

2017.11.21 Meeting #3 - Dundas Planning Meeting

- ACCESSIBILITY GROUP
 - 1. Physical
 - 2. Are things accessible
 - 3. Times related to travel
- Physical
 - Are there things we currently have VS things to come (IE not yet)
- Current modes of transport
 - For: wheel chairs, walkers > Darts, Buses, Few Taxis
- Main Street Crossing is Poor, Limited Time for Accessibility Reasons
 - SCARY Crossing
 - Crosswalk times need to be longer, or smarter, in some cases
- Other Specified Crossings:
 - Governor's X Main
 - Main X York
 - X of Governors'
- Sidewalk and Bike lanes
 - Suggest Bike lanes be doubled on one side of the road; rather two independent lanes on both sides
 - Learn from other Cities and town - what works
 - Ogilvie needs a through analysis and study of their sidewalks
 - Slope needs to be address, along with;
 - Ramps, Drives, and Access and ramps to Stores and Commercial locations should be re looked
- HSR and City connections
 - Connection to surrounding areas needs to be looked at - Not only to downtown Hamilton
 - A survey of all connections and current times to wait for Buses as well as location of stops

- SMART BUS STOPS
 - Design for the disabled as well as the able
 - A light showing someone is waiting may help identify traveler in bad weather and winter
 - A suggested bus stop that allows for smart information, similar to what is found at the downtown hub.
 - A view of where buses are at and how long it may take to arrive
 - New bus routes should try to keep old route names even if there are some changes in the route.
 - Routes may need change based on new density evaluations, as well as demand
 - Routes choices should be aware about travellers using car's over buses and school busses over 'HSR'
- A problem exists in the transfer from one bus to another; that in the interim long waits may exist, smart route designs may fix such problem as well as greater volume and vehicle size adjustment.
 - Try to minimize different vehicles as maintenance issues can arise.
- Laneways and easements
 - Communities thrive together, the more access through lane, easements and path the better the result on a connected community.
 - Signage is crucial in the case of Dundas as we are going to and are being to create urban sprawl
 - Communities such as Hog's Back Creighton, Ogilvie, Pleasant Valley, University Gardens, and Davidson Blvd need to better connect with the heart of Dundas
- Governor's Road Bike lanes
 - Current plan needs to be revisited as the work is not continuous/contiguous
 - Bridges need to be rethought to accommodate cars turning as well as bikes, scooters and pedestrians

- Signage
 - Path, and lanes
 - Bike Paths
 - Connections
 - City and Town Connections
 - Smart Bus stops
- HSR
 - More routes! Dundas Specific Local Route(s) -- Look to Ancaster's Routes for Design, Smart Signs and Stops, Surveyed Usage/Density Study
- HSR Today
 - Start around 6AM
 - May need to start earlier for those commuters hopping to surround Cities
- Canada Coach
 - More updated signage
- Signage and Paths
 - Learn from other Cities and town - what works
 - There are many paths that are not marked and/or may not be friendly to all - IE trails through the brush
 - These would be good to develop as they are travelled routes and are part of the walkable areas
- Travel in and around Dundas
 - Downtown Dundas to Downtown Hamilton should also connect in a similar ease of travel Downtown Dundas to Downtown Ancaster
 - Density can govern new routes BUT should only be one of many factors
 - More buses would be beneficial
- SURVEY
 - Learn from other Cities and town - what works
 - Survey different locations in Dundas for a transportation study
 - A similar study was done in Hamilton and resulted in the Wentworth

Street Bus (~#12-N/S)

- Leaning Buses
 - Apparently in the summer the buses do not lean for A/C reasons
 - As Baby boomers are aging their demographic is driving more - thus the younger (<40) and the older (>75) are the main demographic travelling on the HSR (>80 is FREE)
- HSR to have a main route on Hatt St.?
- Service need to be Coordinated, Synchronized, Frequent and Routed
- Area Rattling may not be beneficial to the accessibility of service in Dundas. Something to look at in the future.
- Some issues (IE Sidewalks..) May be simply addressed by discussion with counsel members
- UBER and Tesla to revolutionize autonomous driving (IE personal transport..IE ~Taxies) in the near upcoming future. (Possible need for a charging station?)
- We can learn a lot by examining what works, already, in existing areas and similar demographic and densities