Hamilton

WARD 12 TOWN HALL

October 29, 2025

Public Works Department
Transportation Division

AGENDA

1. Introduction to the Transportation Division
2. Vision Zero and Roadway Safety in the City
3. Roadway Safety Overview & Highlights
4. Old Dundas & Old Ancaster Corridor
5. Transportation Network Function
6. Transportation Planning
7. Transit: HSR Next
8. Questions & Answers

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OUR MISSION

The Transportation Division provides a safe, convenient, accessible and efficient transportation system in Hamilton.

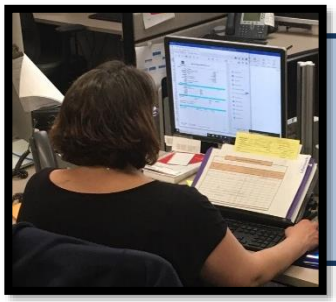
TRANSPORTATION DIVISION

Transportation Operations

(Signs & Markings, Signals, Systems and Streetlighting, Roadway Safety, Transportation Engineering, and Transportation Systems) Traffic signals, traffic signs, ATMS, traffic pavement markings, traffic calming, street lighting and roadway safety.

Roadway Maintenance Section

(Four Districts, Programs & Contracts and Coordination)
Right of way infrastructure repairs and maintenance, right of way infrastructure maintenance support services, coordination and winter control.

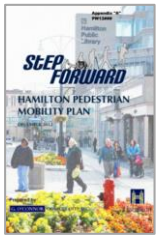


Business Initiatives Section

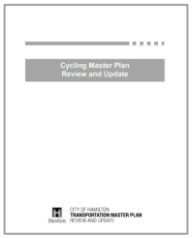
(Business Services, Inventory Management, QMS and Business Systems)
Dispatch, work order entry, budgeting, data management, time entry, quality management inventory control, procurement of materials and goods, health and safety.

POLICY FRAMEWORK

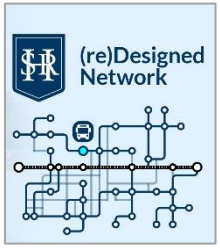
Vision Zero Action Plan (2019)



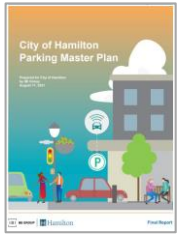
Pedestrian Mobility Plan (2012)



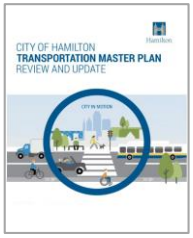
Cycling Master Plan (2018)



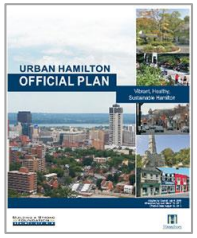
(re)Envision the HSR (2019)



Parking Master Plan (2021)



Transportation Master Plan (2018)



Urban Hamilton Official Plan (2013)

Complete Streets Design Manual (2022)

ROADWAY MAINTENANCE

Programs & Contracts

District East

District West (Ward 12)

District North

District South

“We provide high quality operations and maintenance services to ensure safe and reliable municipal roadway infrastructure for all road users.”

TRANSPORTATION OPERATIONS

Signal Systems & Street Lighting

Signs & Markings

Transportation Engineering

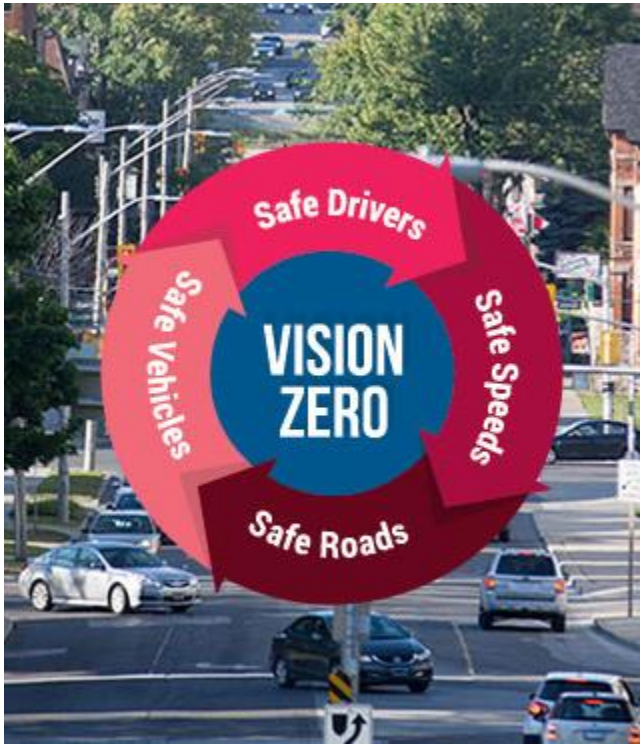
Roadway Safety

Transportation System

"We create, operate and maintain safe and efficient multi-modal transportation services for road users of all ages and abilities."

VISION ZERO

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic related serious injuries and fatalities towards the only acceptable goal: **zero**.

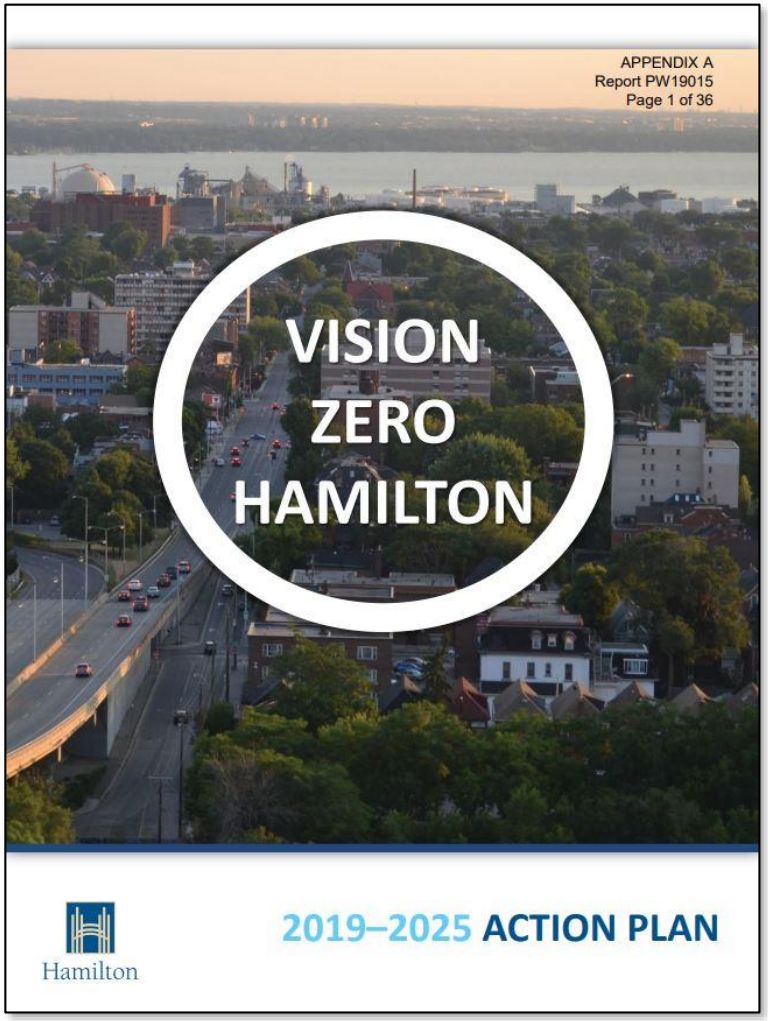


TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Looking for more information?

www.hamilton.ca/visionzero

ROADWAY SAFETY IN THE CITY



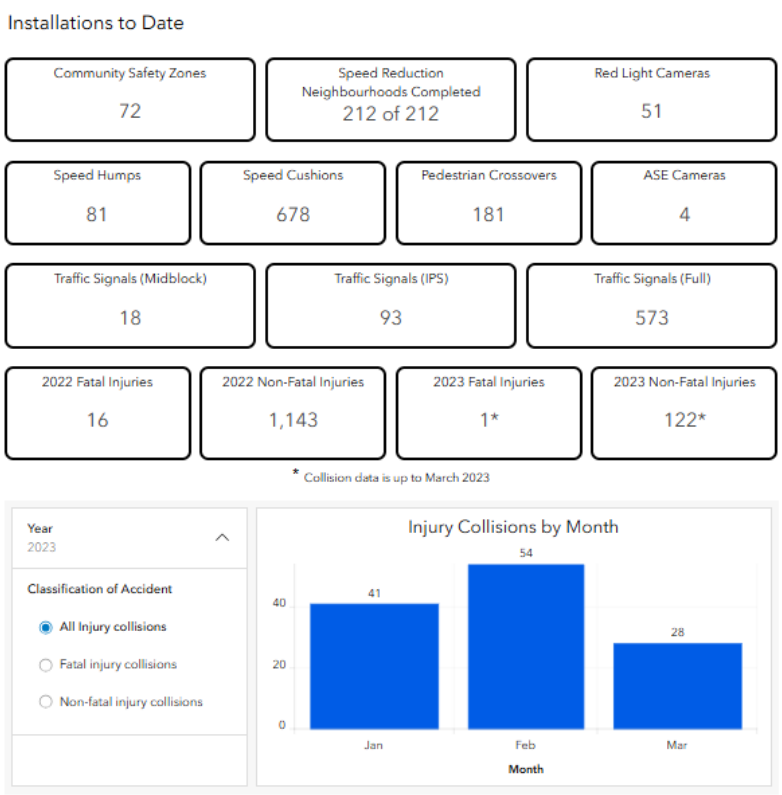
SAFETY MEASUREMENT

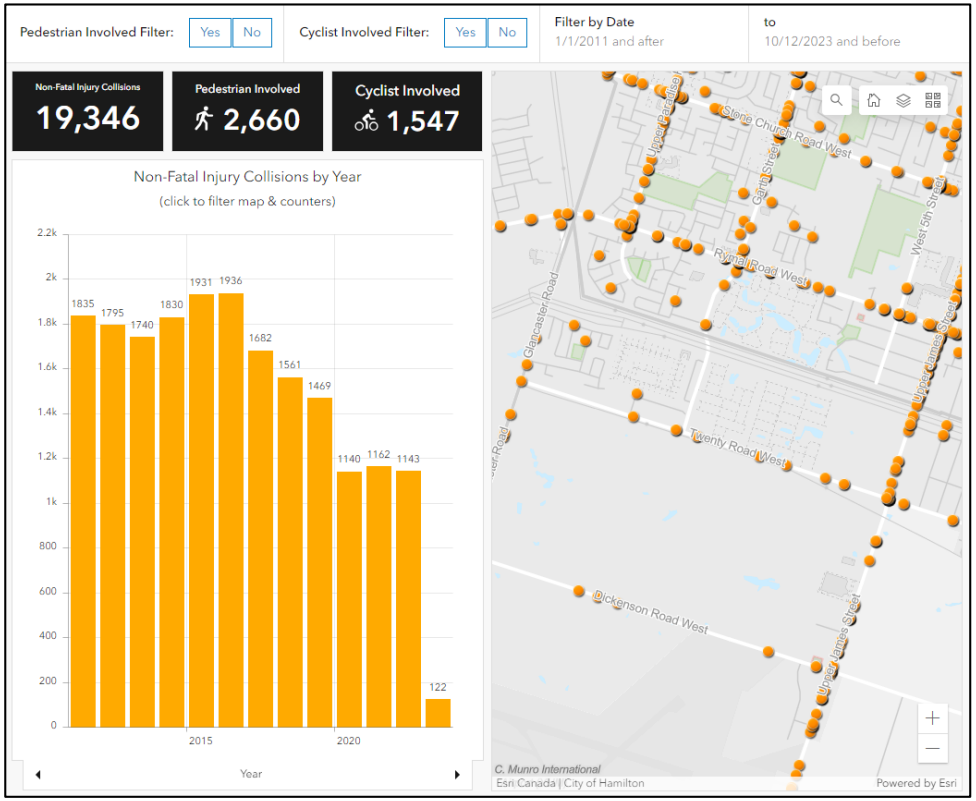
- 1 Collision every 65 minutes
- 1 Injury collision every 8 hours
- 1 Fatal collision every 23 days
- 1 Pedestrian collision every 2 days
- 1 Cyclist collision every 3 days

Hamilton's goal is to improve safety for all road users.

	8,151 Total Collisions	1,295 Injury Collisions	16 Fatal Collisions	213 Pedestrian Collisions	140 Cyclist Collisions
Average for 2018-2022					
Change from 2017–2021	1.69% ▼	8.3% ▼	0% —	3.3% ▼	7.9% ▼

VISION ZERO DASHBOARD





www.hamilton.ca/visionzero

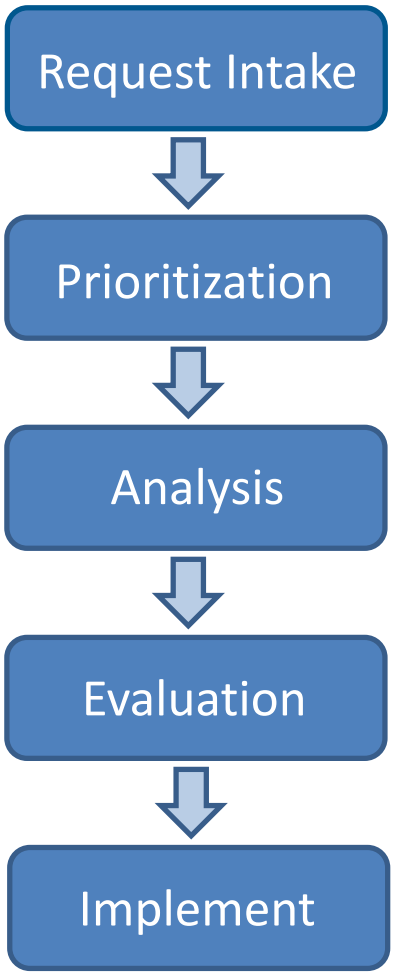
KEY CONTACTS

City of Hamilton Customer Contact Centre
905-546-CITY (2489)
askCITY@Hamilton.ca

Transportation Operations – Public Works
905-546-4376
trafficops@Hamilton.ca

Hamilton Police Services
905-546-4925 (Non-emergency)
905-546-1768 (Aggressive Driver's Hotline)

SAFETY REVIEW PROCESS



Roadway safety concerns and inquiries can be submitted to TrafficOps@hamilton.ca, by phone to 905 546 4376 or to the Ward Councillor's office. Requests are logged and tracked internally.

Requests are prioritized based on the type and potential risk. School zones, vulnerable road users, and sightline concerns generally are prioritized first.

Analysis is dependent of the nature of the request but typically includes data collection such as traffic studies, collision history analysis, and site reviews.

If a road safety issue is present based on analysis, alternative solutions and measures are developed, ranked and selected.

Solutions are actioned through internal and/or external resources or incorporated as part of planned capital road projects. Communication is provided to the requestor and broadly as necessary.

WARD 12 ROADWAY SAFETY HIGHLIGHTS

Traffic Calming Projects:

- Kitty Murray Lane between Garner Road and Roelfson Drive speed cushion installation completed
- Fair Street speed cushion installation completed
- John Frederick Drive between Southcote Road and Annalee Drive speed cushion installation planned in 2025
- Senior Drive between Stradcona Avenue and Nakoma Road speed cushion installation planned in 2025
- Nakoma Road between Senior Drive and Waban Place speed cushion installation planned in 2025
- Hamilton Drive speed cushion installation planned for 2026
- Meadowbrook Drive traffic calming

WARD 12 ROADWAY SAFETY HIGHLIGHTS

Automated Traffic Enforcement:

- Upcoming (planned/T.B.D.) automated speed enforcement location on Panabaker Drive between Garner Road West and Braithwaite Avenue
- Past automated speed enforcement locations on Jerseyville Road East between Fiddler's Green Road and Meadowbrook Drive (May 2022), and Kitty Murray Lane between Stonehenge Drive and Garner Road East (Sept 2022)
- Red light cameras located on Golf Links Road at Meadowlands Boulevard, Southcote Road at Garner Road East, and Wilson Street West at Highway No.52/Trinity Road South

WARD 12 ROADWAY SAFETY HIGHLIGHTS

2025 Other Notable Initiatives:

- Mineral Springs Road speed limit reduction from 40 km/h to 30 km/h for curves at/near Old Martin Road Trail based on a safety review to be installed in 2025
- Golf Links Road/Mohawk Road/Stone Church Road Intersection Safety Review underway
- Development of a Rural Road Safety Toolbox based on best practices and available tools for improving safety of all road users on rural roads with the toolbox planned to be completed in late 2025/early 2026
- Hwy 52 between Powerline Road E. and Mineral Springs Road short term safety improvements (i.e. pavement markings, road signage and dynamic speed signs along with installation of a northbound left turn lane for Hwy 52 at Powerline Road W intersection planned for 2026
- Hwy 52 and Powerline Road West Intersections Improvements Municipal Class Environmental Assessment to improve public safety for all road users (PIC #2 was Oct 21, 2025, Contact: john.kukalis@hamilton.ca)

OLD ANCASTER / OLD DUNDAS ROAD

Recap: What are the needs and concerns on Old Ancaster and Old Dundas Road?

- Engaged community members in Ward 12 & 13 advocating for roadway safety
- Protecting the interests of vulnerable road users is a priority
- Historic inappropriate use of roadway, not fitting the neighbourhood needs
- Concerns around speeding, cut-through traffic, compliance and visibility

Recap: What has been done to date?

- Study and analysis of issues and concerns, not always in a comprehensive manner
- Implementation of measures that have mixed results
- Focus has often been location specific reviews and solutions
- Continued strong community and Councillor advocacy for roadway safety

A new approach: Comprehensive In-service Roadway Safety Audit

- Review the corridor from a larger and more comprehensive manner
- Compliance with the Transportation Association of Canada safety audit guideline
- Detailed engineering study to diagnose road safety risk factors
- Identification of short-term, medium-term and long-term solutions
- Yield quantifiable safety improvements
- Largest corridor-based safety study conducted in the City of Hamilton

UNDERTAKING OF THE SAFETY AUDIT

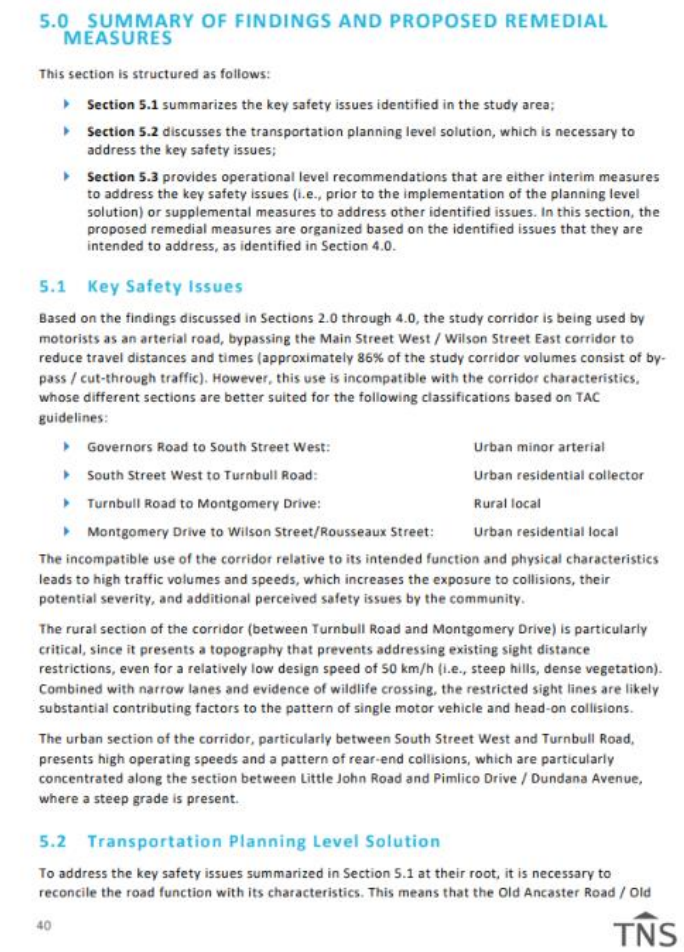
IN-SERVICE ROAD SAFETY REVIEW

LOCATION: OGILVIE STREET / OLD ANCASTER ROAD/ OLD DUNDAS ROAD BETWEEN GOVERNORS ROAD AND WILSON STREET E, HAMILTON, ONTARIO

June 2024

TABLE OF CONTENTS

POST STUDY NEXT STEPS



5.0 SUMMARY OF FINDINGS AND PROPOSED REMEDIAL MEASURES

This section is structured as follows:

- **Section 5.1** summarizes the key safety issues identified in the study area;
- **Section 5.2** discusses the transportation planning level solution, which is necessary to address the key safety issues;
- **Section 5.3** provides operational level recommendations that are either interim measures to address the key safety issues (i.e., prior to the implementation of the planning level solution) or supplemental measures to address other identified issues. In this section, the proposed remedial measures are organized based on the identified issues that they are intended to address, as identified in Section 4.0.

5.1 Key Safety Issues

Based on the findings discussed in Sections 2.0 through 4.0, the study corridor is being used by motorists as an arterial road, bypassing the Main Street West / Wilson Street East corridor to reduce travel distances and times (approximately 86% of the study corridor volumes consist of by-pass / cut-through traffic). However, this use is incompatible with the corridor characteristics, whose different sections are better suited for the following classifications based on TAC guidelines:

- Governors Road to South Street West: Urban minor arterial
- South Street West to Turnbull Road: Urban residential collector
- Turnbull Road to Montgomery Drive: Rural local
- Montgomery Drive to Wilson Street/Rousseaux Street: Urban residential local

The incompatible use of the corridor relative to its intended function and physical characteristics leads to high traffic volumes and speeds, which increases the exposure to collisions, their potential severity, and additional perceived safety issues by the community.

The rural section of the corridor (between Turnbull Road and Montgomery Drive) is particularly critical, since it presents a topography that prevents addressing existing sight distance restrictions, even for a relatively low design speed of 50 km/h (i.e., steep hills, dense vegetation). Combined with narrow lanes and evidence of wildlife crossing, the restricted sight lines are likely substantial contributing factors to the pattern of single motor vehicle and head-on collisions.

The urban section of the corridor, particularly between South Street West and Turnbull Road, presents high operating speeds and a pattern of rear-end collisions, which are particularly concentrated along the section between Little John Road and Pimlico Drive / Dundana Avenue, where a steep grade is present.

5.2 Transportation Planning Level Solution

To address the key safety issues summarized in Section 5.1 at their root, it is necessary to reconcile the road function with its characteristics. This means that the Old Ancaster Road / Old

40 TNS

Two sets types of recommendations from the study:

- Operational level solutions
- Planning level solutions

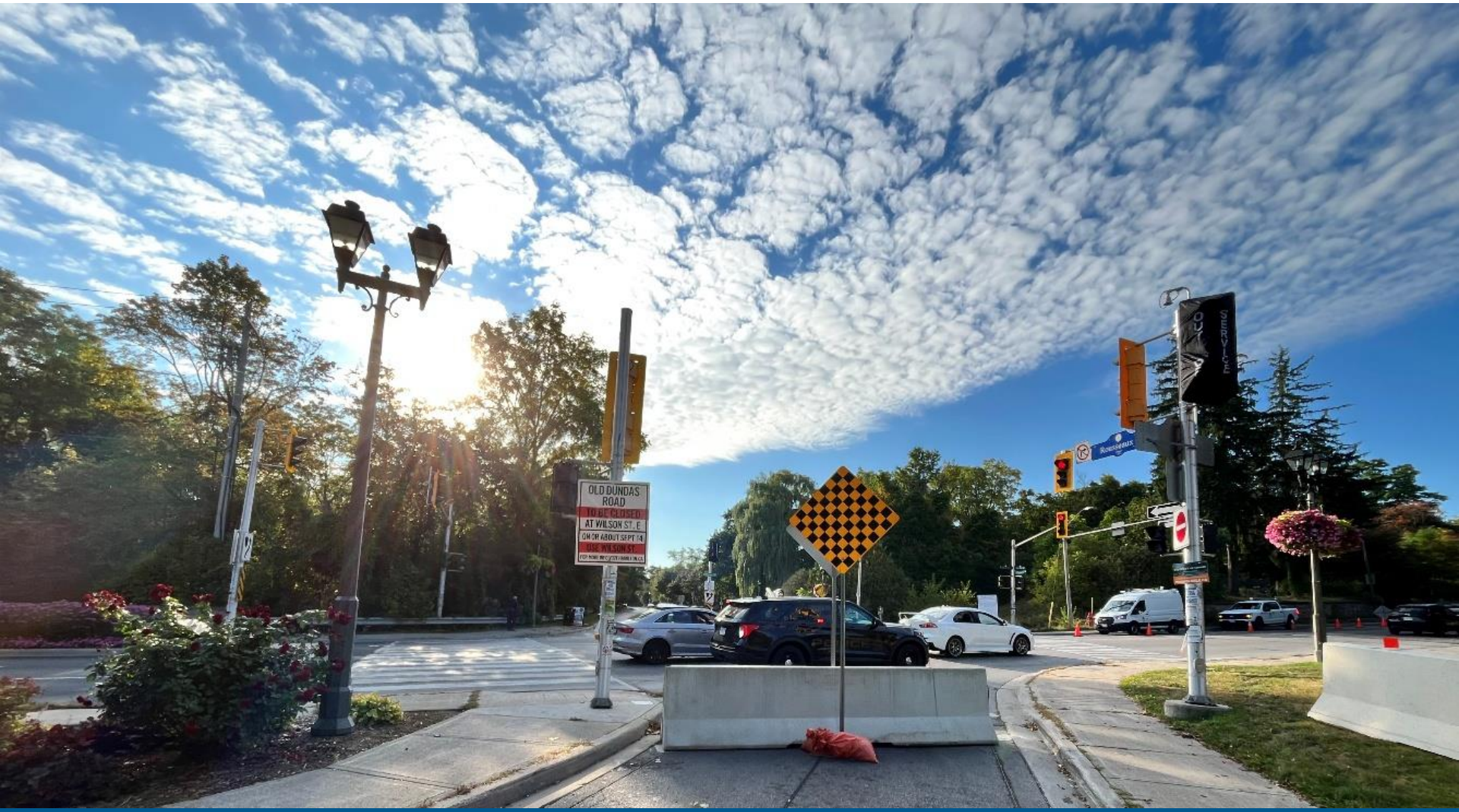
Recommendation Implementation Planning:

- Budget and resource allocation
- Action short-term measures (0-1 year) – Completed (i.e. speed cushions)
- Action medium-term measures (1-3 years) – Planned (i.e. midblock PXO upgrades, intersection enhancements, pavement marking, etc.)
- Action long-term measures (5+ years) – Part of Future E.A.

Communications & Tracking Progress:

- Ward 12/13 Public Information Session (June 2024)
- Proactive community communications
- Monitoring outcomes and measuring success

Old Dundas Road Closure



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Public Works Department
Transportation Division

Old Dundas Road Closure

Old Dundas Rd and Rousseaux St at Wilson St

- Using the video detection camera system at Old Dundas/Rousseaux @ Wilson, staff were able to analyze the change in green time and red times
- Reallocated 36 seconds used by Old Dundas to other remaining directions of travel
- Increase of green time by 46% and decrease of red time by 16% on average
- Significant improvements to northbound traffic along Wilson, reducing neighbourhood infiltration into the Academy/Church/Lodor streets
- Southbound traffic experiences longer queues but are served more frequently
- Westbound traffic experiences similar queues but are served more frequently

Next Steps

- Staff are monitoring the area daily, both by video and driving the corridor
- Staff are reviewing other signal operation techniques to further improve traffic flow between Montgomery, Rousseaux and McNiven

Transportation Network Function

Designing Transportation Networks

- Traffic volumes and movement data help staff understand peak hours, vehicle types and directional flows

Origin-Destination Studies

- Reveals travel patterns across regions, guiding the placement of new roads, transit routes and pedestrian infrastructure

Optimizing Signal Timings

- Staff use turning movement counts and queue length analysis to set green light durations and phase sequences at intersections
- Understanding of the directional flows and origin-destination patterns helps staff to create a coordinated set of signals to achieve multiple green lights in a row
- Careful balance of coordinating the major street and minimizing delays on the minor streets

Supporting Sustainable Mobility

- Prioritize public transit, cycling and walking infrastructure by incorporating leading bus, bicycle and pedestrian intervals

Transportation Planning

Transportation Planning is a division within the Planning and Economic Development Department of the City of Hamilton.

Our focus is the review of development applications through a transportation planning lens.

We work in coordination with several other City divisions, including Transportation Operations, to ensure adequate transportation system capacity and appropriate traffic control are provided to support development.

Transportation Planning

Transportation Planning, through the Official Plan, can request transportation assessments for any development application submitted to the City requiring an Official Plan Amendment or major rezoning, or for any application in an area where the additional traffic generated by the proposed development could have significant impacts to the existing and/or planned transportation system.

Transportation Planning

Study Identification, Scope & Review

- Identify studies required to support development applications, including:
  - Transportation Assessment
  - Roadway Development Safety Audit, in coordination with Roadway Safety
  - Neighbourhood Traffic Calming Options Report, in coordination with Roadway Safety
- Confirm scope of study and area to be assessed
- Transportation Assessments are typically required to:
  - Assess existing transportation system operations
  - Assess background transportation system operations
  - Assess future transportation system operations with the addition of proposed development traffic to determine the improvements directly related and required to support the development
- Undertake reviews of submitted studies

Transportation Planning

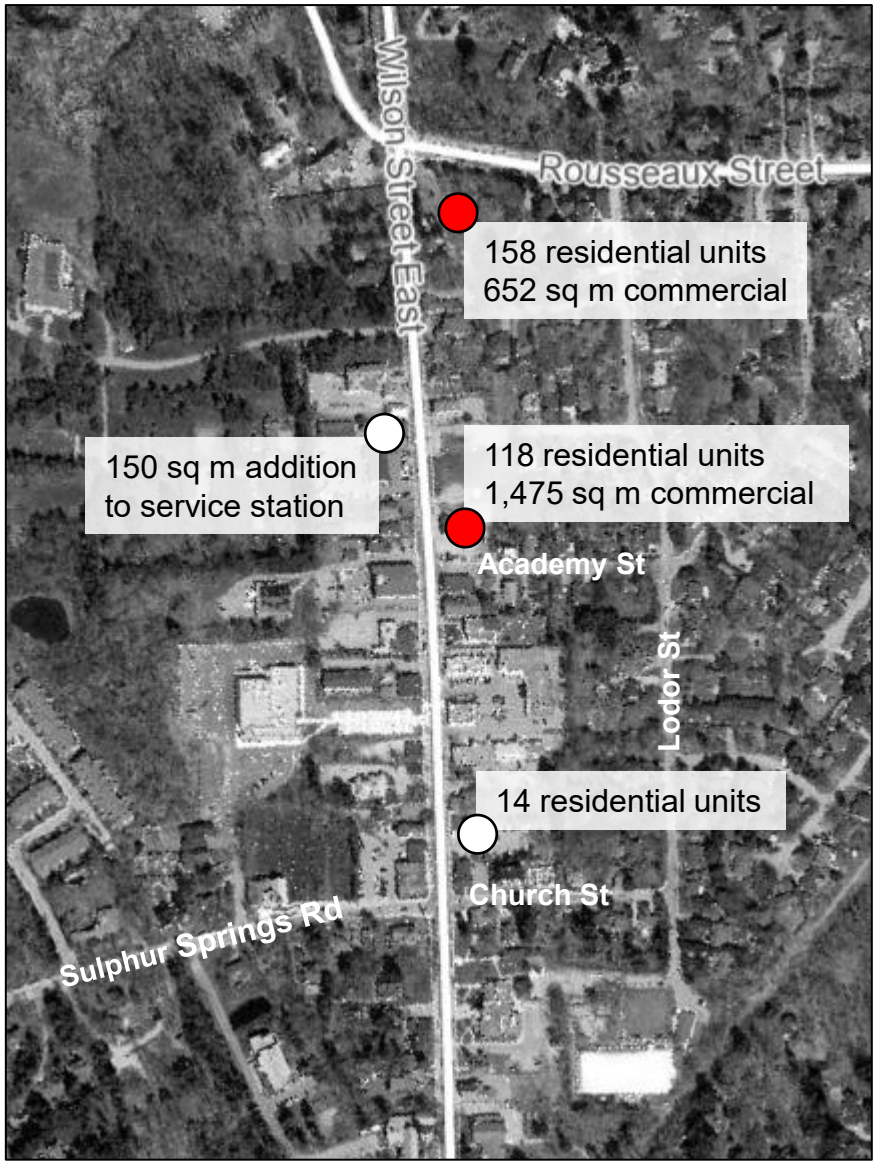
Network Improvement Identification & Coordination

- Confirm transportation system improvements required to support a development application, or multiple developments occurring within an area, as identified through the required studies
- Apply a comprehensive approach to improvement identification and coordinate improvements where possible to ensure adequate capacity is provided when required

Approvals from Transportation Planning are not Guaranteed

- Transportation Planning can decide to not support a development application if it is determined that sufficient transportation system capacity required to support the application cannot be provided, or the development may result in significant impacts to the surrounding area where suitable mitigation cannot be provided

Proposed Wilson Street Developments Rousseaux to Church



Total Traffic Generation: Larger Scale Developments		
Direction	AM	PM
Inbound	55	142
Outbound	98	117
Total	**153**	**259**

Total Traffic Generation: Proposed Developments		
Direction	AM	PM
Inbound	3	5
Outbound	6	5
Total	**9**	**10**