

## Old Dundas Road / Old Ancaster Road (ODAR) Town Hall Q&A – June 18, 2024

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**Q:** Truck routes – trucks are using ODAR as a cut-through which is not on the truck route. Are these studies taking this into account?

**A:** Yes. This related to the issue with the GPS routing vehicles through ODAR to avoid Wilson. City Staff do work with our partners at Hamilton Police Services (HPS), who enforce truck routes. They encourage residents to report directly as well. HPS is aware that there is a problem with trucks using this route.

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**Q:** The cut throughs on ODAR / Academy / etc. is partially resulting from line-ups at Rousseau and Wilson, and the cut throughs continue to come through despite the speed cushions etc.

**A:** This is why we are taking a whole systems approach – using information gained from the pilot closure of Old Dundas Rd at Wilson and the information from this study, we are looking to divert traffic to appropriate routes and to ensure that there is sufficient infrastructure to accommodate traffic flow.

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**Q:** Old Ancaster Road – there’s clearly also a problem with the motorists on the road. I was told to “get off the road until I \*\*\*\*\* learn how to drive” because I stop at a stop sign. The Pleasant Ave intersection is “stoptional” – even police cars don’t come to a complete stop. The crosswalk at the rail trail – motorists don’t stop when the lights are flashing. The motorists on the roads are rude, breaking the law, I’m not sure what these measures will do to address them.

**A:** Reducing the volume will help reduce the aggression and near misses, reducing the number of motorists in general will go a long way to make it safer. Every municipality faces similar issues with driver behaviour, the main cause of collisions etc. is driver behaviour. Putting appropriate measures in place will make it uncomfortable to drive dangerously.

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**Q:** Speed cushions are not going to solve the problem on the road if you are able to drive around them. Why can’t we use these on ODAR?

**A:** It is not safe to install speed cushions on hills and curves as it can be dangerous for vehicles.

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**Q:** There are motorcycles going up and down the road speeding at all hours of the day. There have to be more immediate solutions to this than the long-term planning.

**A:** The long-term solutions are the things which are going to actually solve those issues. Unfortunately, the immediate solutions are primarily enforcement-based and we rely on the Hamilton Police Services.

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**Q:** How are the medium/long term solutions going to address the fact that GPS systems direct traffic through the ODAR corridor?

**A:** The GPS is an issue because you previously had to have local knowledge to find routes around congestion, now GPS systems automatically direct drivers through the quickest routes. Solutions from whole systems approach will reduce and slow traffic on the road making ODAR less convenient (or impossible) to use as a bypass. GPS systems will no longer route traffic through ODAR as it will no longer be a quicker (or possible) route.

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**Q:** In terms of the short term / medium term / long term solutions, is there somewhere we can see what those short, medium, and long term solutions are?

**A:** Information on solutions, when they are implemented, will be communicated via your councillors' offices. We are looking to implement a number of the short-term solutions over the next few months, including speed cushions and some other measures. Some of these short term solutions have already been implemented, because they are things like clearing bushes to ensure that sight-lines are maintained.

The study identified that PXO as being dangerous when compared to the safety standards.

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**Q:** It sounds like people going through the stop signs wasn't part of the study? It sounds like the issue is that people are driving through without stopping. Could we put cameras at those intersections? Could we put more stop signs at some dangerous intersections?

**A:** Automatic speed enforcement (red light cameras) are provincial tools, not municipal ones. The current legislation does not allow us to put cameras at four-way stops. We are in conversations with the province related to traffic enforcement, and the province is aware that the expansion of automatic speed enforcement tools is something which we municipalities are asking for.

When we implement all-way stops, speed cushions, etc., or we are asked to do so, and we bring it in somewhere where it's not warranted, we find that drivers end up avoiding it completely.

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**Q:** Old Ancaster & South St there was an initial project and a pause, are you able to share what is happening there?

**A:** There was a delay in the Old Ancaster & South St. because of the traffic safety study presented at tonight's town hall. The current design of that intersection is like that of a highway vs that of a roadway. The new design will be signaled and re-designed. We wanted to pause to wait for the study results in. The design has now been finalized and will be shared with the community. We want to tender it and start construction this year.

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**Q:** Have you ever considered making ODAR an aggregate road? Sulphur Springs is an aggregate road and not paved, which provides a disincentive to use the road.

**A:** De-paving is a challenge because it can cause other safety and maintenance concerns. Sulphur Springs Rd. has significant maintenance costs associated with it. De-paving ODAR is not being considered.

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**Q:** The immediate concerns – what can be done in the very short term like this summer?

Immediate:

**A:** The redesign of Ogilvie is solid and should provide a substantial traffic calming impact.

->The distance between the traffic calming measures should help substantially in providing a more constant speed through the corridor.

-> Signage and paint can be done shortly, speed cushions can be brought in the fall.

-> PXOs (pedestrian crossings) can also be done in the next year.

In the grand scheme of things, there is quite a lot in the short-term timeframe.

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**Q:** Regarding the GPS, if you are able to declare it a private road from where the waterfall is up to Turnbull, it would go off of GPS?

**A:** We have attempted to speak with GPS providers (Google, Waze, etc) on the subject of GPS routing, but they aren't very interested in our input.

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**Q:** Regarding pedestrian crossing, is there a way of either widening the shoulder of the road on ODAR to provide for pedestrians crossing between the two conservation areas or signage indicating that pedestrian traffic is dangerous and that the roadways should not be crossed?

**A:** Widening the shoulder is not currently possible due to nature of the road, but we can look into signage and other ways of getting people on safe paths.

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**Q:** PXO at the rail trail – are there other things that can be done? People seem to be hesitant to use the crossing as well.

**A:** This is one of the PXOs which we have flagged for improvement – usage of the PXO is also a concern. People don't use it because they don't trust it. More lights, changing where cars stop, improving visibility are all possibilities here.

**Staff Comment:** The information that police need to respond to specific driving complaints: vehicle descriptions, descriptions of the people, plate numbers, times, etc. Often people complain about the lack of police response to driving complaints. The reason is that they aren't given sufficient information to investigate the issue.