



*Dundas Works Roundtable #3: **TRANSPORTATION AND CONNECTION**
Tuesday, November 21st, 2018 Salvation Army 7-9pm Minutes Rev.1 - July 12th, 2018*

EXECUTIVE SUMMARY:

We broke into three working groups to discuss Walkability, Bikeability and Accessibility. A representative from each group gave a very brief summary of key points to wrap up the evening.

Transportation is important in everyday life for all people. Good physical connections within town, between streets and neighbourhoods to destinations ensure meaningful human connection and reduce social isolation. Connections are key to the health and vitality of both individuals and communities.

Self propelled activities allow people of all ages to live independently and sustainably. Walkable, bikeable and accessible environments are important demographic equalizers, as many do not have the choice or ability to operate a car. Safe and comfortable sidewalks, cycling networks, and public transit systems need to be prioritized in the built world, with connections to recreational hiking and cycling trails.

The **WALKABILITY** of an authentic and aesthetic town is paramount to the quality of life, character and vitality of Dundas. Pedestrian life can be prioritized by designing and developing mixed use, human scale buildings with compact frontage. These principles can be applied to the more suburban areas of Dundas which have significant potential to become intensified neighbourhood centres with increased connection. *"Actual destinations in a compact space are key to walkability."*

Significant improvement to the **BIKEABILITY** of Dundas is needed. Implementation of safe, year round commuter bicycle lanes that offer convenient, continuous routes to various destinations in Hamilton, in addition to seasonal recreational trails, is a physically healthy and sustainable mode of transportation. *"If cycling is safe and convenient, more people will do it. If it is inconvenient, unpleasant and unsafe, less people will do it."*

ACCESSIBILITY of public streets and spaces, transit and stores for strollers, walkers, wheelchairs, scooters, using slopes, ramps and lifts need special consideration during design, construction and upgrade. People who need these vehicles should be consulted to identify priority projects and suggest improvements.

PUBLIC TRANSIT systems within Dundas and connecting to Hamilton and other communities must be convenient, safe, easy to use, accessible and time effective in order to be accepted and inclusive. Transfers and wait times from downtown Hamilton to surrounding areas of Hamilton are a significant barrier in usage of public transit. *"We can learn a great deal by examining what already works in other cities with similar demographics and densities."*

DETAILED MINUTES

WALKABILITY:

Introduction by Michelle Chin

Walkability could be defined as "the extent to which the built environment is friendly to the presence of people living, working, enjoying, shopping, visiting, or spending time in an area." A walkable city is one that puts people before cars. Physical features affect our walking experience and heavily influence an individual's decision to walk in the first place. These are factors we can design into our built world.

1. - dense, mixed use residential & commercial buildings is key to walkability. 3 story mixed use buildings, ideally 35 feet frontage with parking at back, in centre of town surrounded on all sides with single family homes within a 10-20 minutes walk, a best design practice for intensification
2. a variety of nearby local destinations such as recreation & community centres, shopping, services, parks
3. buffers to moving traffic (planter strips, on-street parking or bike lanes) traffic volume and speed affect feeling of safety in walking. King Street has double wide sidewalks, trees, streetlights, parking meters/ parking affect feeling of safety and lingering to talk with neighbours, so more likely to walk.
4. aesthetics - natural organic plants, welcoming street furniture. Benches, outdoor areas to rest - Memorial Square, York Road Parkette
5. factors affecting health. Air quality, shade or sun in appropriate seasons, weather - distance. Deciduous trees shady in summer, sunny in winter, density better in bad weather.
6. parking in back, puts streetscape and people first. This is what makes King Street work, lots are behind with links to high street, example alley between Picones and Adventure Attic
7. Building height that operates on a human scale. 3-4 story, ideally goods on street level, services and residences above
8. pedestrian crossings, links, presence and quality of footpaths. Continuous connections east to west and north to south, to trails, to public transit, to destinations. Walkability is best guaranteed if the entire system of public corridors is walkable - not just limited to certain specialized routes.

Our thinktank: Tom Sehn, Phylis Sehn, Tanya Jenkins, Allison Maxted, Michelle Chin, James Jennings, Sara Woods, Paul Vandenbrink and Tim Leslie

The good:

- most of the Dundas core operates on a human scale with a variety of walkable quality destinations. It is a town for real residents, not gentrified for tourists.
- actual destinations are key to walkability
- there are multiple ways to get to the same destination which makes things interesting for pedestrians
- we are a town in a bowl, with green on all sides, which is very desirable
- the OMB is relinquishing some control to the local level.

The bad:

- as infill increases from Toronto, Dundas must make a conscious effort to retain the quality of life. Prices and rents are increasing, making it more and more difficult for independent unique business owners to make a living, making it more gentrified and touristy and not actually livable.
- sidewalk in the core are uneven and should cater to the constant stream of pedestrians using it. Subtracting space for parking meters, trees, garbage cans, etc, the effective width is much thinner, no buffer. Eliminate parking on King Street and widen sidewalks in core.
- it is difficult for development east of Tim Hortons which is part of the flood plain?
- suburbs are single use residential areas with long frontages. How can we intensify these areas and create mixed use spaces?
- concern about the old Dairy Queen becoming an 8 story condo building
- the sidewalk is narrow on Ogilvie near the DVSA and library
- the property on the NE corner of Kin and Market remains empty. Apparently it is too expensive to develop.
- frontages are too long past McMurray Street. Replace parking lots fronting King with storefronts instead, parking behind.
- the HB Rail Trail has garbage along its sides, access from downtown Dundas is tricky and unpleasant (up steep Ogilvie/ Old Ancaster Road past Dundana).

The ugly:

- the marked crosswalk from Eccles to Winchester does not have a pedestrian activated signal. It is confusing for those from other parts of the country who assume that cars will automatically stop if they see a pedestrian in the crosswalk, which is not part of the culture in southern Ontario. Neither is an arm out or eye contact, which don't necessarily work in the dark.
- the intersection of York and Main Street (at Town Hall) is dangerous for pedestrians
- South Quay Trail and Hillside Trail are important connector/ shortcut trails for pedestrians travelling from University Plaza toward Canadian Tire. They are extremely steep, a staircase would be more pedestrian friendly.

The hope:

- King Street between Sydenham and Cross could be regularly closed on summer weekends, instead of having festivals. Even better, define a 6 block x 6 block area to become permanently pedestrian.
- replace the dead tree with a new tree in front of One Rebellion.
- speed limit should be 50 km/hr west of Olympic Drive, add significant visual cues that you are entering a town and should slow your speed
- ensure that existing residents have comparable quality of living after the new development.
- emphasize areas meant as car thoroughfares, but mark areas that are pedestrian friendly

Accessibility group summary (after 8:30):

- create an accessibility survey - transit frequency, spread and transfers
- widen sidewalks, most not up to bylaw standards
- wintertime is a big problem. Ancaster residents pay for snow clearing. Can Dundas do this to increase accessibility
- examine additional connectors into neighbourhoods where there is only single entry and exit points.
- identify isolated areas and seek way to connect
- Hamilton has a "nodes and corridors" strategy which differs from previous road before amalgamation

BIKEABILITY - GROUP NOTES

Introduction:

Sport cyclists love Dundas and the surrounding area for the inherent training opportunities that exists, with our valley town surrounded by escarpment challenges. Clara Hughes who claimed multiple cycling medals for Canada, credits Sydenham Hill as integral to her cycling success.

Whether training for a race, cycling to work, school, errands, or out for some exercise, getting around Dundas by bike is a great option on many levels.

The easier and safer it is to get places by bike, the more we will do it. If it is inconvenient, unpleasant and unsafe, the less we will do it.

We would like to brainstorm ways to make Dundas a better community for cycling. What can we do as citizens to ensure safe and accessible cycling?

No doubt ideas will emerge that need "support" from our politicians and "approval" of the bureaucracy. These of course should be captured. Yet, we are hoping to identify a number of ideas that could be implemented sooner.

Participants:

Art Heidebrecht, who likes to cycle

Elise Desjardins (the Friendly Streets Hamilton project manager)

William (Bill) Oates, who likes to bike, but feels unsafe

MaryAnn Tanguay (spelling?), cycles often and is frustrated by lack of connectedness

Martin Suiches, loves to bike, uses SoBi, feels the system is piece meal

Jim Sweetman, likes to bike, feels municipal bureaucracy often too cumbersome

Margot Carnahan, likes to bike, feels unsafe, Dundas lacks designated bike routes

Discussion:

- progress on bikeability in Hamilton centre, how about the suburbs? Per Elise, city has \$2.1 million/year to invest in cycling, it gets spent in city centre
- when there is an existing road project in suburbs, bike lanes "can" or "may" be incorporated into the project, Governors Road is an example of this bike lane addition
- ward councillor can veto request for bike lanes, which occurred in Dundas where bike lanes were requested for Sydenham Road and were denied by councillor, reason is unknown
- lack of connectivity between bikeable routes and between various destinations
- need east/west and north/south bike routes to connect destinations and neighbourhoods
- most neighbourhood streets have less/slower traffic, therefore feel safer for biking
- without designated bike routes/lanes, it feels unsafe and actually **is** less safe
- some routes may remain unsafe i.e. Osler where a cyclist was killed, important to direct cyclists away from these routes, possibly sign them as unsafe
- signage on designated streets, like Hatt St., Ogilvie St, i.e. "Bike Route" would direct cyclists to the best routes and educate drivers to "Share the Road" with cyclists
- wayfinding signs could direct cyclists to destinations in Dundas, possibly post wayfinding maps at entrance points to Dundas like Cootes Drive, Ogilvie St.
- Hatt St. was previously marked as a bike route, but markings on road no longer exist
- do we need more bike lock up posts? There seems to be enough posts and other features for bike locking, possibly more needed at bus stop (? University Plaza)

-Per Elise, city offers free bike racks on city property

What funding/resources are available? Per Elise:

+City of Hamilton in charge of signs, but beware that there is some concern that there are already too many signs in parts of the city which can be a problem in itself. Can only use signs in the Ontario Traffic Manual, although "local" signs can also be made. Wayfinding signs are not part of the Ontario Traffic Manual.

+Wayfinding signs could work in Dundas, perhaps area rated budget may be available, money from cell phone tower income

+Tool Kit on Friendly Streets Hamilton coming in 2018 on accessibility and ways to enhance it

+App available: Map My Ride

+Google Maps: maps have box in corner to choose travel mode i.e. bus, car, bike, walk

+Tactical Urbanism is a term that describes citizens taking steps/actions to better the community independent of municipal bureaucracy

+Darryl Bender, Public Works, oversees the Cycling Master Plan, may be able to shed light on disappearing Hatt St. bike route markings, future bike plans for Dundas, and funding and resources available

Action Items:

1. Wayfinding signs to local places and destinations i.e. Museum, DVSA at entrance points to Dundas
2. Request more bike racks from city in locations where needed
3. Designate "Friendly Bike Routes" and request signage and/or road markings and/or bike lanes
4. E-mail councillor requesting list of capital projects for roads for the next five years and determine if cycle paths/lanes can be incorporated as part of project (like Governors Rd)
5. Request signs for "Unfriendly Bike Routes" i.e. Osler, Old Ancaster, King St.
6. Before requesting some of items above, we need to visit the streets in Dundas to determine what signage currently exists, so that we are not requesting duplicate signage.
7. Contact Daryl Bender who is the person in Public Works who is responsible for the Cycling Master Plan in Hamilton
8. Determine why bike lanes were removed from Hatt Street
9. What is the "Area Budget" for Dundas? How much? What for? Who decides what is funded?
10. Explore the biking route alternatives suggested by Google
11. Consider the installation of a bike tool station at the Wayfinding sign locations.

ACCESSIBILITY GROUP

- 1. Physical
- 2. Are things accessible
- 3. Times related to travel

x Physical

- Are there things we currently have VS things to come (IE not yet)

x Current modes of transport

- For: wheel chairs, walkers > Darts, Buses, Few Taxis

x Main Street Crossing is Poor, Limited Time for Accessibility Reasons

- SCARY Crossing
- Crosswalk times need to be longer, or smarter, in some cases

x Other Specified Crossings:

- Governor's X Main
- Main X York
- X of Governors'

x 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

x 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

x 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 award about travellers using car's over buses and school buses over 'HSR'

x 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.

x 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

x 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

x Signage

- Path, and lanes
- Bike Paths
- Connections
- City and Town Connections
- Smart Bus stops

x HSR

- More routes! Dundas Specific Local Route(s) -- Look to Ancaster's Routes for Design, Smart Signs and Stops, Surveyed Usage/Density Study

x HSR Today

- Start around 6AM
- May need to start earlier for those commuters hopping to surround Cities

x Canada Coach

- More updated signage

x 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

x 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

x 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)

x 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)

x HSR to have a main route on Hatt St.?

x Service need to be Coordinated, Synchronized, Frequent and Routed

x Area Rattling may not be beneficial to the accessibility of service in Dundas. Something to look at in the future.

x Some issues (IE Sidewalks..) May be simply addressed by discussion with counsel members

x UBER and Tesla to revolutionize autonomous driving (IE personal transport..IE ~Taxies) in the near upcoming future. (Possible need for a charging station?)

x We can learn a lot by examining what works, already, in existing areas and similar demographic and densities