Old Ancaster)
- Pedestrian crossover at Hamilton - Brantford rail trail
- Improved signage at curvature

### **Planned Improvements**

- Further studies for speeding and aggressive driving
  - Automated speed enforcement is 2024 between Ogilvie and Turnbull
  - Vision Zero principle is to focus on pedestrians and cyclists over vehicle collisions because they are the most vulnerable users.
  - How do you make a difference quickly and efficiently? - make the road inconvenient for users. That is what a speed cushion does, can add chicanes etc.
  - Speed cushions - have to be careful where there are hills etc. there are some constraints but there are other solutions available where constraints exist.
    - E.g., Restricting at intersections (narrow down with bump outs, chicanes (knock down sticks etc.)
  - When doing these types of projects there are always environmental studies to ensure vulnerable species are not negatively impacted
  - Cost of a speed cushion is approximately \$8,000
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### **Sergeant Dave Allchin**

- Crime manager for Hamilton Mountain
- Hear about ODAR regularly.
- Calendar year in June 2022 - 2023 - 0 police response collisions
- Acknowledges limitations to the data – typically only those that police are called to are reflected in data.
- 20 tickets issued during this same period
- Special attention has been sent out for this area meaning officers know that, when available, they should be patrolling but limited resources make it hard to implement enforcement
- Dangerous road to do enforcement on, some residents have offered their driveways
- Challenges are trying to be always in all places.