



Hamilton

# Ward 1 Complete Streets Safety Study Public Information Centre

December 11<sup>th</sup>, 2023

# Land Acknowledgment

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

# TONIGHT'S ATTENDANCE

## Ward 1 Office:

**Maureen Wilson**

- Councillor Ward 1

**Stephanie Hilson**

- Strategic Initiatives Advisor, Ward 1

## Public Works, Transportation Operations:

**Mike Field**

- Manager, Transportation Operations

**Chris Day**

- Superintendent, Roadway Safety

**Brad Wyllie**

- Project Manager, Roadway Safety

## Dillon Consulting:

**Mike Walters**

- Project Manager

**Shahram Almasi**

- Transportation Engineer

**Angela Shlimon**

- Analyst

# Background

## What are Complete Streets?

- Socially, economically, and environmentally sustainable design of urban roadways
- There is no one-size-fits-all solution to street design and the priorities of any given street depend on its role in the network, surrounding land use, and its vision for the future

## Vision Zero Hamilton

- 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. Vision Zero aims for safer streets through safe systems.

### Traditional

Prevent crashes

Improve human behavior

Control speeding

Individuals are responsible

React based on crash history

### Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

# Background

In response to concerns from residents of Ward 1 and to further the progress being made through Hamilton's Strategic Road Safety Program and Vision Zero Action Plan, the City of Hamilton engaged a consultant team from Dillon Consulting to create a report that will offer locally-tailored solutions that can:

- address concerns for neighbourhood streets
- reduce residential traffic speeds
- enhance public spaces
- improve road safety for all users



# Ward 1 Neighbourhoods Complete Streets Safety Study: Kirkendall Neighbourhoods

Public Information Centre #1

December 11, 2023

  
**DILLON**  
CONSULTING

  
Hamilton

# Today's Agenda - Navigating Today's Discussion

**1. Project Overview:** Objectives and alignment with safety principles.

**2. Study Area:** Introduction to Strathcona, Kirkendall North, and South.

**3. Study Schedule:** Key phases and milestones.

**4. Existing Conditions:** Infrastructure, land uses, and current challenges.

**5. Data Collected:** Traffic, collision data, and CSRs.

**6. Key Issues:** Safety and operational concerns.

**7. Potential Options:** Ideas for traffic calming and control.

**8. Additional Issues:** Your input on other areas of concern.

**9. Next Steps:** Future PICs and development of recommendations.

**10. Ways to Connect:** How to stay informed and involved.

# Project Overview – Study Objectives

## Safe Streets and Roads for All

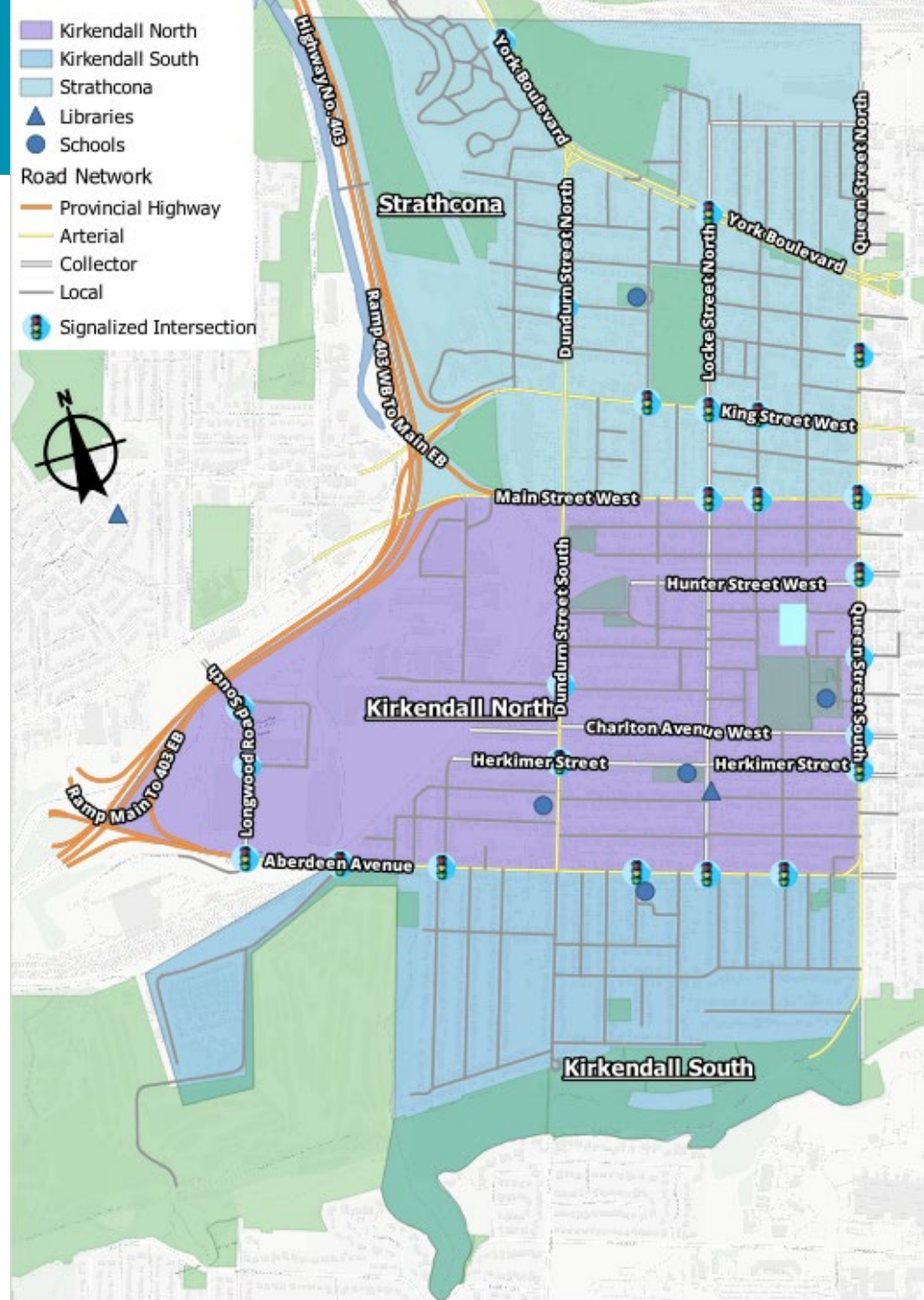


- Project Objective
- Focus on Complete Streets
- Vision Zero Alignment
- Local and Collector Roadways
- Community-Centric Approach
- Data-Driven Strategies
- Multi-faceted Safety Enhancements

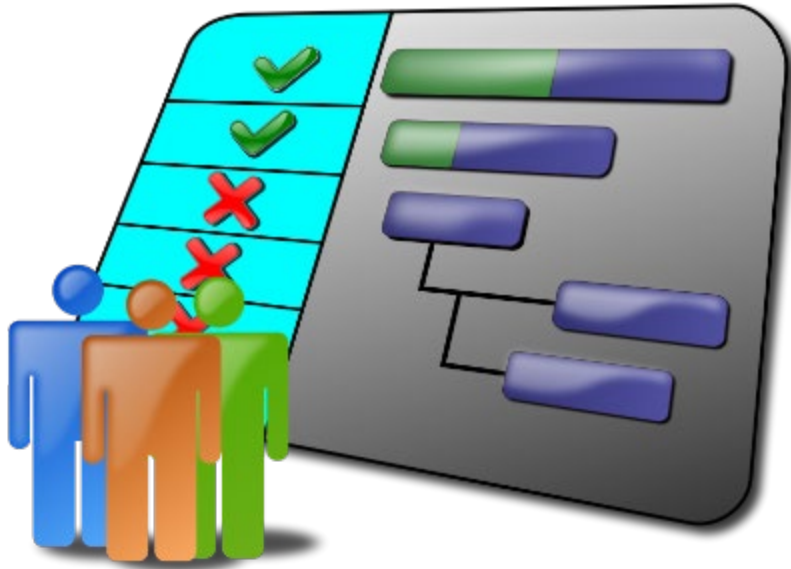


# Project Overview – Study Area

- **Map Overview:** Strathcona, Kirkendall North, and Kirkendall South
- **Roadway Focus:** Emphasis on Local and Collector Roadways, not arterial
- **Key Features:** Schools, Parks, and Community Centres

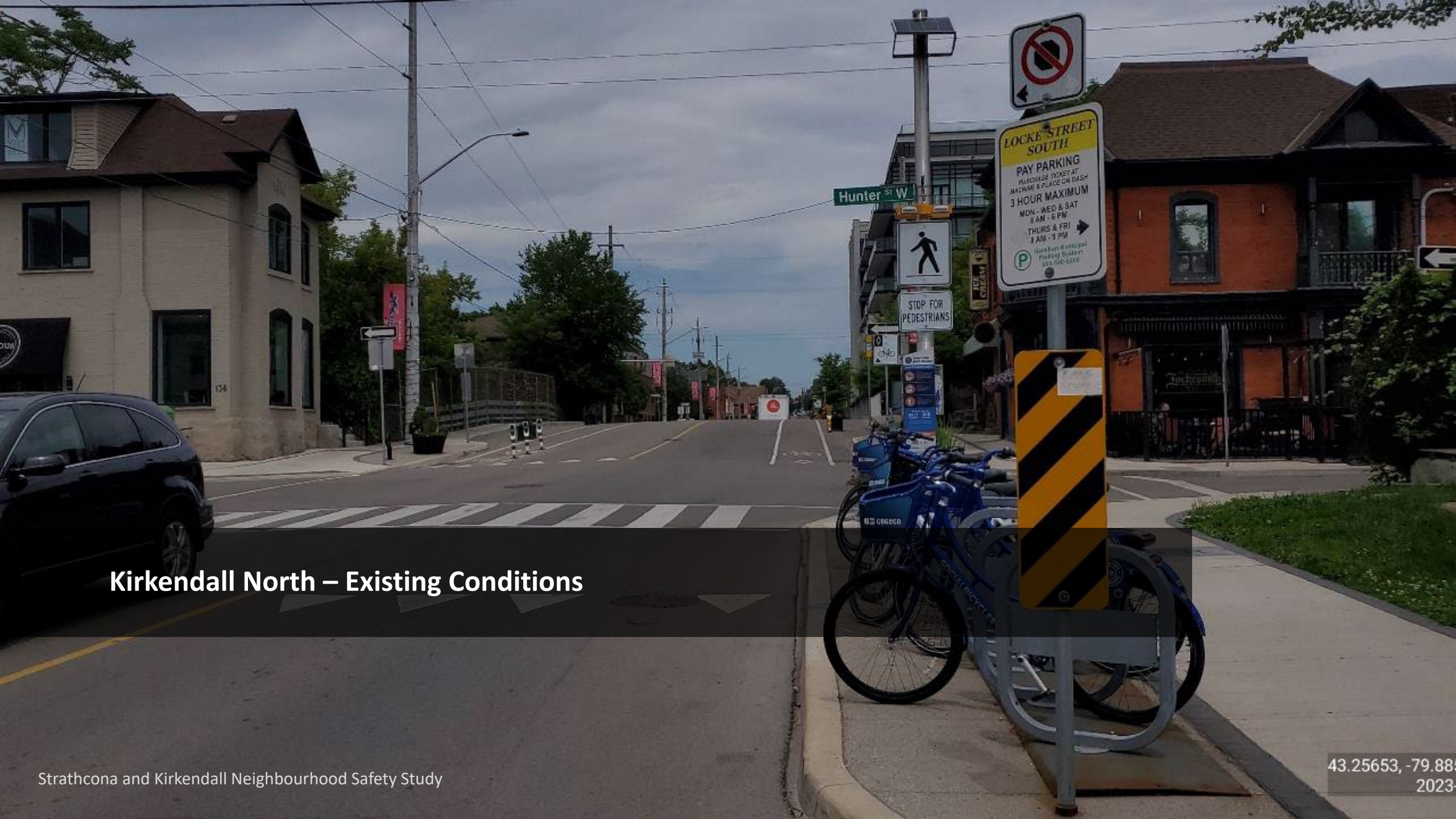


# Project Overview – Study Schedule



## Project Schedule

- **Q4 2023 – Q1 2024:**
  - Documenting Existing Conditions
  - Gathering Stakeholder Feedback
- **Q1 2024:**
  - Developing Problem / Opportunity Statement
- **Q2 2024:**
  - Developing Potential Options
- **Q3 2024:**
  - Public Information Centre 2 (PIC2)
- **Q4 2024:**
  - Finalization of the Study Plan
- **2025 onwards:**
  - Phased Implementation of short, medium, and long term recommendations



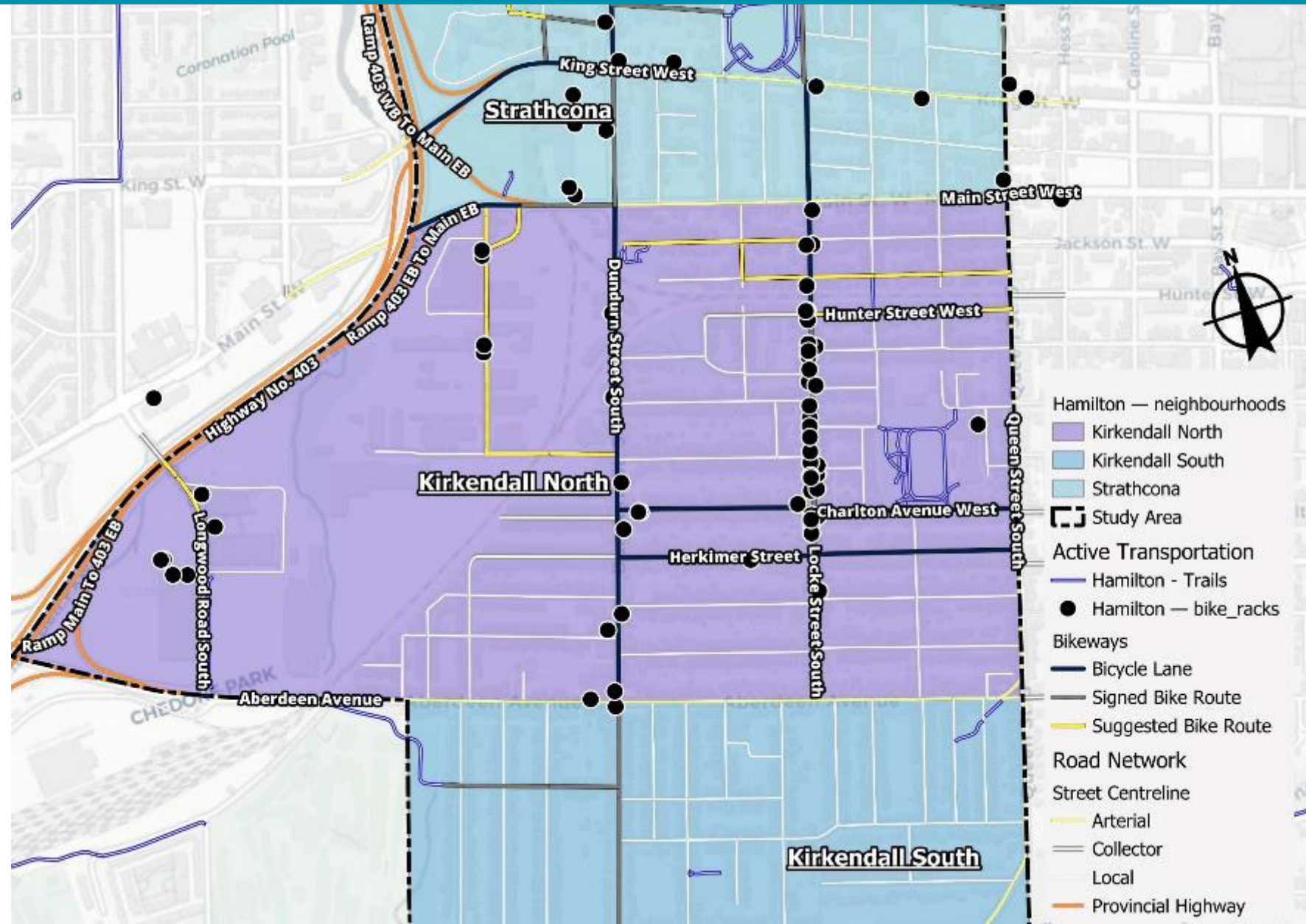
## Kirkendall North – Existing Conditions

# Existing Conditions - Active Transportation Facilities in Kirkendall North

## Active Transportation in Kirkendall North: Current Landscape

- **Trail Networks:** Key routes for non-motorized travel.
- **Bikeway Infrastructure:** Status of bicycle lanes and designated routes.
- **Supportive Amenities:** Availability of bike racks for secure parking.
- **Road Integration:** How trails and bikeways interact with the road system.

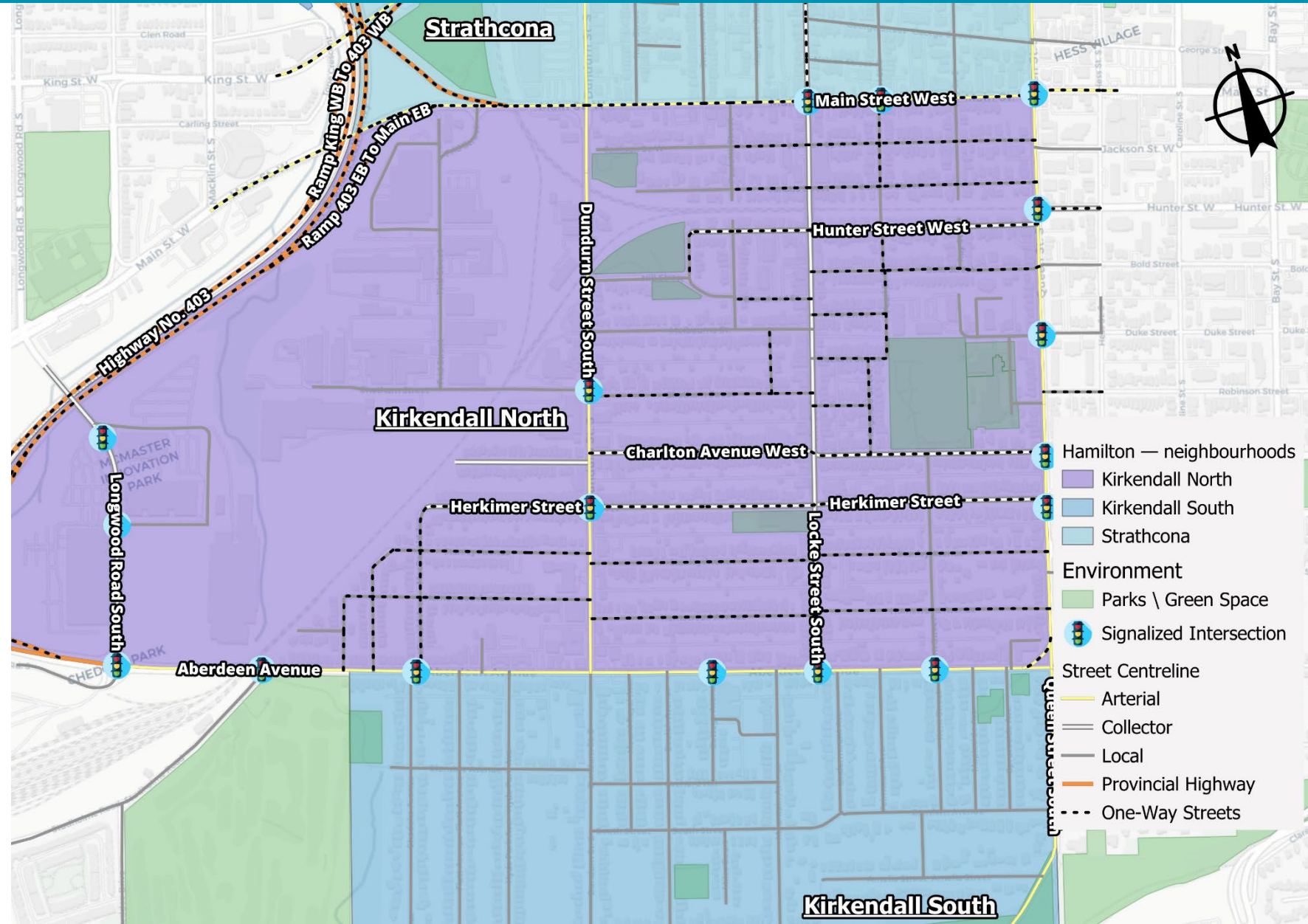
## Facilitating Mobility and Healthy Lifestyles



# Existing Conditions - Roadways, Traffic Control, One-Way Streets in Kirkendall North

## Kirkendall North's Street Network: Current Layout and Traffic Management

- **Roadway Types:** Articulation of arterial, collector, and local streets.
- **Traffic Control:** Distribution and function of signalized intersections.
- **One-Way Streets:** Role and impact on traffic flow and safety.



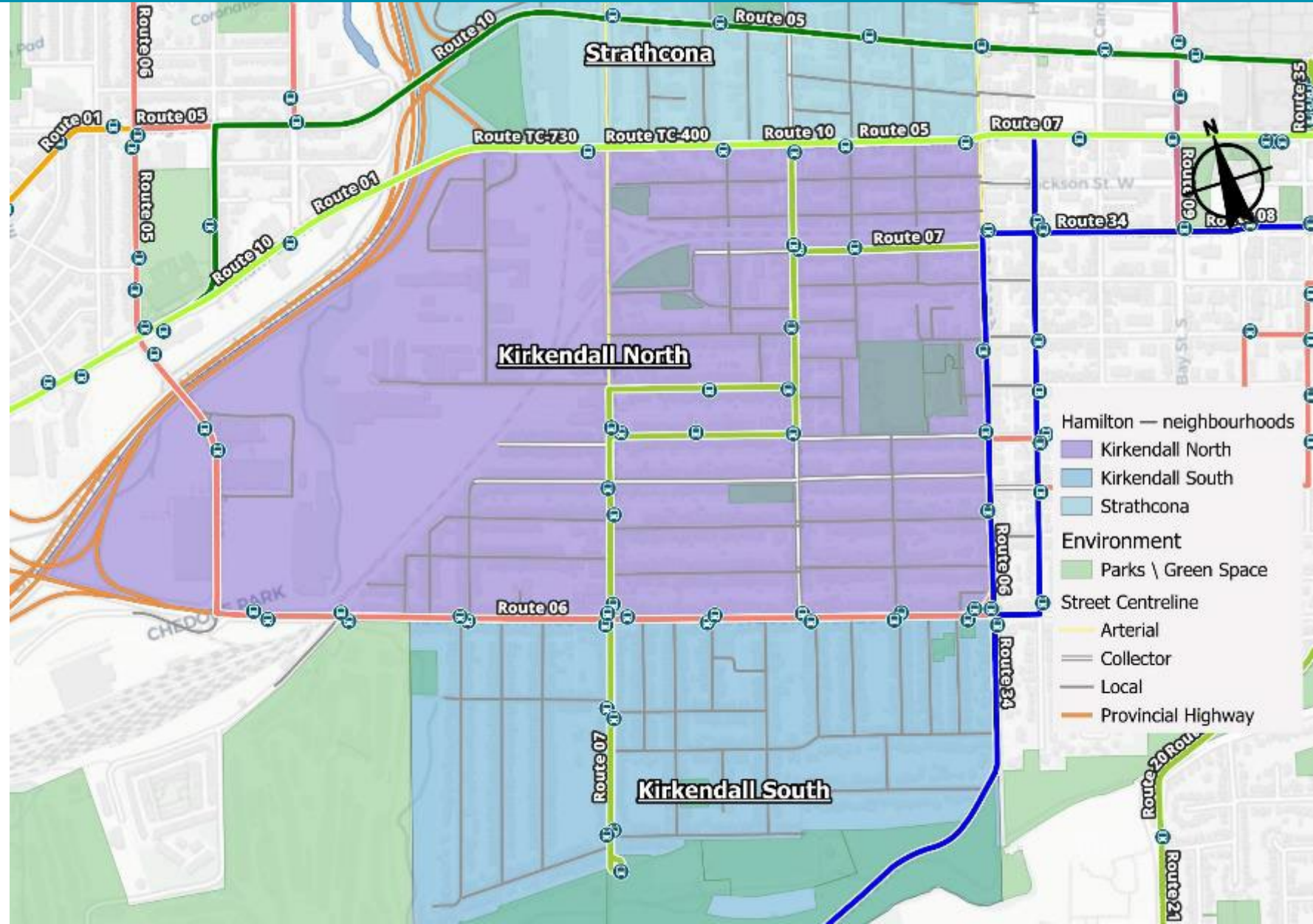
## Understanding the Foundation for Transportation Planning

# Existing Conditions – Public Transit Service in Kirkendall North

## Assessing Public Transit Accessibility

- **Public Transit Routes:** Visual representation of transit service coverage.
- **Stop Accessibility:** Key stops and their proximity to community areas.
- **Service Integration:** Interaction of transit routes with the road network.

## Laying the Tracks for Mobility and Access



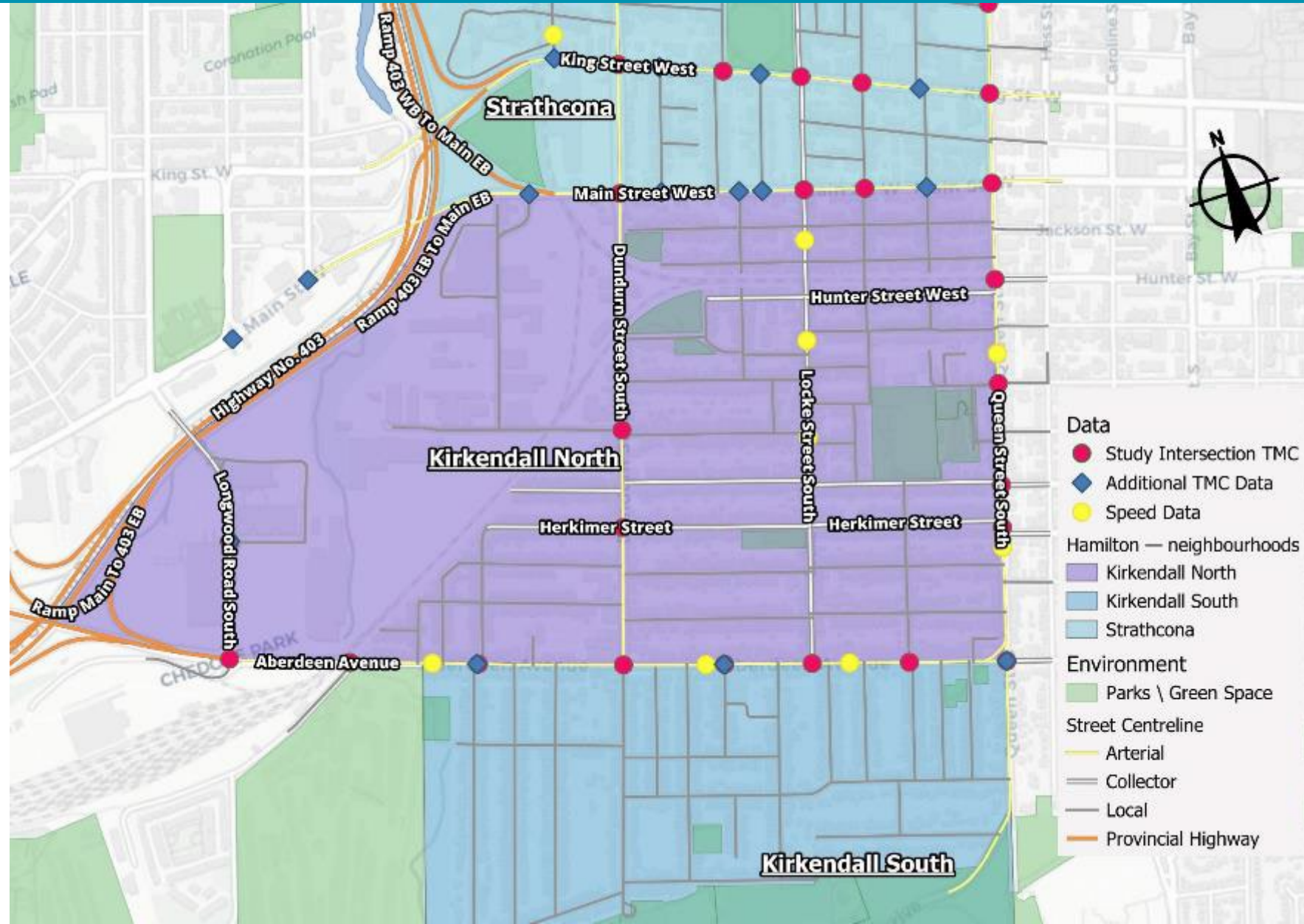
# Data Collected (So far)

## In-Depth Traffic Analysis: Key Metrics for Informed Decisions

- **Study Intersections:** Turning movement counts at critical junctions.
- **Additional Traffic Data:** Insights from non-study intersections.
- **Speed Observations:** Patterns and trends in vehicle speeds.
- **Cyclist and Pedestrian Volumes:** Understanding active transportation use.

## Building a Picture of Street Activity

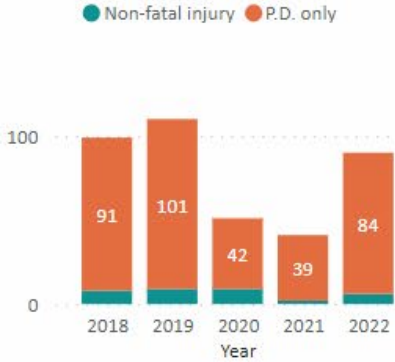
Strathcona and Kirkendall Neighbourhood Safety Study



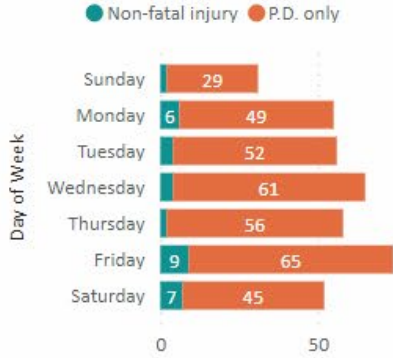
# Collision History in Kirkendall North

## Kirkendall North

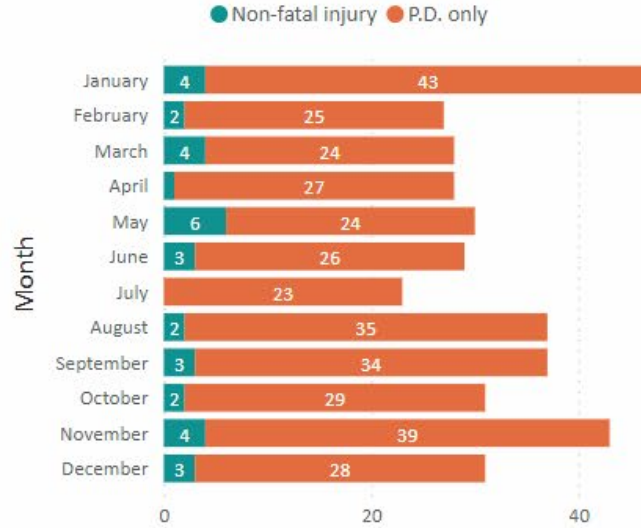
### Collisions by Year



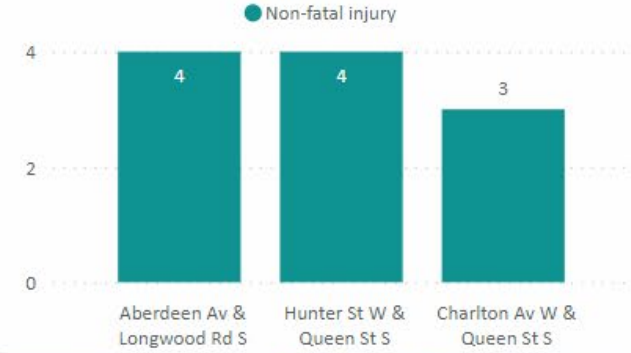
### Collisions by Day of Week



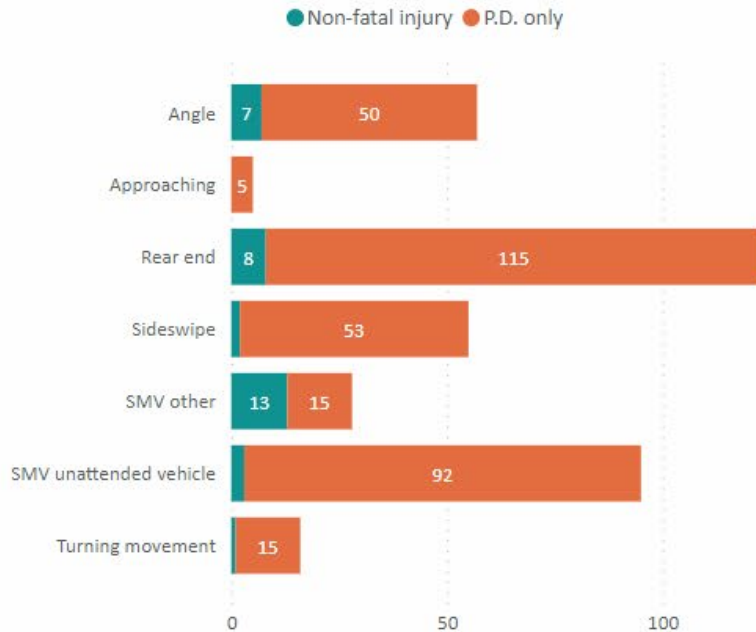
### Collisions by Month



### Collisions by Location



### Collisions by Initial Impact Type



391

Total Collisions

0

Total Fatal Injuries

34

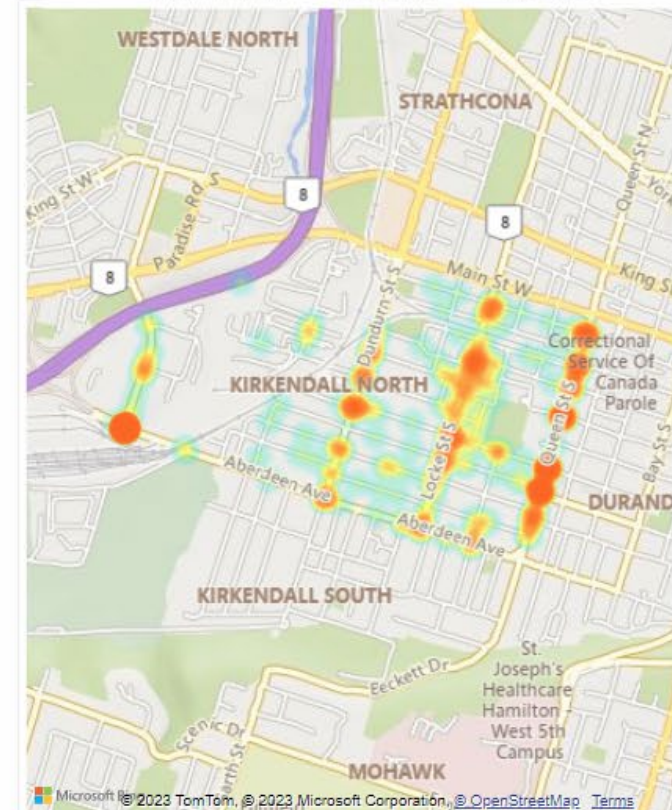
Total Non-Fatal Injuries

2

Cyclist Involved

12

Pedestrian Involved



Hamilton



DILLON CONSULTING



# We've Heard Your Concerns



- **Community Feedback:** over 20 resident concerns collected across Kirkendall North highlight diverse issues.
- **Feedback Highlights:** Key concerns in Kirkendall North include excessive speeding, non-compliance with traffic signs, demand for speed humps, and the need for improved traffic calming and pedestrian safety measures.

## Notable Examples:

- Speeding concerns on Queen St S and Jackson St W, with requests for speed cushions or curb extensions at Queen and Jackson to enhance safety.
- Numerous incidents of red light violations at 175 Longwood Road South, increased safety concerns due to construction-related traffic.
- Recurring issues with wrong-way driving on one-way streets, such as MacDonald Avenue and Charlton Ave W, requests for mitigation.



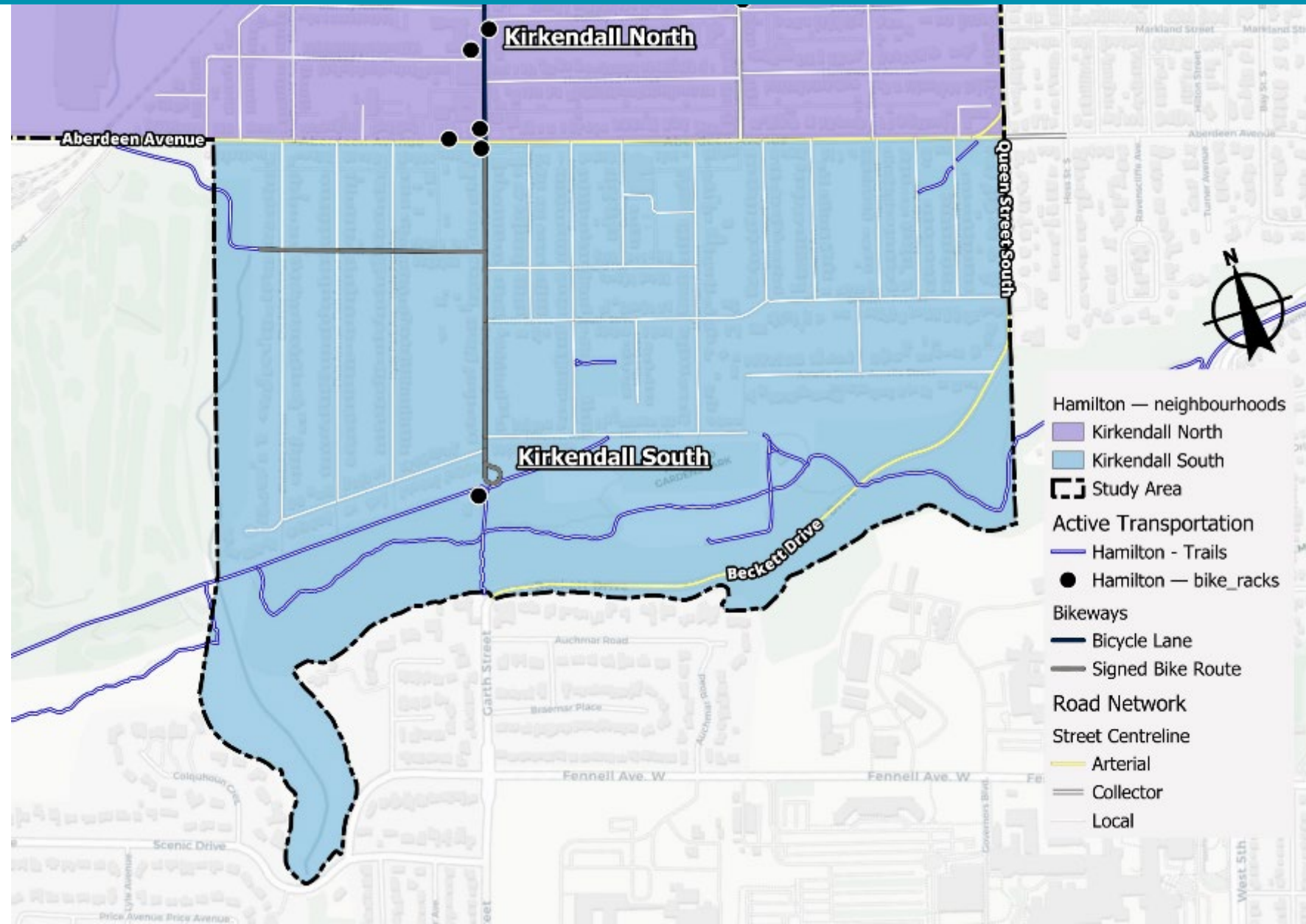
**Kirkendall South – Existing Conditions**

# Existing Conditions - Active Transportation Facilities in Kirkendall South

## Active Transportation in Kirkendall North: Current Landscape

- **Trail Networks:** Key routes for non-motorized travel.
- **Bikeway Infrastructure:** Status of bicycle lanes and designated routes.
- **Supportive Amenities:** Availability of bike racks for secure parking.
- **Road Integration:** How trails and bikeways interact with the road system.

## Facilitating Mobility and Healthy Lifestyles

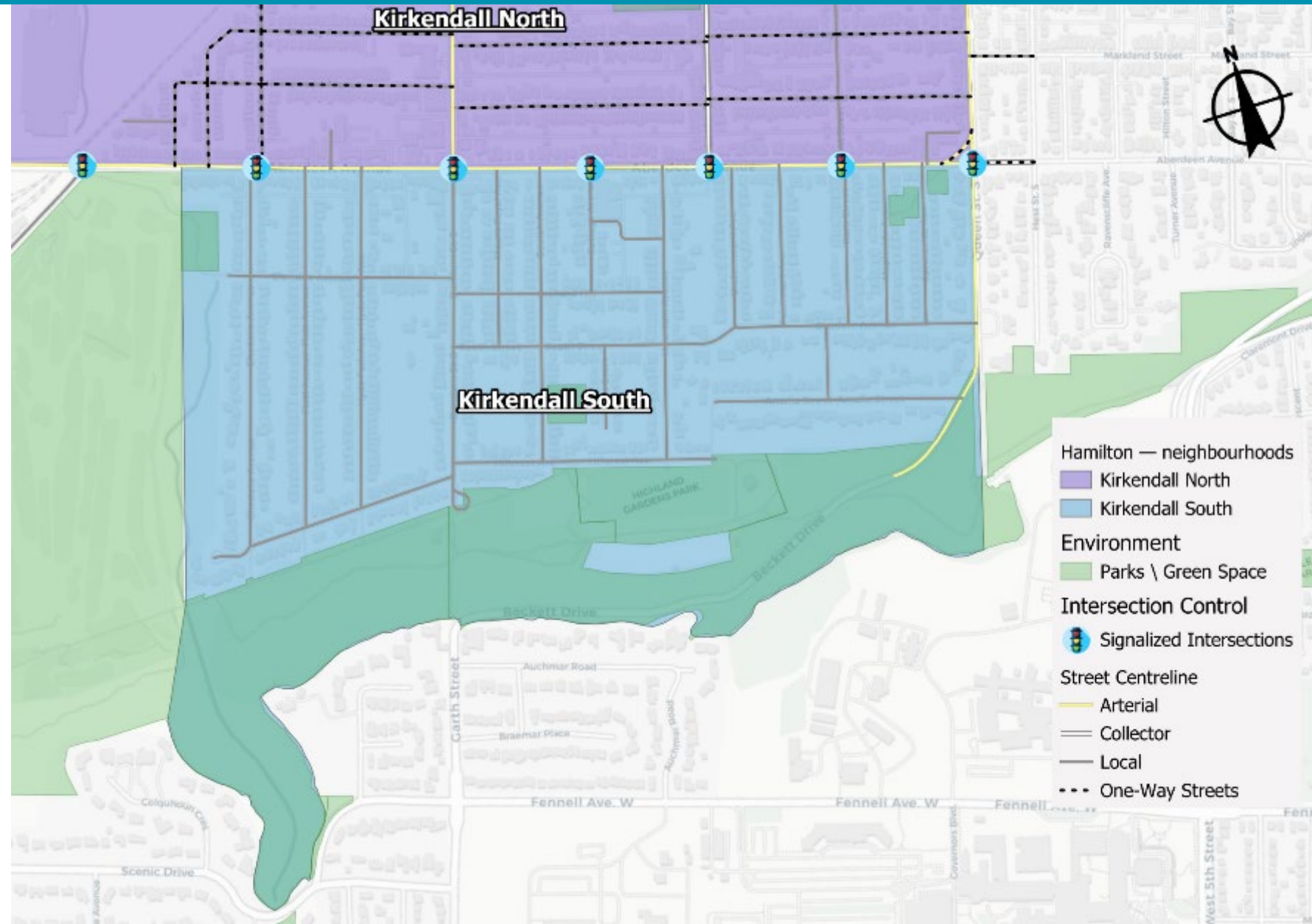


# Existing Conditions - Roadways, Traffic Control, One-Way Streets in Kirkendall South

## Kirkendall South's Street Network: Current Layout and Traffic Management

- **Roadway Types:** Articulation of arterial, collector, and local streets.
- **Traffic Control:** Distribution and function of signalized intersections.
- **One-Way Streets:** Role and impact on traffic flow and safety.

## Understanding the Foundation for Transportation Planning

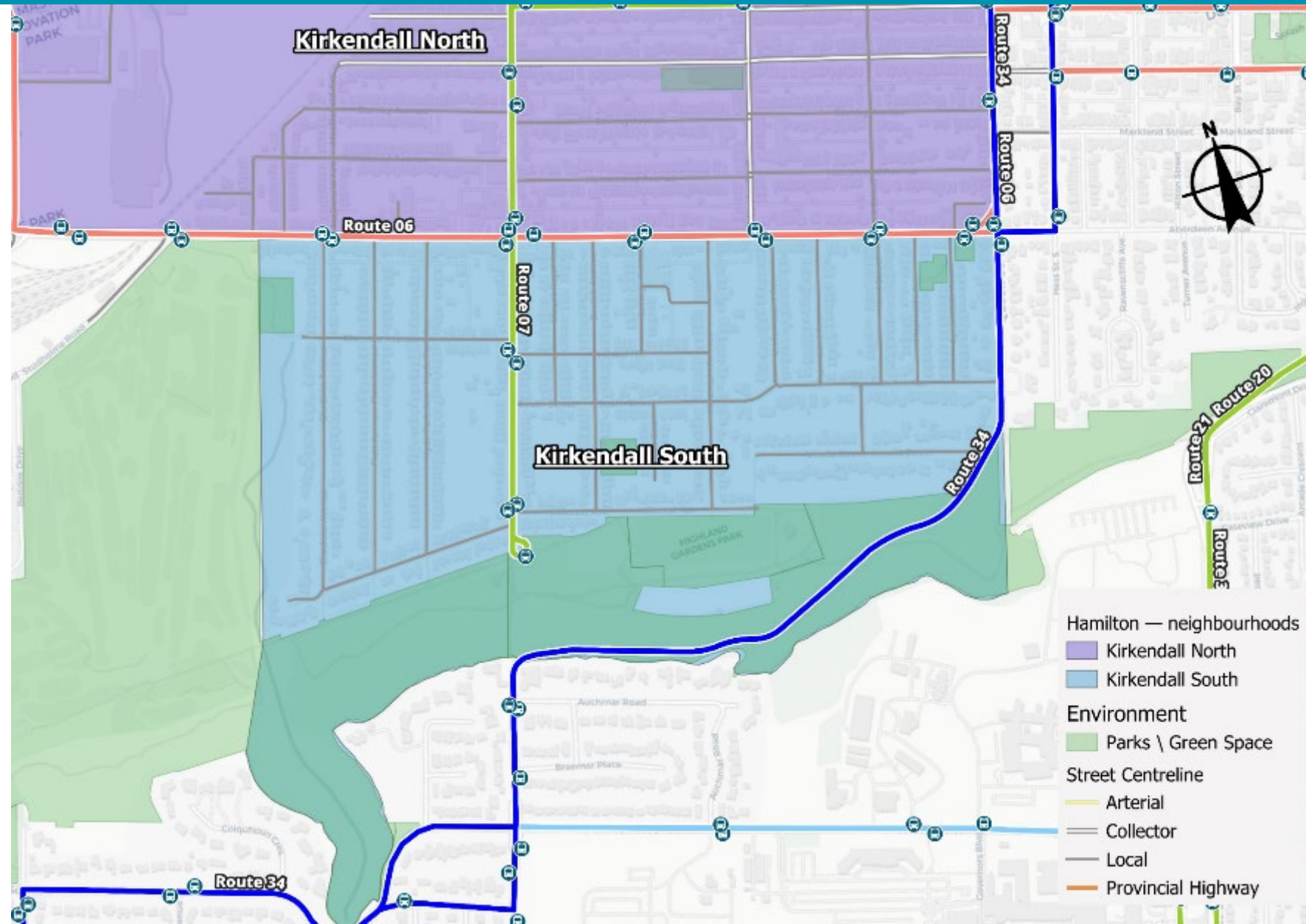


# Existing Conditions – Public Transit Service in Kirkendall South

## Assessing Public Transit Accessibility

- **Public Transit Routes:** Visual representation of transit service coverage.
- **Stop Accessibility:** Key stops and their proximity to community areas.
- **Service Integration:** Interaction of transit routes with the road network.

## Laying the Tracks for Mobility and Access

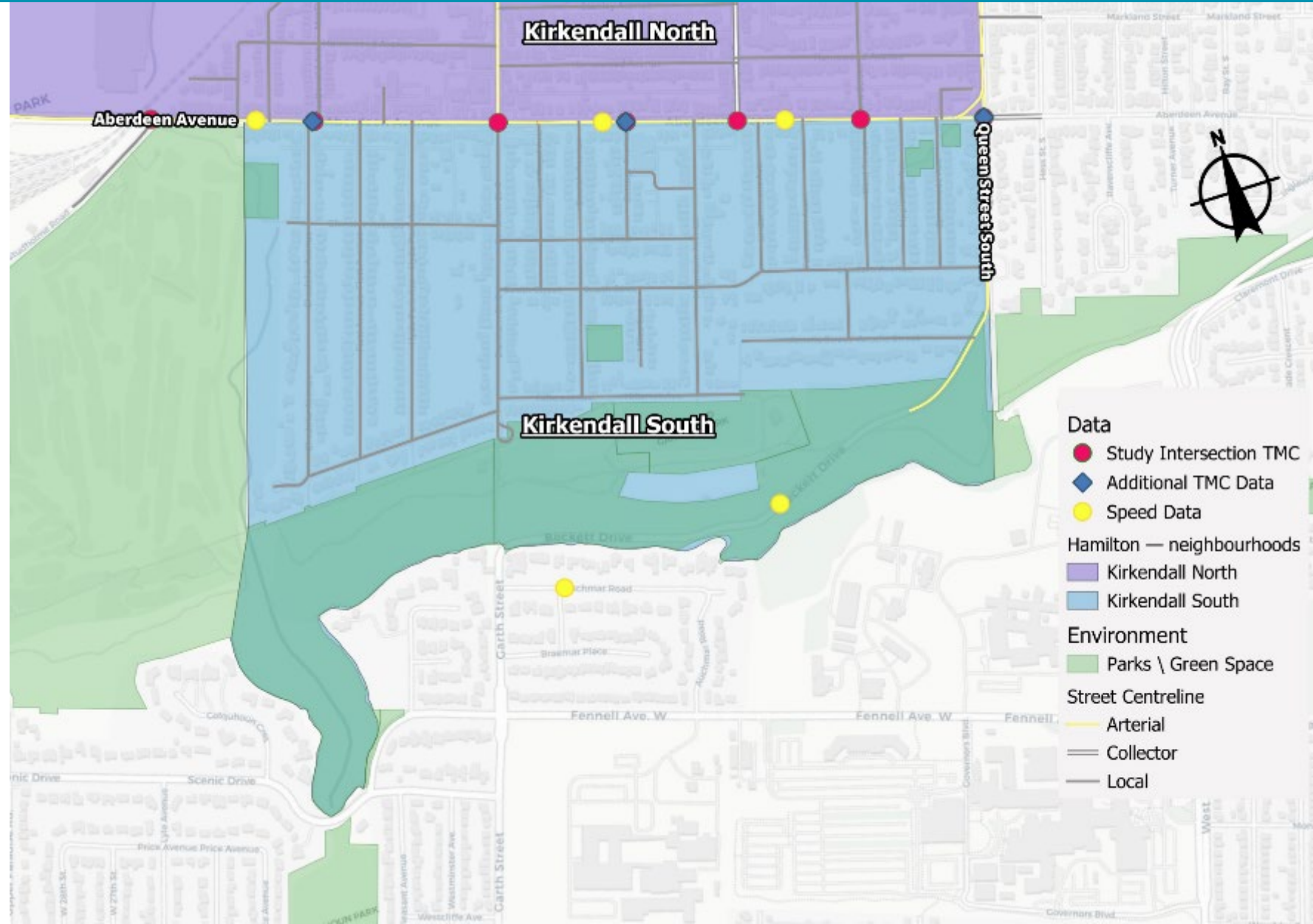


# Data Collected (So far)

## In-Depth Traffic Analysis: Key Metrics for Informed Decisions

- **Study Intersections:** Turning movement counts at critical junctions.
- **Additional Traffic Data:** Insights from non-study intersections.
- **Speed Observations:** Patterns and trends in vehicle speeds.
- **Cyclist and Pedestrian Volumes:** Understanding active transportation use.

## Building a Picture of Street Activity



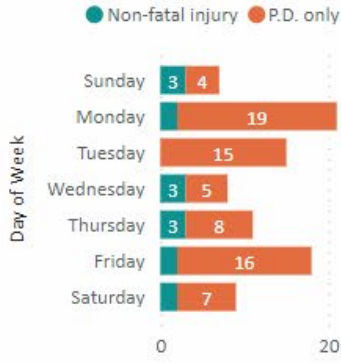
# Collision History in Kirkendall South

## Kirkendall South

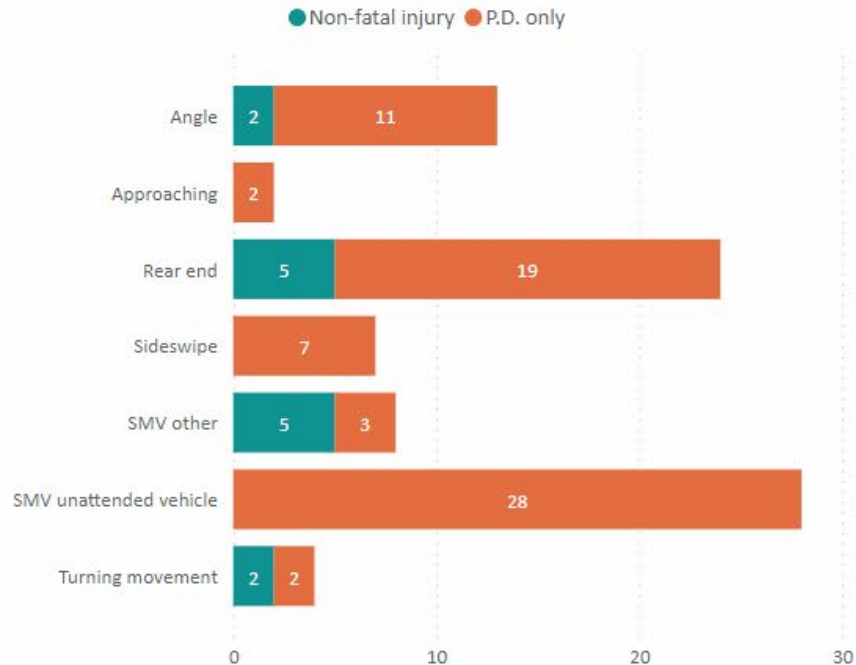
### Collisions by Year



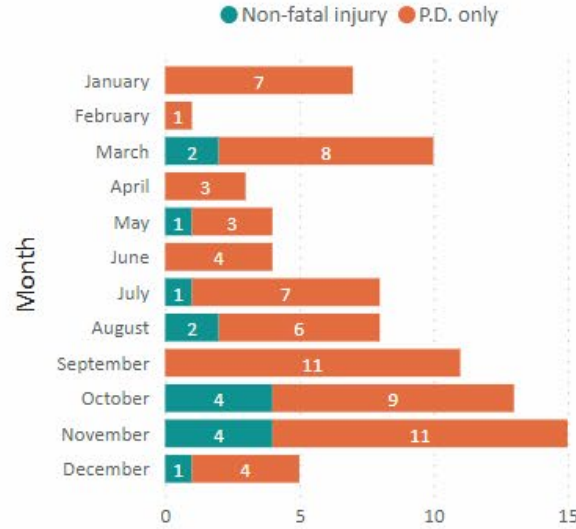
### Collisions by Day of Week



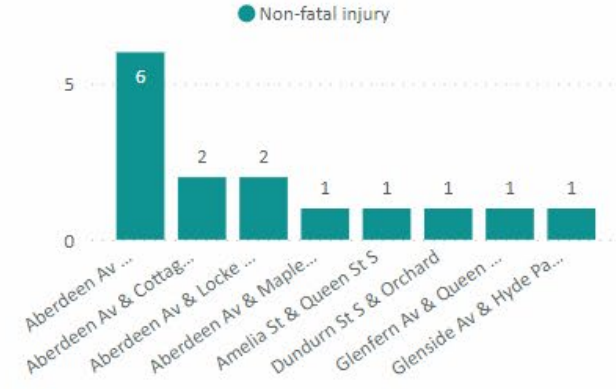
### Collisions by Initial Impact Type



### Collisions by Month



### Collisions by Location



89

Total Collisions

0

Total Fatal Injuries

15

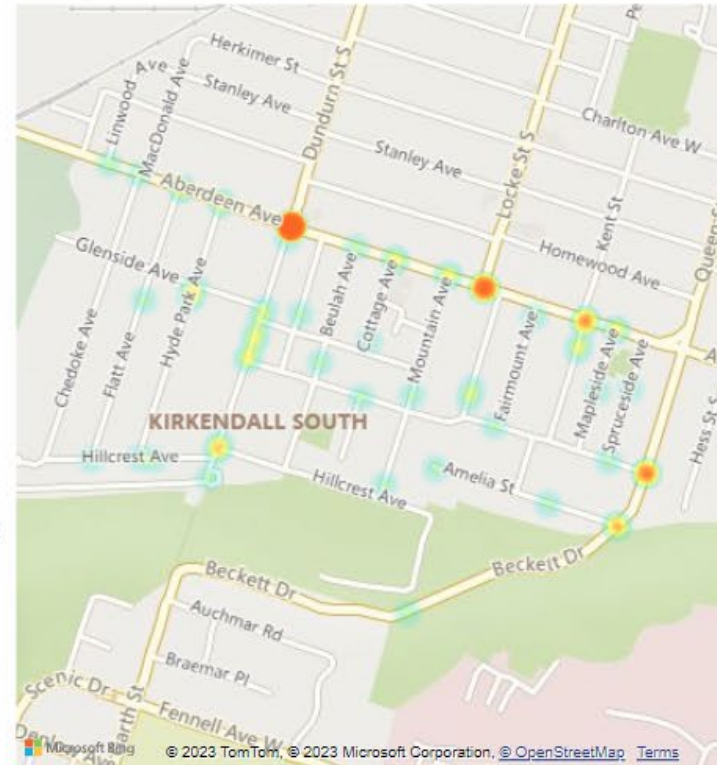
Total Non-Fatal Injuries

4

Cyclist Involved

0

Pedestrian Involved



# We've Heard Your Concerns



- **Community Feedback:** approximately 10 resident concerns collected across the study area highlight diverse issues.
- **Feedback Highlights:** In Kirkendall South, major issues include high-speed traffic, demand for enhanced pedestrian crossings and pavement markings, and concerns over traffic flow and safety at key intersections.

## Notable Examples:

- Requests for additional speed bumps on Mapleside Avenue, particularly north of Mapleside Park, to address speeding concerns.
- Calls for improved pavement markings and pedestrian safety measures at Dundurn St S and Glenside and Aberdeen and Chedoke, with speeding concerns.
- Vehicle speeds and pedestrian safety concerns at Locke St S and Aberdeen St intersection.





## Key Issues and Opportunities



# Identified Challenges - Safety and Usability Concerns



- **Enhancing Roadway Infrastructure:** Evaluating infrastructure to better accommodate cyclists and pedestrians.
- **Active Transportation Integration:** Exploring methods to improve co-use by all travelers.
- **Intersection Safety Enhancements:** Strengthening safe travel for vulnerable road users at key crossing points.
- **Traffic Calming Strategies:** Investigating broad measures to reduce vehicle speeds and improve safety for all roadway users.
- **Cycling Facility Improvements:** Reviewing the distribution and effectiveness of protected spaces for cyclists.
- **Accessibility and Consistency:** Assessing the built environment to ensure accessibility standards are met consistently across intersections.

Seeking Community Insight for Comprehensive Understanding of Challenges

# Opportunities for Improvement - Potential Enhancements



## Transforming Challenges into Opportunities

- **Aligning Roadway Improvements** with upcoming urban projects and comprehensive city plans.
- **Enhanced Roadway Wayfinding** to foster shared road usage by all modes of transportation.
- **Upgraded Crossings for All** to ensure safe transit for pedestrians and cyclists.
- **Strategic Traffic Calming Measures** to address cut-through and aggressive driving.
- **Expanded Cycling Facilities** to support safe and convenient bike travel.
- **Accessibility for Everyone** creating an inclusive environment for all road users.
- **Integration with City-Wide Initiatives:** Coordinating with significant transit projects like the Light Rail Transit (LRT) and the conversion of Main Street to a two-way street, ensuring our efforts are part of a larger vision for a safe, user-friendly urban landscape.

Embracing Complete Streets and Vision Zero

# Next Steps - Advancing the Study

## Charting the Path Forward: Engaging, Analyzing, and Planning

- **Community Input:** Open call for ongoing feedback.
- **Data Collection:** Evaluating the need for further insights.
- **Problem/Opportunity Statement:** Defining study focus areas.
- **Options Development:** Crafting potential solutions.
- **Public Information Centre (PIC):** Interactive review and refinement of options.
- **Final Study Plan:** Solidifying the roadmap for enhancements.



Driving Towards a Safer, More Efficient Neighborhood

# Feedback and Discussion - Open Floor for Stakeholder Input

## Your Voice, Our Blueprint



- **Feedback Request:** We invite you to provide specific suggestions and safety concerns.
- **Open Discussion:** A platform for dialogue between stakeholders and the project team.
- **Recording Input:** All contributions are documented for integration into the study.

# Contact Information

## Staying Connected

- **Stay Updated:** Project updates and engagement at Engage Hamilton Page
- **Engage Website:** <https://engage.hamilton.ca/strathcona-kirkendall-complete-sts>

Brad Wyllie

City of Hamilton

Phone 905-546-2424 ext 1713

Email [brad.wyllie@hamilton.ca](mailto:brad.wyllie@hamilton.ca)

Mike Walters

Dillon Consulting Limited

Phone 416-229-4647 ext 2376

Email [mwalters@dillon.ca](mailto:mwalters@dillon.ca)



**Thank You for Your Contributions**



Hamilton

**Thank you**

We need your help, your voice matters!