WARD 3 COMPLETE STREETS REPORT

FINAL REPORT

PREPARED FOR THE CITY OF HAMILTON
MARCH 18, 2025

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APPENDICES

1 INTRODUCTION

This Ward 3 Complete Streets Report was developed to review the traffic conditions in Ward 3 neighbourhoods and to create a plan to improve safety on streets within these neighbourhoods.

Residents of Ward 3 have expressed concerns related to traffic speeds, stop-sign compliance, accessibility issues and cut-through traffic, and have requested traffic calming measures on their streets to improve safety, expand access to public space and promote active travel within the Ward. This study takes a holistic approach that integrates a technical analysis of the streets within Ward 3 with community feedback, developing a Plan that responds to resident concerns while also adhering to the City's existing traffic calming guidelines.

By undertaking a thorough review of the existing conditions within Ward 3, gathering extensive community feedback and engaging in dialogue with City Staff and other stakeholders, this report proposes specific infrastructure improvements within Ward 3 designed to reduce vehicular speeds, reduce cut-through traffic, and enhance safety for road users. High level cost estimates for these proposed improvements are included, as well as the proposed implementation schedule for installation.

1.1 PROJECT SCOPE

The scope of this project consists of the local and collector streets within Ward 3 neighbourhoods. Intersections with at least one local or collector street approach have been included within the project scope. Arterial roads and arterial/arterial intersections are beyond the project scope.

The majority of the streets in the study area are local neighbourhood streets. The intended function of these local neighbourhood streets is to provide low-speed access to or from local destinations — for example, a resident's home or a local business. A primary objective of this study is to identify streets within the ward that are not serving this intended function; this includes streets that are experiencing cut-through traffic, or where excessive traffic speeds are observed. Consistent with the City's Traffic Calming Guidelines, the scope of the project includes developing solutions to restore those streets to their intended function through the use of traffic calming and traffic diversion techniques.

1.2 NEIGHBOURHOODS ASSESSED

Ward 3 is comprised of 12 neighbourhoods, as identified in **Figure 1**. About half of Ward 3 is comprised of industrial and commercial land uses, while residential uses make up about 25% of the ward. Industrial areas are located in the northern part of the ward and residential neighbourhoods are located in the southern part of the ward. There are 14 schools within the ward: 1 adult learning centre, 3 alternative education centres, 8 elementary schools, and 2 secondary schools.

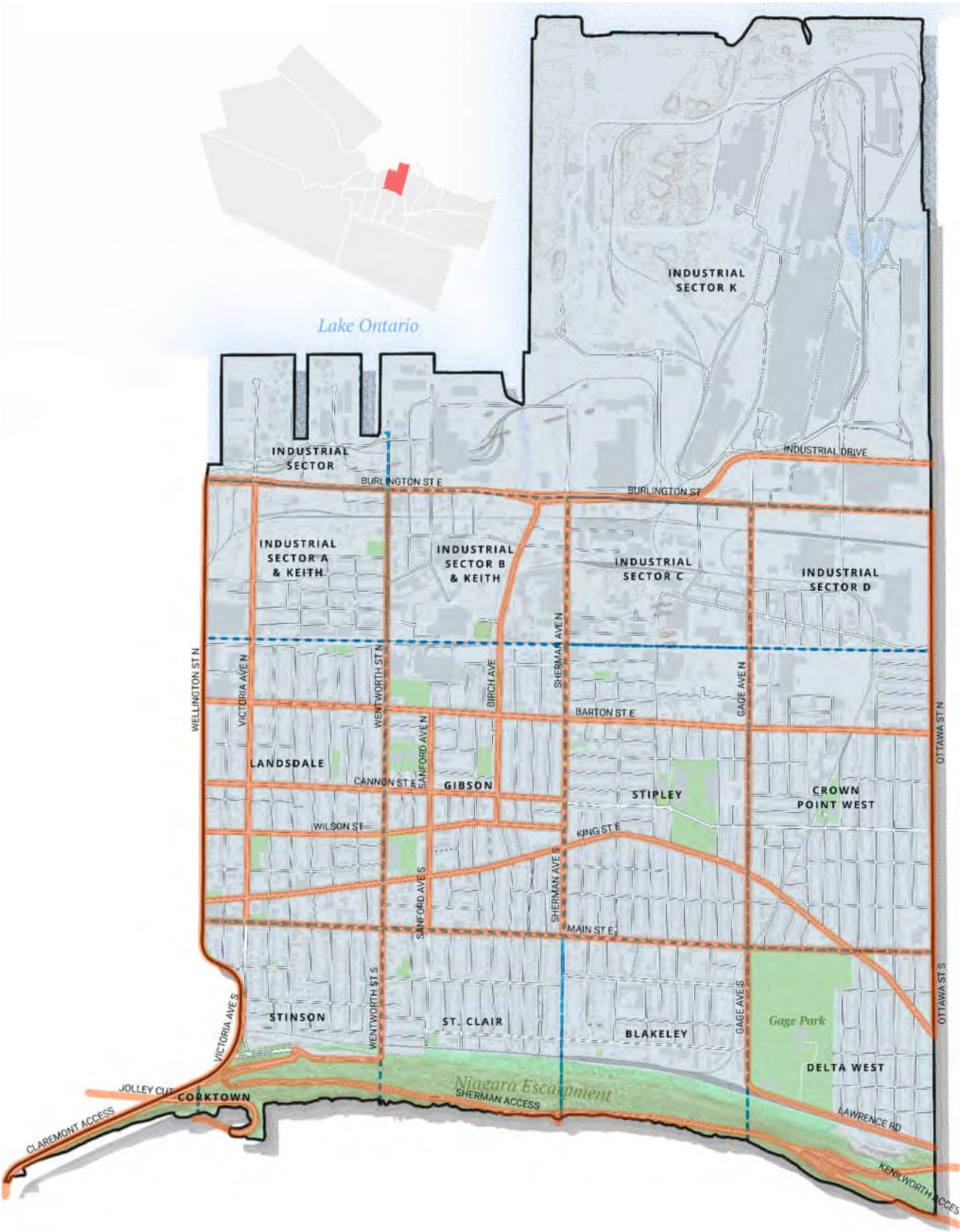


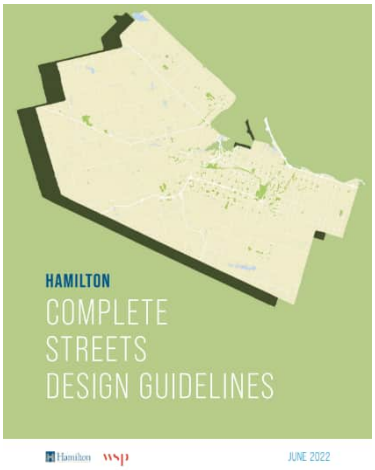
Figure 1: Ward 3 Neighbourhoods.

2 BACKGROUND REVIEW

2.1 SUPPORTING DOCUMENTS

A number of existing City of Hamilton policy documents and guidelines are highly relevant to the work that has been completed as part of this study and should be used in conjunction with this report going forward to ensure the community's ultimate vision for its streets is achieved.

The City of Hamilton has adopted a **Strategic Road Safety Program** and **Vision Zero Action Plan**, which has a goal of reducing traffic-related serious injuries and fatalities. The Ward 3 Complete Streets study provides an opportunity to identify design interventions which may be implemented to reduce traffic speeds and traffic volumes on local and collector streets in the Ward, aligning with the overall visions of these documents to create safer streets for all users.



The City also recently published their **Complete Street Design Manual**, which provides direction for developing Complete Streets throughout Hamilton, focused on balancing the needs of all road users.

In addition to these key policies, the recommendations of the Ward 3 Complete Streets study should also be considered in conjunction with other existing documents such as the City's **Transportation Master Plan, Cycling Master Plan, and Pedestrian Mobility Plan**.

2.2 EXISTING CONDITIONS

TRAFFIC OPERATIONS AND EXISTING TRAFFIC CALMING

Existing traffic operation devices and traffic calming locations, shown in ,**Error! Reference source not found.**, were reviewed from data available on the City's Open Data portal. As illustrated, traffic speed cushions and pedestrian crossovers have been installed at various locations throughout Ward 3. Speed cushions are located in all the non-industrial neighbourhoods with the exception of Blakeley. Pedestrian crossovers are used within the Gibson, Stinson, Stipley, and Industrial Sector A & B neighbourhoods. Red light cameras have also been installed at six locations within the ward.

TRAFFIC VOLUMES

Traffic volumes were extracted from data available on the City's Open Data portal, and from the City's MS2 database. Traffic counts available from MS2 include turning movement counts (TMC), conducted at intersections, and automated traffic recorder (ATR) counts, conducted at mid-block locations. TMC and ATR data both provide traffic volumes and vehicle classification (e.g. passenger vehicles, trucks), however vehicle speeds are only available from ATR data.

An initial review of the traffic data revealed significant gaps in traffic volume data on many of the local roads that were the subject of resident concerns. The project team identified a list of additional count locations to fill in these data gaps; these counts were collected by City staff in mid-2022. As it was impractical to conduct counts on every local street in the ward within the project's schedule constraints, an effort was made to prioritize streets that had significant resident concerns. In total, 32 additional traffic counts were conducted.

Figure 3 presents the average daily traffic (ADT) at locations throughout Ward 3. This figure represents a compilation of all available data, including data retrieved from Open Data, MS2, and as collected during recent counts.

As illustrated in the map, the collector roads passing through 7 of the 12 neighbourhoods — Cumberland Avenue, Lawrence Road, Delaware Avenue, Lottridge Street, and Beach Road — all have relatively high traffic volumes over 2,500 AADT. Some local roads also report AADT volumes higher than 2,000, namely Dunsmure Road, Roxborough Avenue, Beechwood Avenue, East Avenue North, Barnesdale Avenue North, Shaw Street, and Ferrie Street East.

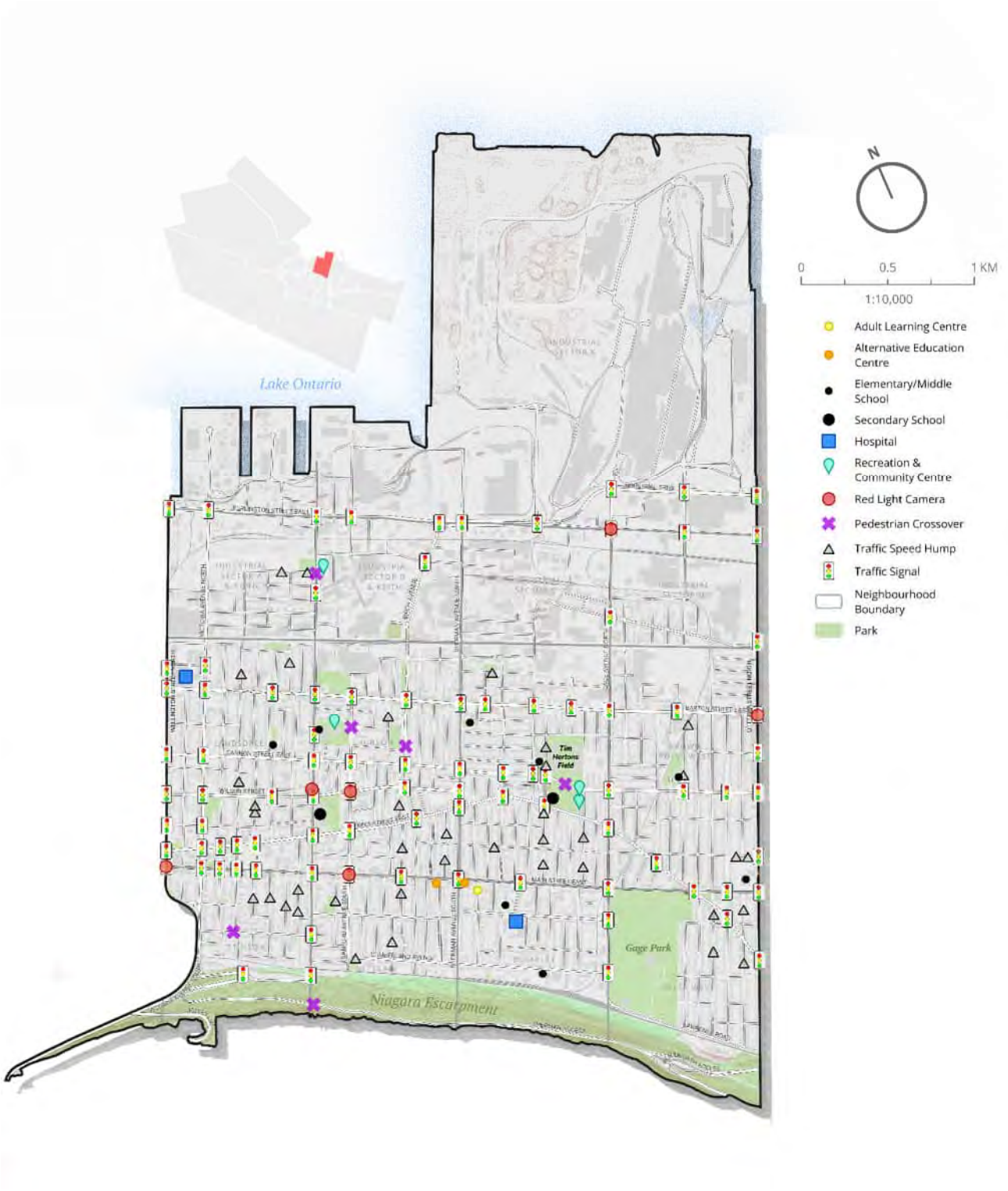


Figure 2 Existing Traffic Calming Measures

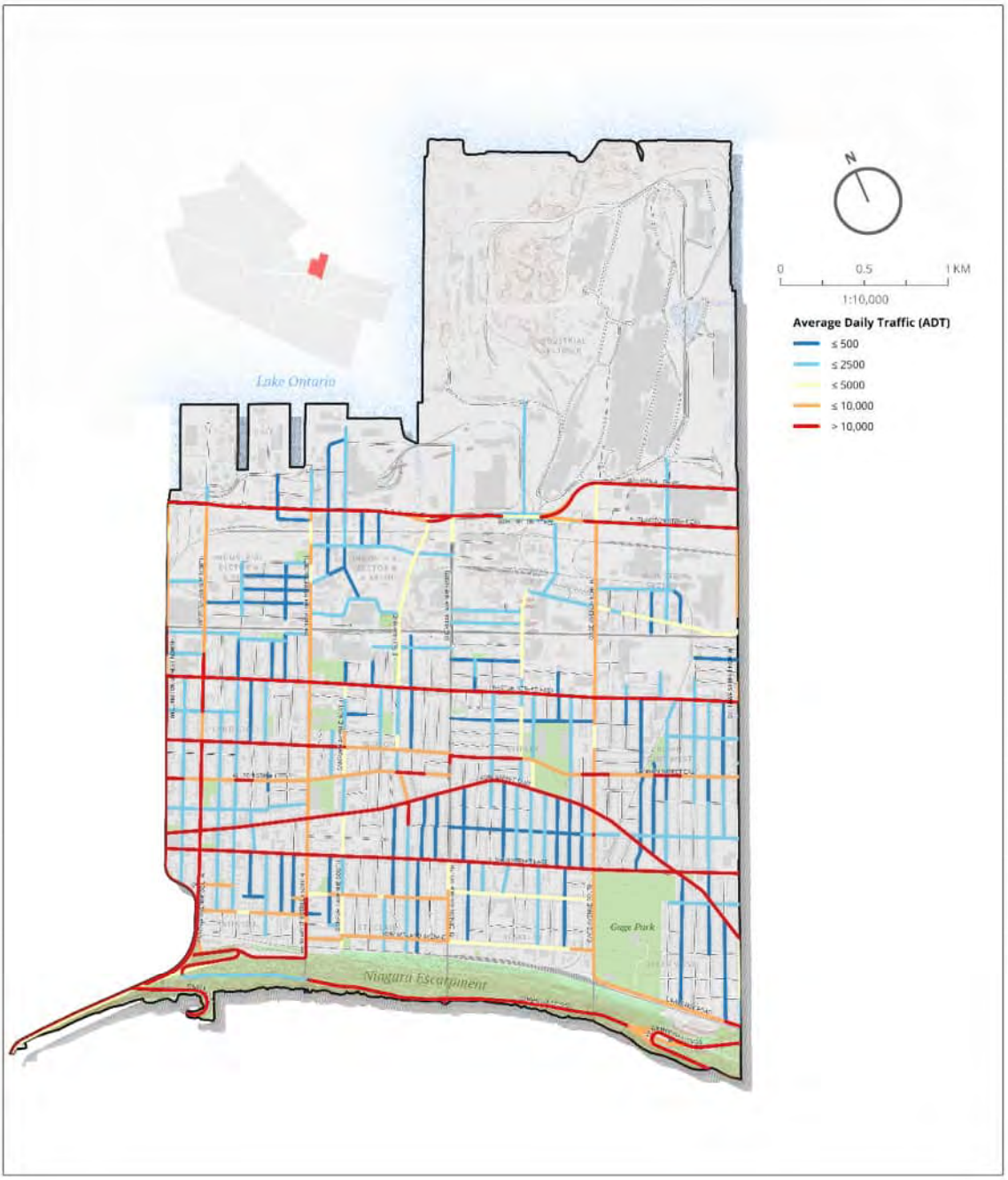


Figure 3 Average Daily Traffic in Ward 3

COLLISION DATA

NETWORK SCREENING RESULTS

Using network screening data provided by the City of Hamilton, hot spots were identified with the greatest potential for safety improvement (PSI). The top intersection and midblock locations within the project scope are displayed in Table 1 and Table 2. The number of property damage collisions and fatal/injury collisions for each of these locations is also shown.

Table 1: Top 5 intersections

Location	Property Damage Collisions	Fatal/Injury Collisions	PSI
Emerald St N @ King St E	26	10	7.69
West Av N @ Wilson St	23	6	6.66
Barton St E @ Lottridge St	34	12	5.63
Barton St E @ Emerald St N	25	5	5.62
Barton St E @ Rosslyn Av N	15	6	5.20

Table 2: Top 5 mid-block segments

Location	Property Damage Collisions	Fatal/Injury Collisions	PSI
Smith Av between Barton & Cannon	7	0	0.95
Cannon St E between Barnesdale & Lottridge	2	2	0.73
Holton Av S between Delaware & Main	5	0	0.53
West Av N between King William & Wilson	6	0	0.49
Cannon St E between Balsam & Melrose	1	1	0.49

The project team completed a detailed desktop review and a site visit of each of these top 5 intersection and mid-block locations. Key findings and photos from this review has been included in a supplementary document to the City.

SYSTEMATIC SCREENING RESULTS

A systematic screening approach was also applied in Ward 3. The objective of a systemic screening approach is to proactively identify low-cost safety measures that could be applied on a widespread basis to address risk factors associated with target collision types.

Collisions involving vulnerable road users (VRUs, namely pedestrians or cyclists) were the focus of the systematic screening. To identify target areas for analysis, a collision tree, shown in Figure 4 , was used to determine locations within the street network where collisions were most frequently occurring. Within the project scope, signalized intersections and collector mid-block segments were areas with high rates of collisions. These locations, shown in red boxes in Figure 4, where selected as the “focus” facility types for the systematic review.

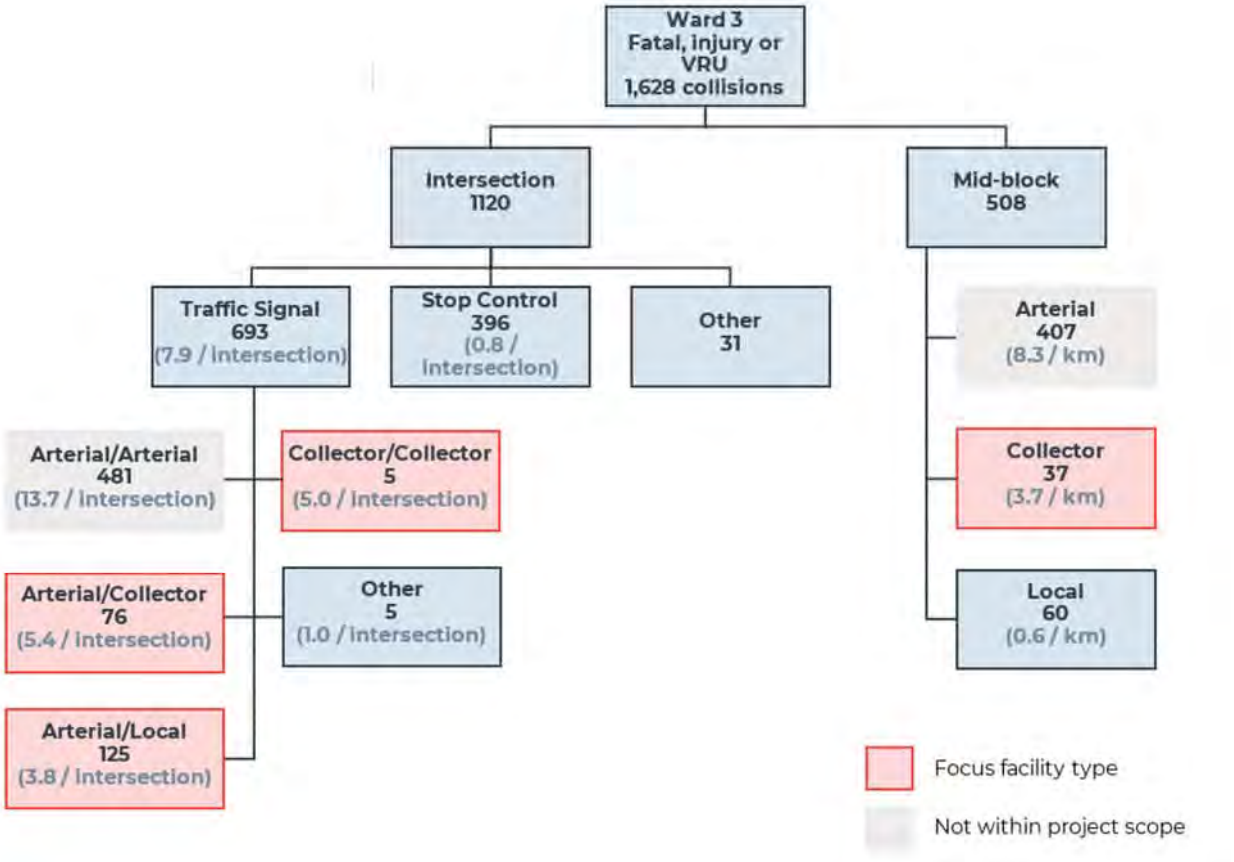


Figure 4 Collision tree for systematic safety analysis

SIGNALIZED INTERSECTIONS

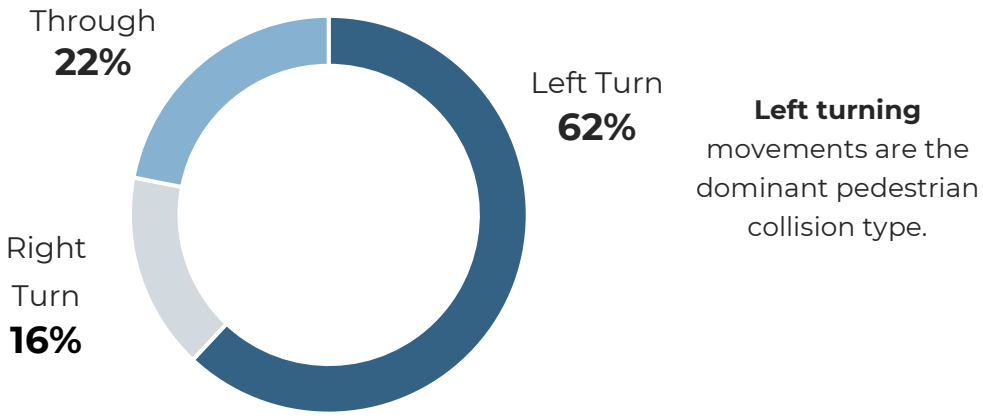
A number of risk factors were selected for evaluation at signalized intersections, to determine whether there are certain factors that may make an intersection prone to a higher frequency of crashes. The results of this analysis revealed that:

- Intersections with an IPS experienced fewer serious crashes than standard signal-controlled intersections
- Three-legged intersections experienced fewer serious crashes than four-legged intersections
- Intersections with two or three lanes on the arterial approach experienced fewer serious crashes than those with four or more lanes. Meanwhile, intersections with five or more lanes on the arterial approach had more serious crashes than those with four or fewer lanes.

Serious crashes at the signalized intersections were also reviewed in detail. Findings from this review showed that:

- About 74% of the crashes occurred in daylight, on dry pavement and in clear conditions.
- The most common collisions were angle collisions, followed by single motor vehicle collisions, sideswipes, and rear end collisions.
- Pedestrians were involved in 24% of all serious crashes. Of these collisions:
    - **The pedestrian was crossing with right of way in 77% of cases.**
    - As shown in the distribution of vehicle movements in Figure , **left turning movements are the dominant pedestrian collision type**,

Figure 5: Type of vehicle movement crashes



2.3 DATA ANALYSIS

The process for determining appropriate traffic calming measures for streets throughout Ward 3 included a combination of technical analysis, engagement, discussions with City staff, and the application of professional judgment. An overview of the process is shown in Figure 6. The process, and its outcomes, are further explained in the following sections.

STEP 1: TRAFFIC REVIEW

The City's Traffic Calming Guidelines were applied to identify streets for traffic calming improvements based on the following pass/fail pre-screening criteria:

1. Is the road a local or collector road with no more than two travel lanes?
2. Is the average daily traffic volume estimated to be more than 500 vehicles per day? (>500 = pass, <500 = fail)
3. Is the posted speed limit equal to or lower than 50 km/h?
4. Is the adjacent land uses primarily residential?
5. Does the street provide an obvious bypass to a major intersection?
6. Is the road longer than 300 metres?
7. Have no previous assessments occurred within the past 36 months?
8. The road is not scheduled for a capital project within the next 36 months through which traffic issues can be addressed?

Many of the pre-screening criteria were evaluated based on readily available data. Traffic volumes were reviewed as discussed in Section 2.2

SUPPLEMENTARY ANALYSIS

The Cannon Street and Lottridge Street corridors (within Ward 3) were selected for a more detailed traffic operations review, due to the presence of multiple signalized intersections along these corridors. This review demonstrated that both corridors operate with acceptable levels of motor vehicle delay in existing conditions, with overall level of service (LOS) at peak hours ranging from LOS A to LOS C at all intersections, and four intersection approaches operating at LOS D in peak hour.

Furthermore, the area of the Stipley neighbourhood between Main and King was assessed for a cut-through traffic analysis, using the City's Streetlight platform subscription. The analysis found that 46% of all trips passing through the local street network in this area are cut-through trips, defined as trips where neither the destination nor origin were within this area.

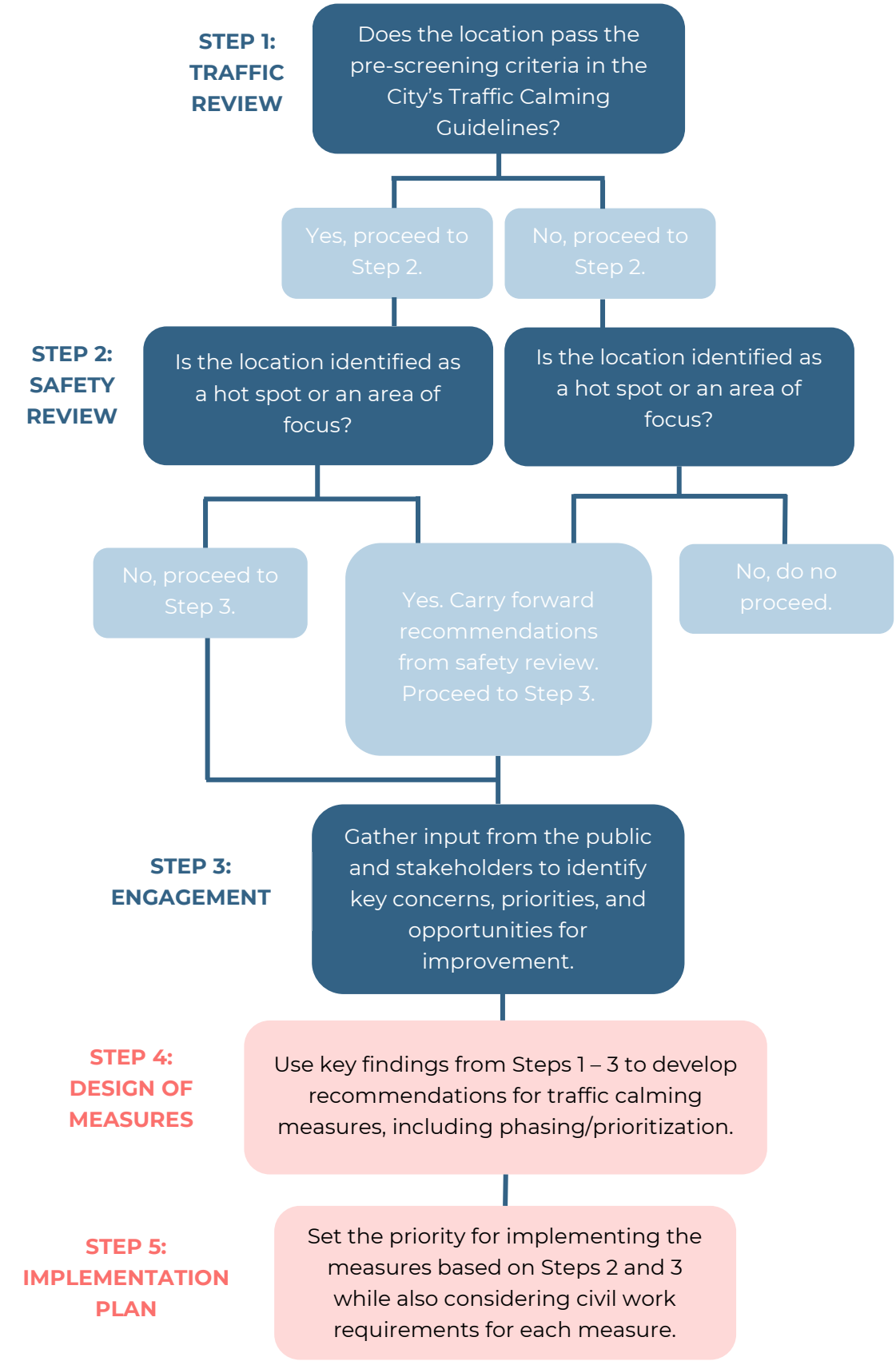


Figure 6: Data Analysis Process

STEP 2: SAFETY REVIEW

During the preliminary stages of the project, collision history data was analyzed to identify priority areas where safety is a concern. As discussed in Section 2.2, this review consisted of a crash-based review that identified collision "hot spots" within Ward 3, along with a systematic review that identified signalized intersections and collector mid-block segments as areas of focus.

The results of the crash-based review inform specific recommendations at each of the hot spot locations.

Based on the systematic review, the suite of interventions listed in Table 3 is recommended for widespread application at the signalized intersections within the project scope.

Table 3 Interventions to address collision crashes at intersections

Objective	Intervention
Improve visibility of pedestrians	ːment high-visibility (ladder) crosswalk markings ːment leading pedestrian intervals ›ve sightline obstructions w/enhance intersection illumination
Reduce conflicts	ːment protected left-turn signal phasing or prohibit left turns
Reduce speed / severity of conflicts	ːeline hardening ːr radii reductions ce crossing width de raised crossing

STEP 3: ENGAGEMENT

Following the technical review, the project team launched a comprehensive engagement program to gather input from key stakeholders and members of the public. **Section 4 Consultation and Engagement** provides a detailed overview of the project's engagement approach and outcomes. The findings from the engagement were then used in combination with the technical findings to develop proposed traffic calming measures for Ward 3.

STEP 4: DESIGN OF MEASURES

The information obtained throughout the technical analysis and engagement provided a clear understanding of key considerations and community priorities for traffic calming. Using this information, the project team then developed preliminary design concepts that attempted to mitigate the identified problems while minimizing negative impacts. These concepts were developed based on best practices and guidelines in the TAC/CITE Canadian Guide to Traffic Calming, NACTO Urban Street Design Guide, and FHWA Traffic Calming ePrimer, along with the application of the project team's professional experience and judgment. Design concepts were developed at the neighbourhood scale to allow for a

holistic plan to be developed within each neighbourhood, rather than applying individual measures in isolation.

These initial design concepts were then refined through a highly iterative process, with input from the project stakeholders, including members of the Technical Advisory Committee. Where concerns were identified with a component of the plan, the team attempted to develop an alternative solution that continued to mitigate the problem while addressing the concern.

Section 3 Alternatives Considered provides a detailed overview of the traffic calming measures considered within Ward 3.

STEP 4: IMPLEMENTATION PLAN

Once the final design alternatives were identified, a phased implementation plan was developed. This plan includes cost estimates for each of the measures proposed and breaks down the final recommendations into short-, medium, and long-term categories. The phasing was developed in consultation with City staff and was designed to align with approved funding sources for the short- and medium-term measures.

The detailed implementation plan is outlined in **Section 5 Final Recommendations**.

3 ALTERNATIVES CONSIDERED

With the technical analysis completed and the preliminary results of the community engagement providing additional context and support for implementation measures, the project team established a suite of design alternatives in support of the stated project objectives. These tools were created based on local and international guidance on traffic calming techniques, including the TAC/CITE Canadian Guide to Traffic Calming Guide (2017), the City of Hamilton's Traffic Calming Guidelines and the North American City Transportation Officials (NACTO) Urban Street Design Guide.

SPEED CUSHIONS

Description

Speed Cushions are raised areas of a roadway similar to a Speed Hump or Speed Table that can be installed to reduce vehicle speeds. Speed Cushions are unique from Speed Humps or Speed Tables in that they have gaps designed to allow larger vehicles, such as transit vehicles or emergency services vehicles, to pass through with their wheelbase straddling either side of a cushion. Speed Cushions can provide space adjacent to the curb to permit people on bikes to travel past the cushions without any vertical deflection as well.

Figure 7: Example of Speed Cushions (NACTO)

Figure 5: Knudson Drive, Ottawa, ON

Applications and Considerations

- Can be deployed relatively easily, and are a common traffic calming measure used by the City of Hamilton
- No impact on on-street parking
- Should not be placed within 65 m distance of existing traffic calming devices
- Should not be placed within 75 m distance from traffic signals to avoid conflict with decision or braking zones
- To support a target speed of 30 and 40km/h, a spacing of approximately 100 metres is recommended.
- Should not be installed on regular transit routes, but can be installed on Emergency Detour Routes

- Signage should be placed directly adjacent to the speed hump installation while other visibility-enhancing tools, such as triangular markings, should be deployed to alert drivers and support snow clearance in the winter
- Modest speed and volume reduction potential, unlikely to cause significant diversion of traffic onto adjacent routes without similar measures
- Driveway placement and existing infrastructure constraints such as curves and intersections can limit the locations in which a speed cushion may be implemented; vertical elements such as speed cushions should be placed where there is sufficient lighting

Examples of Streets where Considered

Speed cushions were considered on streets where a speeding concern was identified. Longer corridors where the repetitive installation of closely spaced traffic calming devices are desirable were strong candidates.

Figure 9: Holton Avenue (Source: Google)

Figure 10: Emerald Street

Rationale for inclusion or exclusion

Speed cushions are simple to implement, have a relatively low cost and have a high degree of familiarity within the City of Hamilton. Speed cushions were often recommended when traffic speeds (rather than volumes) were a primary concern.

CURB EXTENSIONS

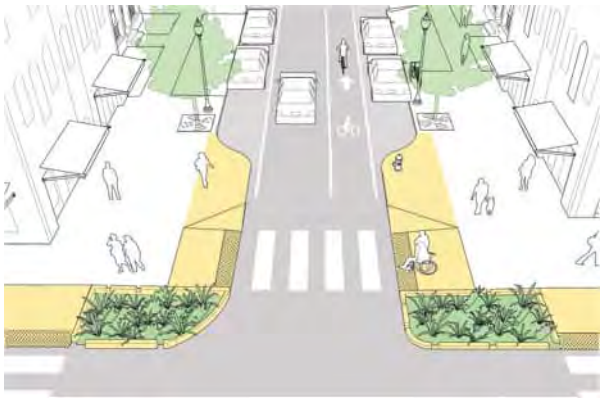


Figure 6: Example of Curb Extensions (NACTO)

Description

A curb extension is a horizontal intrusion of the curb into the roadway, resulting in a narrower road section. Curb extensions increase pedestrian visibility for drivers and improve sight lines for pedestrians. As a result, pedestrians experience shorter crossing distances and drivers are required to slow down. Curb extensions can also create parking bays, narrowing the street and expanding the availability of on-street parking.

Applications and Considerations

- May interrupt bike lanes
- May reduce on-street parking
- May impact intersection operations through the reduction of lane provision
- Reduced turning radii may impact emergency service vehicles and larger vehicles turning at the intersections
- Potential damage to the curb during snow removal operations
- Increased snow removal costs and operation time
- Drainage system adjustments and utility relocations, such as utility poles and fire hydrants, may be required to accommodate roadway narrowing
- Adequate clear sight triangles should be maintained within the curb extension; obstructions such as vegetation overgrowth and landscaping should not limit the sight distance at intersections

Examples of Streets where Considered

Curb extensions were considered at locations where an intersection-specific concern was identified, and where there were opportunities to reduce the corner radius or reduce the width of the intersection throat.

Figure 7: Brant Street

Figure 8: Rutherford Avenue

Figure 9: Main Street and Ottawa Street

Rationale for inclusion or exclusion

Curb extensions are mainly proposed where an arterial road intersects a local/collector road to encourage drivers to reduce their speed as they enter a neighbourhood. Additionally, curb extensions help increase pedestrian safety through reduced crossing distances.

Curb extensions can also be implemented on an interim basis using low-cost materials. Temporary curbs, bollards, planters or even pavement markings or decorative art treatments can be used to define a curb extension. Recent studies suggest that painted treatments alone can have a positive road safety benefit. While interim measures have the advantage of lower cost and quicker implementation, maintenance requirements (including winter maintenance and the need for routine replacement of devices such as flex bollards) should be considered.

RAISED INTERSECTIONS

Description

A raised intersection is where the entire intersection area is constructed at a higher elevation than the adjacent roadway. Raised intersections improve visibility for pedestrians and increase motorist awareness. Similar to speed humps and other vertical speed control treatments, raised intersections encourage drivers to reduce speed and yield to crossing pedestrians.

Figure 10: Example of a Raised Intersection (NACTO)

Applications and Considerations

- Raised intersections should be avoided where grades exceed 8%
- Not recommended on routes regularly used by heavy vehicles
- Needs further design considerations on locations with regular bus services, such as providing a gentler ramp grade
- Installation should be restricted to where approaches have equal priority, such as all-way stop-controlled intersections
- Can be combined with other safety treatments to maximize safety benefits, such as including curb extensions at the intersection or crosswalk
- May include bollards along the corners to prevent motorists from crossing into the pedestrian space

Examples of Streets where Considered

Raised intersections were considered at locations where an intersection-related concern was identified and where the form of traffic control was compatible (e.g. all way stop).

Figure 11: West Avenue North and Robert Street

Figure 12: Gertrude Street and Lyndhurst Street

Figure 13: Belview Avenue and Dunsmure Road

Rationale for inclusion or exclusion

A raised intersection is a higher cost intervention, which requires detailed civil design and careful consideration of drainage. Most of the raised intersections are proposed near public parks and schools to improve drivers' awareness and reduce speed in areas where children are expected.

RIGHT-IN, RIGHT-OUT ISLAND

Description

Figure 14: Example of a Right-In/Right-Out Island

Right in/right out islands restrict vehicle flow to help eliminate left-turn movements into and out of driveways lowering the potential for conflicts. It is a triangular-shaped island and is very helpful in obstructing shortcutting traffic. Another advantage of the island is shortening crossing distances and providing refuge areas. There is no effect on cycling and pedestrian movements.

Applications and Considerations

- Can be implemented on local and collector streets
- Garbage collection and snow removal services may be impacted. Mountable curbs can be used to accommodate oversized vehicles
- There are no volume thresholds for installation
- In case landscaping is planned – sightlines should be respected
- Pedestrians and cyclists movement can be maintained either by providing a gap in the island or by traveling around it
- Drainage system adjustments and subsurface utility relocations, such as manholes and catch basins, may be required
- Conflicts and or impacts on future construction and improvements are possible

Examples of Streets where Considered

Right-turn channels were considered as a physical measure to reinforce a turn prohibition. These were generally at locations where a safety concern was associated with a turning movement, or where a cut-through traffic issue was identified.

Figure 15: Emerald Street and Birge Street

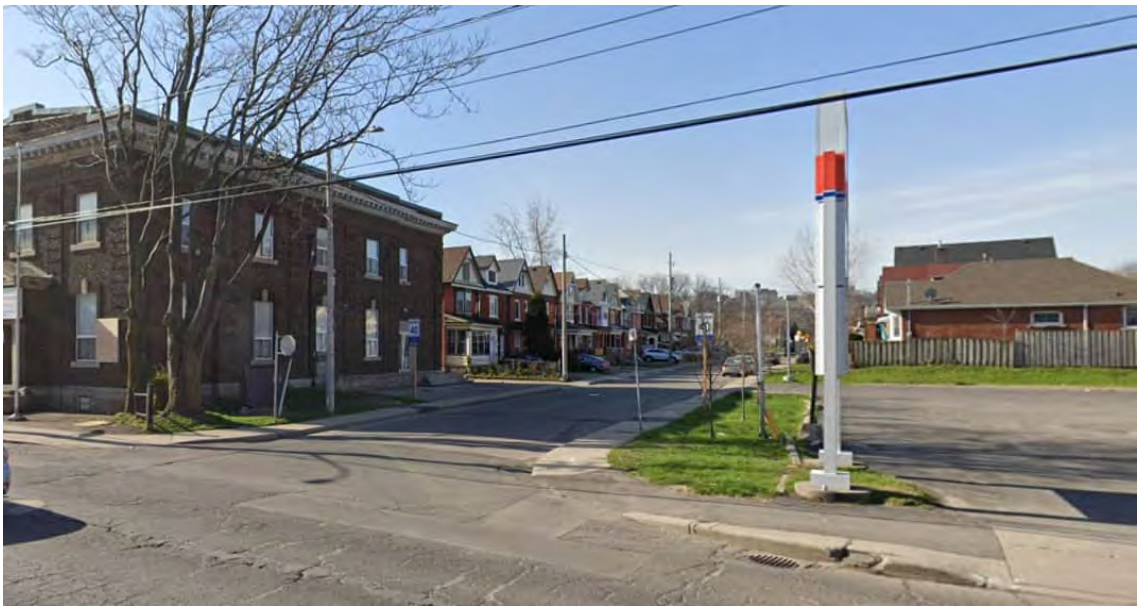


Figure 16: Barton Street and Stirton Street

Figure 22: Cumberland Avenue and Balsam Avenue

Rationale for inclusion or exclusion

The right-in, right-out islands are recommended at locations where a cut-through traffic concern has been identified, or where non-compliance with “no turn” signs was identified as a concern. Implementing a right-in/right-out island would prevent left turns onto local streets and divert traffic to adjacent arterial and collector roads. In addition, two right-in/right-out islands are proposed on the north and south leg of Rosslyn Avenue and Barton Street – an intersection identified as a collision hot spot.

FLOATING BUS STOPS

Description

A floating bus stop is separated from the sidewalk by a bike lane behind the passenger boarding area. This facility separates bicycle traffic and people boarding or waiting for the bus. Floating bus stops require pedestrians to cross the bikeway area to access the bus stop. Cyclists are required to yield to pedestrians crossing the bikeway.

Figure 23: Example of a Floating Bus Stop (Image: Daniel Hall, London ON)

A floating bus stop also eliminates conflicts between transit vehicles and bikes at stops. Cyclists do not need to merge into the general traffic as the bus merges across the bicycle travel lane to reach to the bus stop. Buses and cyclists can continue to travel straight in their own dedicated space.

Floating bus stops provide several benefits to transit operations. First, they allow the bus to stop within the live lane, which eliminates the delay associated with merging into traffic after serving the stop. Second, the raised platform area contributes to the space needed for accessible boarding, and can allow currently non-accessible stops to become accessible.

Applications and Considerations

- Should apply to moderate to high transit frequency, transit ridership, pedestrian volume, or bicycling volume streets
- Must be designed to permit accessible boarding
- Recommend the use of markings, color, or signage to remind cyclists to yield to pedestrians

Example of Streets where Considered

Floating bus stops have been considered on streets with transit service and cycling routes, where the bus currently must pull into the bike lane to serve a stop.

Figure 17: Stinson Street

Figure 18: Delaware Street

Figure 19: Maplewood Street

Rationale for inclusion or exclusion

Stinson Street, Delaware Ave, and Maplewood Ave are three collector roads with existing cycling facilities providing connectivity between the east to west ends of the ward. The installation of raised bus stops provides roadway narrowing, reducing vehicle speeds, maintains a straight line of travel for people on bikes and enhances the accessibility of HSR service by providing a 2.5 m platform for passengers to embark and disembark from vehicles. The design of the proposed platforms on these corridors, which have narrow widths, also reduces the opportunity for drivers to pass transit vehicles when they stop. By keeping the transit vehicle in the live vehicular lane, the curb extended bus stop slows traffic, reduces the need for busses to re-enter traffic flow after pulling over and may also serve as a disincentive for people driving to use the corridors as a cut-through route.

ROAD CLOSURE

Description

A full road closure is a barrier extending along road width and obstructing all motor movements. The barrier can be found in the form of an island or vertical bollards. Gaps will allow pedestrians and cyclists movement. It reduces the number of legs at the intersection and the number of conflicts as a result when implemented. Cut-through traffic is entirely prevented.

Figure 21: Example of a Road Closure

Figure 20: Example of a Road Closure

Applications and Considerations

- Barriers may restrict emergency vehicles and garbage services; this can be solved by using a knock-down obstruction such as a flexible bollard
- Cyclists and pedestrian might not be anticipated by motorists
- Should only be implemented on local streets
- On-street parking might be prohibited
- Challenging to design within an already built-in area. Turnaround area is required, ideally cul-de-sac.
- Conflicts and or impacts on future construction and improvements are possible

Example of Street where Considered

Full road closures were considered at locations where cut-through traffic was identified as a concern.

Figure 22: Delaware Ave and Wentworth St S

Rationale for inclusion or exclusion

Implementing a full road closure at existing local streets could be challenging mainly due to insufficient turnaround area. Only one full closure is recommended, at Delaware Ave between Grant Ave and Wentworth

St, to respond to cut-through traffic concerns.

NEIGHBOURHOOD TRAFFIC CIRCLE

Figure 23: Example of a Neighbourhood Traffic Circle

Description

Neighbourhood traffic circles are installed at the intersections of local streets within residential areas. Neighbourhood traffic circles are intended to keep the speed to a minimum and increase safety at minor intersection crossings. Vehicles and cyclists entering the roundabout must yield to pedestrians crossing the crosswalk and circulating traffic.

Applications and Considerations

- Include marked crosswalks to clarify where pedestrians are crossing
- Provide yield control for motor vehicles
- Provide about 5 metres of clearance from the corner to the widest point on the circle
- Shrubs or trees may be planted within circle
- In case landscaping is planned – sightlines should be respected
- Shared lane markings or intersection crossing markings should be used to guide cyclists through the intersection
- Crosswalks should be marked to clarify pedestrian crossing points and that they have priority
- Applicable on roads with fewer than 1,500 vehicles per day and should be avoided at intersections with high pedestrian volumes
- Approximately 4.5m of clearance from the corner to the widest point on the circle should be provided to reduce traffic speeds
- Restricted access for trucks and longer transit and school buses
- Space for implementation and seasonal maintenance

Examples of Streets where Considered

Neighbourhood traffic circles were considered at a location where at intersection-related concern was identified, and where there appeared to be sufficient space available to accommodate the measure.

Figure 24: Roxborough Avenue and Grosvenor Avenue

Figure 25: Fairleigh Avenue and Cumberland Avenue

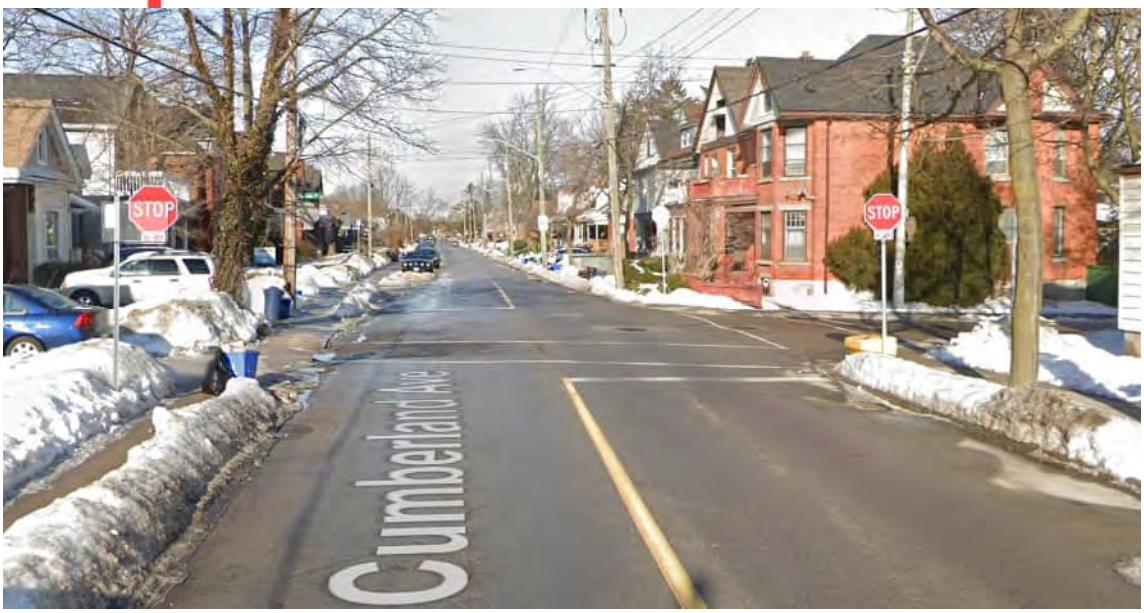


Figure 26: Cumberland Avenue and Norway Avenue

Rationale for inclusion or exclusion

Neighbourhood traffic circles were recommended in some locations where concerns were speeding or stop compliance concerns were identified at an intersection location, and where other treatments (such as raised intersections) were not suitable. Along the Cumberland corridor, where four traffic circles are proposed (along with other measures) the repetitiveness of the traffic circles is intended to cause some disruption to vehicles using Cumberland as a cut-through route and divert traffic to Main Street.

DIAGONAL DIVERTERS

Description

A diagonal diverter places physical barrier diagonally across an intersection to restrict through traffic movements. Typically, raised median or bollards can be placed across the intersection, but this treatment is not limited to these elements. Diagonal diverters split a four-way intersection into two L-shaped turns. Cyclists and pedestrians can cross the intersection by providing breaks in the treatment. Diagonal diverters reduce traffic volumes along a roadway and divert traffic to adjacent streets.

Figure 27: Monmouth Road, Windsor, ON

Applications and Considerations

- Typically applied to local streets
- Divert traffic volumes away from residential roads and divert traffic back onto the arterial roads
- Can incorporate gaps for pedestrians, wheelchairs, and cyclists
- Avoid designated emergency routes and transit detour routes
- Conflicts and or impacts on future construction and improvements are possible

Examples of Streets where Considered

Diagonal diverters were considered at offset intersections within the local street network, where irregular geometry was contributing to conflicts, and where a cut-through traffic concern was also identified.

Figure 28: Proctor Boulevard and Dunsmure Road

Figure 29: King William Street and Steven Street

Rationale for inclusion or exclusion

Diagonal diverters are proposed in Landsdale and Gibson, at locations where offset intersection are contributing to traffic safety concerns. The diagonal diverters allow the complexity of these intersections to be significantly reduced and allow additional pedestrian space to be added. HSR does not use the diverted streets, and there are no driveways between the closures. The space between King William St and Steven St can be used as a parkette and create a pedestrian welcoming environment in the area. In both cases, drivers would be encouraged to avoid the area and use the arterials.

DIRECTIONAL CLOSURES

Description

A directional closure is a curb extension or vertical barrier extending to the centreline of a roadway, which purposely prohibits one direction of traffic. Directional closures can be combined with other traffic calming measures to obstruct short-cutting or through traffic routes. Bicycles are permitted to travel through the directional closure, even when vehicle traffic is prohibited. Gaps or a contra-bicycle lane can be included to provide bicycle access.

Figure 30: Example of a Directional Closure

Applications and Considerations

- Apply on local streets at intersections with collector or arterial streets
- Apply to local streets with less than 1,500 vehicles per day
- Avoid designated emergency routes
- Conflicts and or impacts on future construction and improvements are possible

Examples of Streets where Considered

Figure 31: East Avenue

Figure 32: Dunsmure Road

Figure 33: Shaw Street

Rationale for inclusion or exclusion

The directional closures are considered in various locations in the ward. They are being proposed in locations where the residents raised cut-through traffic as a concern. Additional closures have also been proposed to avoid traffic spillage onto parallel streets. The closures are expected to encourage motorists to use the arterial roads and avoid collectors and local streets. In the Dunsmure corridor, the directional closure will allow cyclists to operate continuously along the corridor in either direction, while motor vehicles would be unable to drive continuously between Sherman Avenue and Gage Avenue.

PEDESTRIAN CROSSOVER (PXO)

Description

Pedestrian crossovers (PXOs) are a controlled pedestrian crossing, which may be implemented at intersections or at mid-block locations. When the pedestrian is crossing the roadway within a pedestrian crossover, the driver must stop for the pedestrian. There are several types of PXOs, including variations with rapid rectangular flashing beacons or overhead flashing lights that are actuated by a push button. Ontario Traffic Manual (OTM) Book 15 provides detailed guidance and recommendations to implement appropriate pedestrian crossing treatments that suit the road's context.

Figure 34: Example of a Pedestrian Crossover (PXO)

Applications and Considerations

- Apply to locations where there is high pedestrian crossing demand, such as schools, bus stops, parks, plazas, senior centers, hospitals, etc.
- Implementation suitability is dependent on factors such as traffic volumes, speed, and number of lanes. Detailed guidance is provided in OTM Book 15.
- Typically not implemented along very low-volume local streets, where pedestrians often freely cross the street without the need for a formal crossing.
- May be considered as an alternative to stop control, at locations where a pedestrian crossing is desired but all-way stop control is not appropriate.

Examples of Streets where Considered

Pedestrian crossovers were considered at locations where pedestrian desire lines were identified, and where no existing controlled crossing was present.

Figure 35: Ottawa St S and Maple Ave

Rationale for inclusion or exclusion

PXOs were considered along collector street corridors where demand for an additional controlled pedestrian crossing was identified. The use of a PXO is limited to locations where there is no existing form of control (e.g. all way stop or traffic signal). OTM Book 15 warrant criteria should be confirmed for the proposed PXO location at Ottawa St and Maple Ave.

ALL-WAY STOP CONTROL

Figure 36: Example of All-Way Stop Control

Description

An all-way stop controlled intersection requires all drivers approaching the intersection to stop before proceeding. Although not a type of traffic calming, all-way stop control (AWSC) is often requested by residents as a means of slowing traffic along a corridor or to provide a crosswalk. The use of AWSC for the purpose of traffic calming is discouraged by Ontario Traffic Manual Book 5 (Regulatory Signs).

Application and Considerations

- At two relatively equal roadways having similar traffic and operating characteristics
- At right-angle intersections (not recommended at skew or offset intersections)
- Where visibility problems exist
- Not recommended for use as a traffic calming device, or where the provision of a pedestrian crossing is a prime concern (alternatives, such as a pedestrian crossover, may be more appropriate at these locations)
- Specific technical traffic warrants, provided in OTM Book 5, should be applied to determine the suitability of a location for AWSC
- Over-use or inappropriate use of AWSC may lead to driver complacency and poor stop compliance, diminishing its effectiveness

Example of Streets where Considered

Figure 37: Beechwood Avenue and Barnesdale Avenue

Rationale for inclusion or exclusion

Considering widespread resident concerns relating to stop compliance at existing all-way stop control intersections, and considering the technical guidance in OTM Book 5, other traffic calming interventions were preferred to address speeding and volume concerns. There are only two proposed all-way stops, at Beechwood and Barnsedale and at Balmoral and Montclair. These all-way stops are recommended for consistency with adjacent intersections; at these locations the lack of a stop control on all legs presents an inconsistency along the corridor and may violate driver expectations.

PAVEMENT MARKING IMPROVEMENTS

Figure 38: Example of an intersection crossing marking

Description

Pavement markings visually enforces dedicated spaces for drivers, pedestrians, and cyclists. Intersection crossing markings indicate the intended path for pedestrians and cyclists. These markings raise awareness and increase pedestrian or cyclist visibility for drivers as they enter a potential conflict area. They also reinforce pedestrian or cyclist priority over turning vehicles or vehicles entering the roadway. Pavement markings visibly degrade overtime, and they will need to be maintained.

Application and Considerations

- Apply to signalized intersections
- Apply to driveways and Stop or Yield-controlled cross-streets
- Increase visibility of lanes, crosswalks and designated zones with long-lasting retroreflective pavement markings
- Markings with skid particles can improve traction for pedestrians and vehicles during wet and rainy conditions

Example of Streets where Considered

Figure 39: Belmont Ave and Cannon St E

Figure 40: Lottridge St and Biggar Ave

Figure 41: Cannot St E and Balmoral Ave N

Rationale for inclusion or exclusion

Pavement marking improvements enhance motorists' awareness at intersections. In particular, the use of high-visibility "ladder" crosswalk markings has a documented safety benefit as compared to crosswalks marked with two parallel lines. Pavement marking improvements have been recommended on a widespread basis at signalized intersections as a result of the systemic safety review. Other locations for improvement have been identified through site visits and desktop reviews of various locations throughout the ward.

SPEED FEEDBACK SIGNS

Figure 42: Example of a speed feedback sign, Toronto

Description

A speed feedback sign is a calming traffic device designed to slow down drivers by alerting their travel speed as they approach the area. These signs alert the drivers that exceed the posted speed by flashing their speed, encouraging the drivers to reduce their speed. Speed feedback signs may be installed on either a permanent or a rotating basis.

Application and Considerations

- Apply along mid-block locations; avoid locations where the sign may distract driver's attention from pedestrian crossings or intersections
- May be applied to school zone areas or construction zones
- May be applied in addition to, or in place of, other traffic calming measures
- May be applied in locations where criteria for physical traffic calming interventions are not met

Example of Streets where Considered

Figure 43: Keith Street

Figure 44: Beach Road

Rationale for inclusion or exclusion

A speed feedback sign may be implemented on streets that are not a candidate for other treatments, or on streets that do not pass the City's traffic calming pre-screening. Streets where resident concerns were identified, but where the pre-screening criteria (e.g. traffic volumes) were not met were strongly considered for this installation.

A combination of permanent and temporary signs are recommended. For the temporary installations, it is recommended as a starting point that four temporary signs be rotated. During that time, speed data would be collected at each location and used to refine the need for a permanent installation, or for the installation of other traffic calming measures in the future.

LEFT TURN HARDENING

Description

The collision review showed that most of the signalized intersection crashes with pedestrians were caused by left turning movements. Left turn hardening refers to the placement of traffic calming devices (for example, a rubber speed bump) on the centreline of the receiving roadway, to encourage drivers to make a slower, sharper left turn rather than a fast, sweeping movement.

Figure 45: Example of intersection hardening

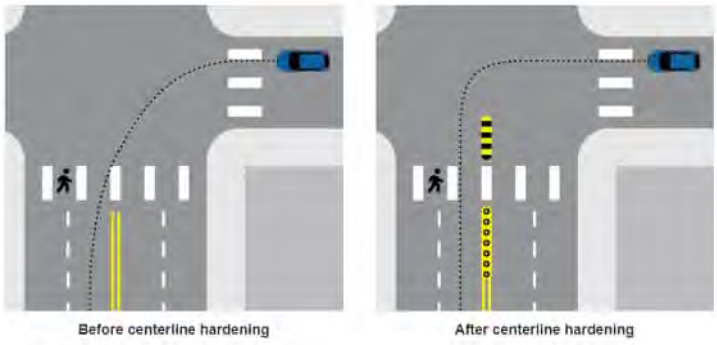


Figure 46: Example of centreline hardening

Application and Considerations

- May be implemented as a retrofit with devices such as a rubber speed bump, or through reconstruction by extending a median bullnose beyond the crosswalk.
- Design vehicles should be able to make the turning movement without driving across the centreline hardening device. Larger infrequent vehicles may need to turn across the device.
- There is potential for devices to be struck by snow clearing vehicles. Some municipalities are choosing to leave the devices in place throughout the winter and accept a potentially high replacement rate. Alternatively, they may be seasonally removed.
- Devices should be retro-reflective for visibility in low light conditions.

Rationale for inclusion or exclusion

Centreline hardening has been included as a component of the systematic safety improvements at signalized intersections, due to its proven benefit to reduce the speed of turning vehicles.

MULTI-NEIGHBOURHOOD CORRIDORS

When evaluating Ward 3, several corridors crossed multiple neighbourhoods and were also the site of significant concern from both the technical analysis and community feedback. As such, these corridors have been considered in a more holistic fashion, and the recommended measures along each street/corridor are recommended to be implemented concurrently to maximize the benefit and reduce confusion related to these measures. These corridors are:

1. Dunsmure Rd / Holton Ave
2. Stinson/Delaware/Maplewood
3. Cumberland Ave
4. Emerald St N
5. Cannon St E (east of Sherman)

Figure 47: Focus corridors

Each of these corridors presented unique challenges and opportunities, but they all featured prominently in community concerns and technical evaluation as corridors with high rates of traffic, many cut-through vehicles and high speeds. Future considerations along these corridors have been included and will require more analysis before implementation as they relate to the impact on the future road network. This information will feed into future studies, reviews and can be used to investigate the impacts of major transit projects where they exist. An exploration of each of the corridors is included below:

DUNSMURE CORRIDOR

Dunsmure Road runs directly parallel to Cannon Street and Main Street. It is primarily residential land use and is identified as a local road in the City's Transportation Planning documents. Despite its designation, Dunsmure carries relatively high numbers of vehicles, and there were numerous complaints of speeding, poor stop sign compliance and cut-through traffic along the corridor. Dunsmure is identified as a preferred Bicycle Boulevard in the City's Cycling Plan and is also being examined for a closure at King Street in conjunction with LRT construction.

With its location and function, Dunsmure is an attractive option for cut-through traffic seeking to avoid Main Street or Cannon Street. It subsequently attracts additional trips on Holton Ave as drivers use the signalized connections to access Dunsmure. With this in mind, the project team has developed a series of measures designed to effectively remove Dunsmure as an alternative for people driving to move east to west through Ward 3, creating a high-quality corridor for walking, cycling and wheeling.

The proposed interventions on Dunsmure are:

- Install directional closures (with bicycles excepted signage) at key intersections along the route, eliminating cut-through traffic for motor vehicles. This includes future considerations along the corridor including intersections such as at St. Clair Ave.
- Evaluate new signalized crossings at arterial roads, especially at Ottawa Street where Dunsmure crosses into Ward 4.
- Address the offset intersection at Dunsmure and Proctor Boulevard by installing a diagonal diverter in the future.
- Convert north-south connecting streets in the Stipley neighbourhood to **alternating one way** streets to eliminate those corridors as options for cut-through traffic between King and Main Streets.
- Monitor speeds and volumes once directional closures and one-way conversions have been installed to determine if additional measures, such as raised intersections, speed cushions or neighbourhood traffic circles may be warranted for future inclusion to reduce speeds and volumes further.

It is recommended that the interventions that divert traffic – the directional closures and one-way conversions – **be completed concurrently** to create a shorter period of adjustment to the new travel patterns in the neighbourhood. This concurrent installation will also allow City Staff to monitor the efficacy of these measures, and to adjust the approach according to the new data and traffic patterns being observed. Once those measures have been installed, the City can determine whether other measures to reduce volumes and speeds in the area are necessary.

STINSON / DELAWARE / MAPLEWOOD

The corridor that is comprised on Stinson Street, Delaware Ave and Maplewood Drive were considered as a continuous corridor for this study because of the relatively consistent conditions along this stretch. The SDM Corridor is made up of Collector Roads, all of which carry a relatively high volume of traffic. These roads also have bike lanes on them, but those bike lanes are of sub-standard width, and when coupled with the high volumes and speeds on these streets, are unlikely to ever rise to a truly all ages and abilities cycling route.
In addition to having high motor vehicle traffic, these corridors also function as a vital transit corridor, with an average of one bus every 7 minutes on the route. As a result, any interventions proposed needed to consider the importance of transit on this corridor, so all efforts were taken to ensure that HSR service would not be disrupted, and that measures proposed may even improve both operations and accessibility for the HSR along this important corridor.

To balance these competing needs, the project team drafted the following recommendations:

- Curb-extended bus stops which integrate the existing bike lane. This design provides numerous benefits – first, it improves the accessibility of HSR operations on this corridor. With the existing conditions, the HSR is unable to achieve the 2.5m width desired to facilitate boarding and disembarking by people using mobility devices. Second, it creates visual and physical narrowing along the corridor, which is likely to

have a traffic calming effect. Third, it removes the need for buses to pull over into the existing bike lane for passenger loading, keeping the bus in the vehicle lane. This will reduce the opportunity for motor vehicles to pass busses, and may have the impact of both reducing speeds and making this corridor a less desirable cut-through route. Finally, the raised bus stop design also adds safety for people cycling, providing some physical protection near intersections where the majority of collisions occur.

- Right turn restriction at Webber and Victoria – drivers are using this short residential street as a cut-through to avoid the stop sign at Victoria and Stinson.
- Intersection improvements at Victoria and Stinson – in coordination with the addition of the Victoria Avenue Cycle Track, the intersection of Victoria and Stinson can be simplified by reducing the width to accurately reflect the 2-lane configuration, creating a tighter turning radius for eastbound turns to reduce speeds in the process.
- Alternating one-way treatments on Erie Avenue to reduce north-south cut-through traffic should be considered in the future.
- A future full closure on the west leg of Delaware and Wentworth – this short residential street is being used as a cut-through by drivers to avoid the intersection of Stinson and Wentworth, and a turn onto Wentworth then to Delaware creates a very unsafe maneuver. Closing this access will have very little impact to traffic operations in this area, and will improve the safety of the Delaware and Wentworth intersection.
- Right-in Right-out treatments at Delaware and Gladstone – this offset intersection creates a challenging crossing for people walking, and increases cut-through traffic on Gladstone Avenue. By forcing right turns, it simplifies the intersection and reduces cut-through traffic.

On streets adjacent to the Stinson-Delaware-Maplewood Corridor, speed cushions and other measures are proposed where warranted to help create an area-wide traffic calming approach.

Figure 48: Inspiration for raised intersection with curb extension and turning radius reduction

CUMBERLAND AVENUE

Cumberland avenue is a Collector Street with primarily residential and sensitive institutional / public land uses. It is home to multiple parks, places of worship, schools, daycares and more. Currently, traffic volumes on Cumberland are very high for a street with its context, indicating that it is being used as a cut-through by drivers looking to get across Ward 3. Cumberland is not an important HSR Detour route, and it also lacks a sidewalk on the north side of the road along its eastern leg. It was the site of a considerable amount of resident feedback about speeding, cut-through traffic, poor stop sign compliance and more.

Much like Dunsmure, the project team has prepared a series of measures that are designed to essentially eliminate Cumberland as a cut-through alternative. These measures include:

- Install directional closures at key intersections along Cumberland to reduce cut-through traffic in the future to allow for more analysis of near to long term interventions along the corridor as they relate to impacts on the future road network.
- Reduce radius at Rutherford Ave and Sanford Ave S to reduce vehicle speeds going around this corner onto a wide, one-way residential street
- Reducing the effective width on Rutherford Avenue through the use of mid-bloc curb extensions, while also adding speed cushions to the one-way segment of Cumberland.
- No through traffic at Sanford on Cumberland to reduce cut-through traffic.
- Neighbourhood traffic roundabouts at several intersections (long term, as necessary based on implementation of directional closures)
- Speed Cushions on Sherman Ave.
- Curb extensions at Gage, including centreline hardening for vehicles entering Cumberland.
- Future right-in, right-out interventions to reduce cut-through traffic on north-south streets.
- The addition of a sidewalk on the north side of Cumberland with reconstruction (long term).

Much like Dunsmure, the directional closures should be implemented first, with a deliberate monitoring and evaluation approach followed to determine whether additional measures, including neighbourhood traffic circles, raised intersections etc are warranted to further reduce vehicle speeds and volumes.

EMERALD STREET CORRIDOR

Emerald Street is a north-south local street corridor extending through much of Ward 3. As with the other multi-neighbourhood corridors, a number of resident concerns were raised along this corridor relating to speeding, cut-through traffic, and other safety concerns. The proposed interventions along this corridor aim to deter the use of Emerald Street for cut-through traffic, by introducing directional roadway closures at strategic locations.

Proposed interventions:

- Directional roadway closures to address cut through traffic and speeding concerns (future intervention)
- Review traffic signal suitability to address crossing concerns at Barton St E and Wilson St
- Speed cushion to slow traffic and address speeding concerns between Barton St E and King William St
- Curb extensions at Emerald St S and Stinson St

Figure 49: Emerald Street proposed interventions

OTHER CONSIDERATIONS

Throughout public consultation for this project, suggestions for enhancements to the public realm in Ward 3 emerged that are beyond the scope of this project. These items are documented here for further consideration as part of future project works.

LIGHTING ENHANCEMENTS

Residents identified several neighbourhood paths, which provide cut-through access for people walking, cycling and wheeling, where a lack of lighting created an environment that feels unsafe. Illumination improvements to these corridors should be considered. Specific locations are identified in JC Beemer Park.

Figure 50: JC Beemer Park as seen from King William Street (Image Credit: Google)

ADDITIONAL SIDEWALKS AND OTHER INFRASTRUCTURE

In some areas within Ward 3, most notably in the St. Clair and Blakely neighbourhoods, the lack of sidewalks was a high priority among residents and other stakeholders. This Report suggests that efforts be taken to bring all roads in Ward 3 up to standards as defined in the City of Hamilton's Complete Streets Design Manual, but in particular there should be considerations given to urbanizing and adding sidewalks on the north side of Cumberland Street. While this report recommends traffic calming and diversion measures on Cumberland to create a safer, more comfortable street that could be utilized as a shared space for all users, the addition of a sidewalk on the north side of the street should still be considered with reconstruction to provide safe, separated space for people walking and wheeling in that area.

This report also recognizes the importance of plans from the Sustainable Mobility team to add cycling facilities to several corridors in Ward 3, including Lawrence Road, Victoria Avenue, Ferrie Street, Wellington Street N and Birch Avenue, which will improve safety and connectivity for people walking and cycling in many of the most disconnected areas of Ward 3.

TRAFFIC SIGNALS AND PEDESTRIAN CROSSOVERS

Many concerns relating to the safety of crossing arterial road corridors were identified through this project. In many cases, existing signalized crossings are relatively far apart, and someone wishing to cross the street between signals is often faced with four or five lanes of traffic to negotiate.

As part of the design recommendations, the project team reviewed the spacing of signals along the arterial corridors, resident concerns, and the location of existing bus stops or significant destinations (e.g. schools, parks). Candidate locations for additional crossings were identified. These locations are believed to represent places where there is latent demand for new, safe crossings, or where there is a clear rationale to provide a crossing in the interest of pedestrian network connectivity. An effort has also been made to position these recommended locations an appropriate distance from existing signalized crossings. However, further analysis (including the application of OTM Book 12 and 15 warrants) is required to confirm the suitability of a traffic signal or a pedestrian crossover at these locations.

COLLECTOR STREET REVIEW / CANNON STREET CORRIDOR

As discussed in the safety review, collector mid-block segments were identified as an area of focus with a relatively high frequency of serious collisions. These collector street corridors have been reviewed on a case-by-case basis. Many of these corridors are among the multi-neighbourhood corridors discussed earlier in this section, and design interventions appropriate to the unique circumstances of each corridor have been recommended.

Cannon Street represents a unique challenge within Ward 3. It is a high-volume collector which becomes an arterial road west of Sherman Avenue. It accommodates frequent transit service and is a major cycling route. The corridor is also highly constrained along many blocks. Existing cycling facility widths are sub-standard (< 1.5 metres wide). This is believed to contribute to a high rate of sideswipe collisions involving cyclists along the corridor.

Unlike many of the other collector roads studies, the land uses along Cannon Street are much more varied, with Tim Hortons Field being a major destination fronting directly onto Cannon Street. There are more limited opportunities for traffic calming or diversion, and efforts to improve the width of the cycling facility would come at the expense of removing highly utilized on-street parking.

It is recommended that the Cannon Street corridor be reviewed in greater detail than was possible within the scope of this project, to identify a long-term vision for the corridor and to clarify its modal priorities. The street design can then be adapted to suit its intended function.

Some specific recommendations have been proposed as part of the crash-based safety review of the “hot spot” blocks along Cannon Street. These include:

- Providing pedestrian crossings at the Balsam and Melrose intersections.
- Reviewing the need for a two-way left turn lane between Balsam and Melrose. Consider reallocating this space to increase cycling facilities to OTM Book 18 recommended widths or to construct median refuge islands for pedestrian crossings.
- Review the placement of bus stops in relation to the pedestrian crossover near Tim Hortons field. Consider relocating bus stops to farside so that stop buses do not obstruct the visibility of pedestrians waiting to cross.

4 CONSULTATION AND ENGAGEMENT

4.1 ENGAGEMENT PROCESS

PUBLIC ENGAGEMENT EFFORTS

Project website and tools

The project team developed a project webpage on the Engage Hamilton platform to provide information and project updates throughout the course of the project. The webpage also included several online tools which allowed community members to provide input and ask questions. The tools included a mapping tool where participants could post comments at specific locations on a map to highlight traffic concerns or opportunities for improvement, and a question tool where participants could post questions about the project for the project team to answer.

Councillor outreach

Ward Councillor Outreach was an essential part of the success of this project, with the Councillor's office having strong relationships with many of the community organizations, business groups and non-profits that operate within Ward 3. The Councillor's office promoted the project on Social Media feeds, included information about the project in newsletters and mentioned the project in response to resident concerns related to speeds and safety as they came in. The feedback from the Councillor's office was reflective of their understanding of the Ward and helped to ensure that the specific context of the neighbourhoods in Ward 3 was reflected in the final report. During the course of the project, the project team met with the Councillor's office on several occasions to ensure that all areas of Ward 3 were being reflected in the measures proposed, and that the concerns that the Councillor's office was hearing from residents were considered as alternatives were evaluated.

PIC and feedback tool

A virtual Public Information Centre (PIC) was hosted in June 2022 to present the Project to the community, including a brief presentation about the process followed to evaluate alternatives and the measures being considered for inclusion in Ward 3. The webinar was viewed by more than 200 residents through a combination of live attendance and recording viewing, with many questions and comments submitted. The project team created an interactive mapping tool to explore the measures in more detail and solicited feedback from the public on the proposed measures. 106 specific comments were submitted following the session, with the majority being positive about the proposed implementations, requesting additional measures on corridors that were not included or asking for measures to be slightly modified to better suit the local conditions. Notably, the project team did not receive any feedback that was critical of the measures being recommended – the overall tone of the feedback was that the community is excited about the measures being recommended.

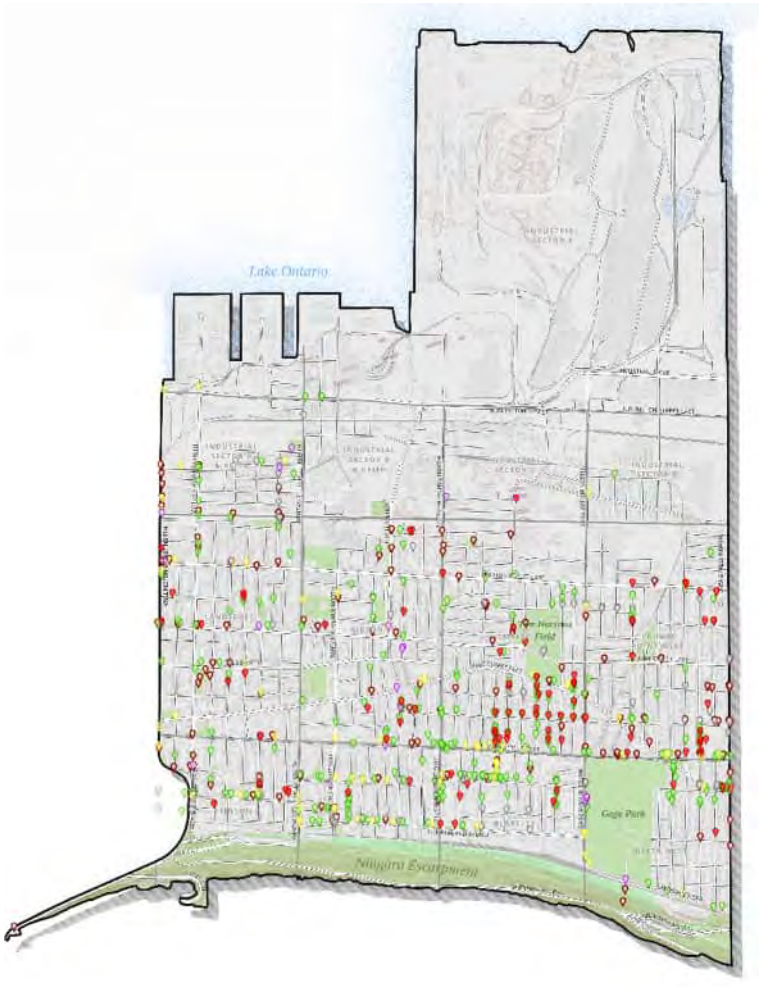
Emails from residents to Councillor and project team

Throughout the project, community members were encouraged to send emails to the Councillor and project team to highlight traffic concerns and provide input for the project.

These emails were summarized by the Councillor's office and sent to the project team for inclusion.

4.2 WHAT WE HEARD

Community feedback on this project was considerable – over the course of the project more than 1200 unique data points were generated from the community through the Engage Hamilton platform, questions and comments sent to City Staff and the Ward Councillor's office and comments on the online mapping tool. Figure 51 shows a map and summary of the feedback received through the Engage Hamilton Platform during the first phase of the project.



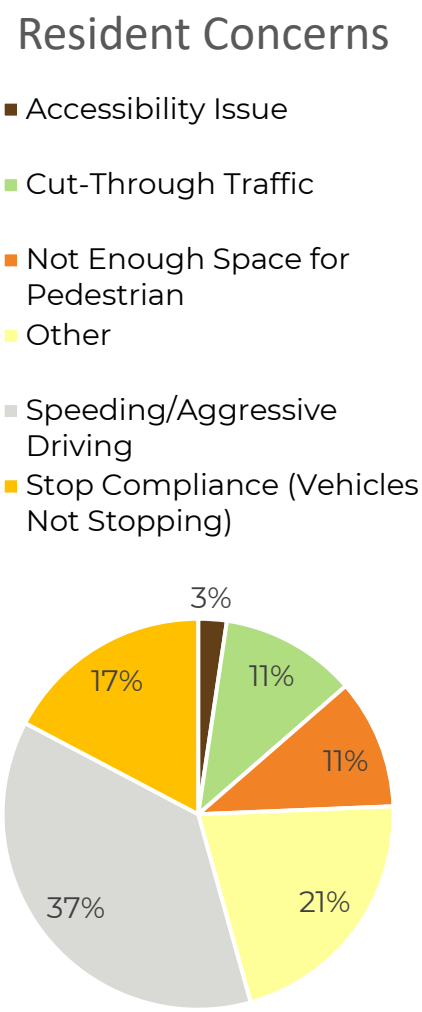


Figure 51 - Map of comments from Engage Hamilton Platform

The feedback from Phase 1 was largely reflective of the feedback received throughout the project – speeding, aggressive driving, cut-through traffic and too little pedestrian space were the most common concerns raised by residents. Most of the emails and comments received through City Staff or the Councillor's office also reflected

those priorities, with most correspondence being a request for additional traffic calming measures in Ward 3.

Some examples of the feedback received as it related to additional requests include:

> *Are there any measures planned for Oak Avenue? I'm finding the presentation informative, and I'm pleased to see the efforts being made in Ward 3 to address our concerns; however, I feel like our concerns about the increased speeding/traffic/haphazard parking of cars due to the bar at the corner of Oak and Barton are being overlooked. With the measures going in on Emerald, all that will do is redirect the traffic one street over to us, and we're already overwhelmed.*

> *Way too many cars flying around this corner without slowing down. Kids cross here from the bridge and the west side of Emerald to get to the park, and cars park right by the corner too. Kind of worried about someone ending up on my front lawn some day, or someone being badly injured.*

> *Frequent speeding / aggressive driving all along Cheever street. Cars often use the Birge/Cheever connection to avoid the stoplight at Barton and Wentworth.*

During the feedback session after the PIC, a number of modifications were also suggested to the project team. Some of these examples include:

> *This one-way in two directions feels confusing to me and appears it would increase traffic via Tisdale. It feels far preferable to make Erie one-way from Stinson to Main St. Less confusion, less Tisdale traffic and ideally a reduction in delivery vehicles pulling onto the West curb in front of the apartments.*

> *The direction of this one-way street does not make sense - there is a lot of traffic that turns left onto Carrick from main to avoid the lights at springer. Then the speed down Carrick at highway speeds. Therefore, I think the direction of this one-way street should be the heading south and not north.*

Some concerns were raised about on-street parking and resident access as well, a concern that should be included in the broader review of design, parking permits and access in areas where on-street parking is at a premium in Ward 3.

Please note that there is significantly more parking on the East side of Erie Ave. (the current side for parking) and this would need to be maintained as there is already high demand for parking.

I live near the end of Sherman Avenue South. I understand why the no turns is proposed here, however, it does feel inconvenient to those living at this end of Sherman South before Cumberland. Is there anything else that can be done to reduce the cross through traffic instead? Also doing this will create additional traffic at Delaware and Sherman South, which is already a problem intersection. I have seen many near misses at this intersection over the years. Perhaps adding another stop for those going north on Sherman Ave South would help.

Even where residents raised challenges with their ability to access their homes through their previously defined routes, however, the overwhelming majority of public comments reflected a strong understanding of the tradeoffs that are necessary between unrestricted access, especially to one's home, and the ability to have slower, calmer streets in the Ward. Perhaps nowhere was this more succinctly stated than in the following comment.

It's a win, lose. It's a pain as I am at the corner of Dunsmure and Holton so it looks like I will have to go to Main and loop around to get to King (at least that's how I understood it) BUT my main priority is reducing Holton being a cut through street. Can't have it all! Thank you for organizing this. I'd love to feel safer playing with my toddler on the front lawn :)

The comments received during this project were nearly universal in their support for the measures being proposed. Given the scope and scale of the measures contained in this Report and the considerable shift in transportation patterns that these measures represent in Ward 3, this is a significant finding in and of itself. Disagreement is an expected outcome of projects like this, where established mobility expectations are upended, but in this instance there was near unanimous consent that the measures proposed by the project team should be implemented and, in many cases, be expanded. With this strong public support in mind, the project team aimed to craft an implementation strategy that, while respecting available staff resources and necessary timelines for additional studies, meets the needs of the residents of Ward 3 today and into the future.

STAKEHOLDER ENGAGEMENT EFFORTS

To ensure that the recommendations put forward as part of this project are achievable and supported by City Staff, the project team also consulted extensively with City Staff throughout the project. The project team convened a Technical Advisory Committee for the project, which was made up of City Staff from multiple departments and agencies, including Roadway Safety, Transportation Planning, Operations and Maintenance, Parks, Forestry, HSR (Transit), Sustainable Mobility, Parking, Emergency Services and more.

At the first Technical Advisory Committee meeting, the project team explored the problems and opportunities with members of the TAC as it relates to Road Safety in Ward 3. It was vital to ensure that all relevant City Staff understood the need for change in how Ward 3's streets operate, and identify the potential solutions that could improve safety in this area. The project team understood early on that in a dense urban area like Ward 3, there are necessary trade-offs when it comes to improving road safety. City Staff was asked early on to consider what trade-offs would be acceptable to them in terms of their operations in exchange for improved road safety in Ward 3, which resulted in several meaningful changes to the recommendations in this report to better accommodate the competing needs of various departments.

Individual meetings were also held with key City Staff and departments to ensure that the Complete Streets Report was reflecting both internal planning processes and the needs of residents. The project team met with staff from Sustainable Mobility, Transportation Planning and HSR to ensure that the recommendations in this plan complement their objectives, especially as the City of Hamilton moves forward with plans for an LRT system through Ward 3 and beyond.

With the compromises determined, the priorities aligned and the feedback gathered, the project team hosted a second Technical Advisory Committee where the overall approach to the report was presented. City Staff were provided opportunity to ask questions, suggest changes to proposed measures and provide additional context that could help the project team refine and prioritize implementation. This final TAC meeting served to confirm the recommended measures that were carried forward to the Public Open House, and which make up the bulk of the recommendations in this report.

4.3 WHAT WE DID

Feedback from Stakeholders, Community Members and Project Team members informed every step of the development of this report, making it a truly collaborative effort.

The feedback provided during the early phases of the project – through the Engage Hamilton platform and conversations with the Ward Councillor's office, informed the preliminary areas of focus for the study. Where high numbers of resident concerns were identified, traffic studies were performed to validate those concerns. Where there were few comments, community champions and the Ward Councillor helped to ensure that the voices of previously marginalized communities were still heard, encouraging the project team to

evaluate corridors where the ability to participate in an online engagement tool may be limited.

The development of the methodology for analysis and the preliminary alternatives were guided by conversations with City of Hamilton Staff, who ensured that the project met both the needs of the City from a policy perspective and the needs of the residents in Ward 3. Through this phase of the project, alternatives were removed from consideration based on prior experience at the City, but others were introduced for consideration and testing. This iterative approach to improving road safety is the reason why this report features such a wide variety of potential measures – because City Staff and the Consultant team were encouraged to both iterate and innovate over the course of this assignment.

As the project progressed, the recommended measures evolved to meet the needs of the diverse stakeholders in Ward 3. For example, proposed measures along the Stinson-Delaware-Maplewood corridor changed from a proposed advisory bike lane to a corridor with raised bus platforms that integrate cycling facilities. With significant transit volumes on this corridor, creating yield conditions through the implementation of an advisory bike lane was not desirable, so the project team met and devised an alternative solution – raised bus stops. The bus stops serve to narrow the effective right of way, slowing traffic while also creating the conditions whereby the bus does not need to pull over to the curb and block the bike lane to pick up and drop off passengers. This keeps the bus in the live lane of traffic, reducing the need for drivers to merge back into mixed traffic and ensuring that private automobiles aren't able to pass buses as easily. This creates an additional traffic calming effect, especially on a corridor with such high transit frequency. All of these features combined may contribute to the corridor becoming less desirable as an alternate route to the east-west arterial roads in Ward 3, reducing speeds and volumes on this corridor while also improving transit service and accessibility.

As the project neared completion, corridors were also added for consideration based on community feedback, which was then verified by quantitative data collection to ensure that routes met the City's pre-screening criteria for traffic calming devices. In other areas directional closures were reversed based on community feedback, ensuring that common cut-through routes are closed off to improve neighbourhood safety. By listening to the people who live in Ward 3 – those with the highest degree of lived experience about where their roads can be made safer – this Report has consistently been evolving and improving. The recommendations contained in this document may not all work out perfectly – some may work very well while others may fail to deliver the expected benefits. But the engagement process followed as part of this assignment – where the project team and the City were open and honest about the trade-offs inherent in the measures being proposed, will help to build a future where there is a productive dialogue about road safety in Ward 3.

Developing this report involved multiple stages of listening, vetting and evaluating alternatives. The iterative process followed in the development of the recommendations contained herein can be adapted and used as implementation occurs, which can build trust and capacity in the community to ensure that future road safety improvements in Ward 3 build on previous successes, learn from prior mistakes and contribute to a broader understanding across the City of how roads and public spaces can be made better.

To build that trust and build on the foundations laid by the engagement in developing this Report, the City should:

- listen to the community with empathy,
- verify their lived experiences through data collection,
- propose solutions based on best practices,
- vet those proposed solutions with the community,
- iterate the designs to meet the local context,
- implement the designs,
- monitor and communicate after implementation, including reporting on key metrics and;
- modify the measure based on community feedback and data collection.

5 FINAL RECOMMENDATIONS

This section outlines the final recommendations for each neighbourhood in Ward 3. A series of maps illustrating these recommendations are included in **Appendix A**. The first set of maps shows all proposed measures, followed by three sets showing the measures by the implementation phase. **Appendix B** elaborates on the recommended measures per phase, neighbourhood and exact location. Table 4 presents the number of locations where measures are proposed.

A phased implementation approach is shown, with measures divided into four phases*:

- Short Term – 2022-2024
- Medium Term – 2025-2027
- Long Term – beyond 2027
- Future Considerations

**It is important to note that these timelines are approximate and subject to change based on limitations including but not limited to further review, limitations from other construction projects and available funding.*

Table 4 Total Number of Each Measure

Measure	Number of locations where proposed
Add Cycling Facility	5
Add Ladder Crosswalk	19
Add Parking - Both Sides	2
Add PXO Crossing	1
Add/Refresh Pavement Markings	68
Additional Signage	1
Community Entrance Sign	6
Consider All-Way Stop	2
Curb Extension	25
Diagonal Diverter	2
Directional Closure	21
Full Closure	1
One-Way Conversion	17
Parking Lay-By	6
Planter	1
Raised Bus Stop	25
Raised Intersection	19
Remove Parking Measures	1
Review Traffic Signal Suitability	7
Righ-In Right-Out Island	14
Speed Cushions	34

Speed Display	11
Systemic Intersection Improvements	33
Traffic Circle	6
Grand Total	**327**

5.1 COST ESTIMATES

Cost estimates for each measure were developed by the project team based on recent unit costing from projects throughout the Greater Toronto and Hamilton Area. They have been reviewed and refined based on feedback provided by the City. Typical design details for each measure are included in Appendix B and detailed costing information is included in Appendix C.

For most of the measures, pavement markings, signage, mobilization, demobilization, and contingency were estimated to total 65%-75% of the cost. It has been assumed that the existing asphalt to remove is 0.2 metres.

New asphalt was estimated to be 10 mm. The length of bus stop platforms was estimated at 15.0 m. Speed cushions have been quantified based on an average of one installation every 100 to 150 metres. Installation ca be limited by stop control, driveway spacing and drainage.

The estimated cost of each measure is shown in Table 5. The estimated cost of all the measures, per neighbourhood and implementation term is shown in Table 5.

Table 5 Estimated costs per measure

Measure	Cost	Comments
Pavement Markings & Signage		
Community Entrance Sign	$3,500	Per Sign
Speed Display	$6,500	Per Sign
Additional Signage	$1,500	Per Intersection
Add/Refresh Pavement Markings	$7,500	Per Intersection
Consider All-Way Stop	$1,000	Per Intersection
Review Traffic Signal Suitability	$0	Per Intersection
Systemic Intersection Improvements	$14,000	Per Intersection
Add Ladder Crosswalk	$7,000	Per Intersection
Add PXO Crossing	$0	Per Intersection
Add Cycling Facility	$65,000	Per KM
Remove Parking Measure	$3,000	Per Street
Traffic Calming		
Raised Intersection	$41,500	Per Intersection
Curb Extension	$34,500	Per Intersection
Traffic Circle	$16,500	Per Circle
Speed Cushion	$9,500	Per Cushion

Add Parking – Both Sides	$3,000	Per Street
Raised Bus Stop	$17,000	Per Stop
Parking Lay-By	$10,500	Per Lay-By
Traffic Diversion		
Right-In/Right-Out Island	$9,500	Per Island
Diagonal Diverter	$55,000	Per Sign
Diagonal Diverter – King William/Steven	$117,500	Per Diverter
Directional Closure	$15,000	Per Closure
Full Closure	$30,000	Per Closure
Planter	$3,000	Per Planter

Table 6 breaks down the cost forecast per each phase of implementation. **Appendix C** shows the costs estimation per each neighborhood per phase.

Table 6 Cost Estimates for Each Phase

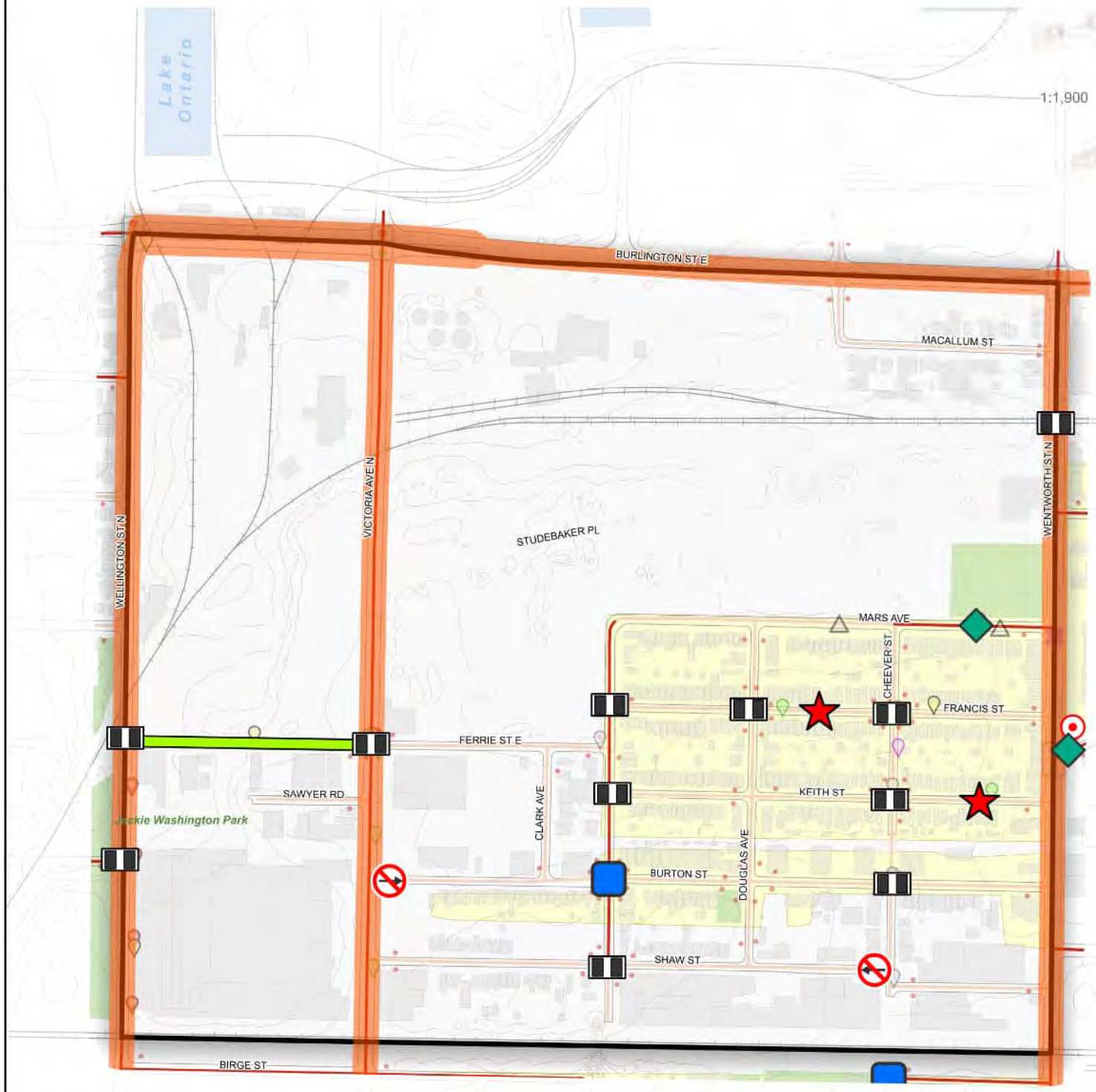
Implementation Phase	Estimated Cost
Short	$1,047,500.00
Medium	$1,052,500.00
Long	$1,776,500.00
Subtotal	**$3,876,500.00**
Future Consideration	$1,128,000.00
Grand Total	**$5,004,500.00**

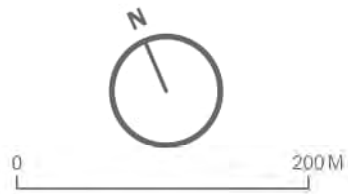
APPENDIX

A RECOMMENDED MESASURES MAPS

INDUSTRIAL SECTOR A & KEITH

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

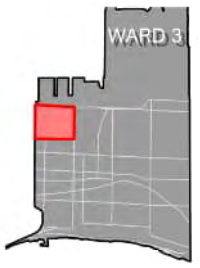
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

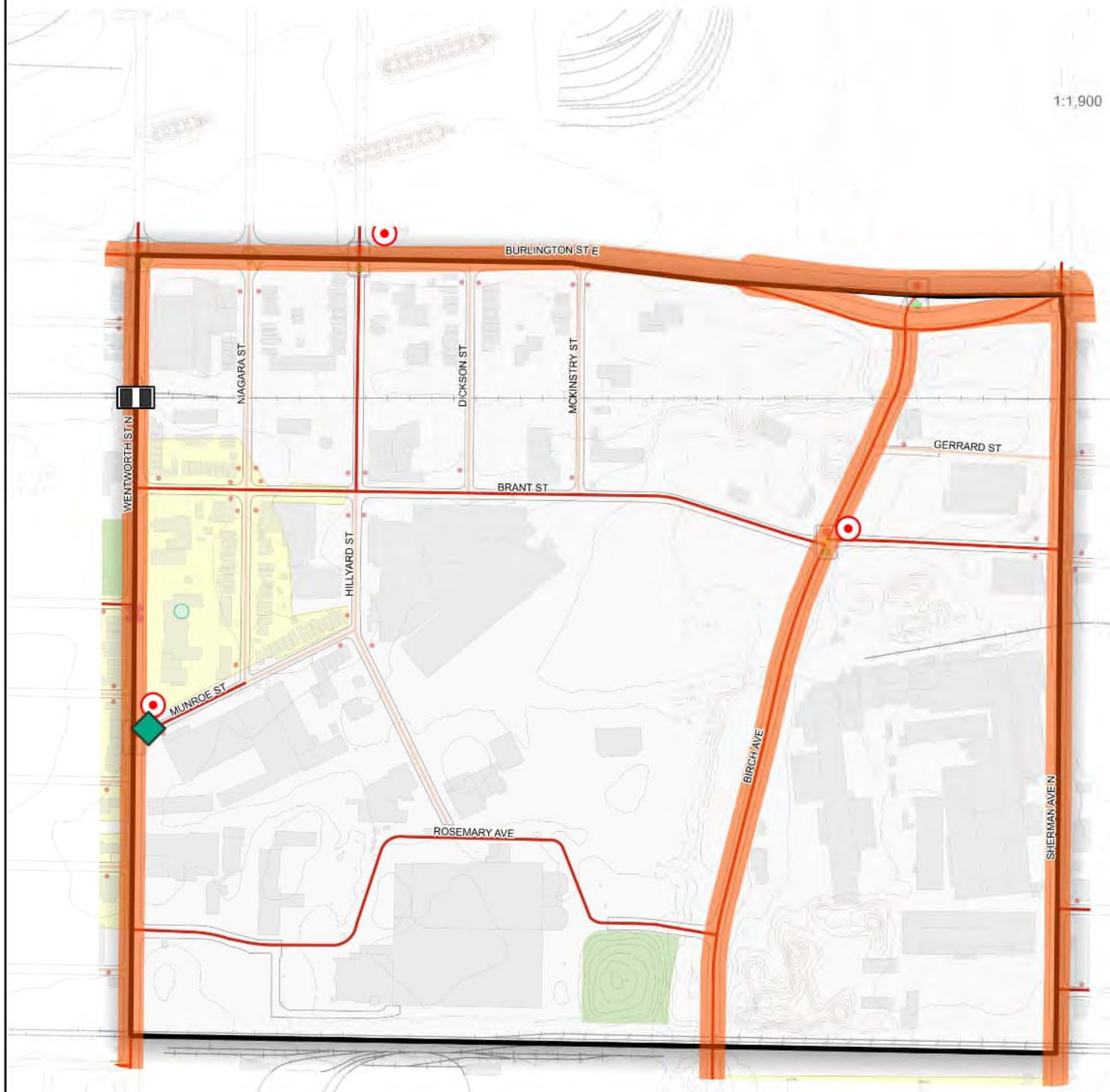
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR B & KEITH

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
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- Other

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- Arterial Road
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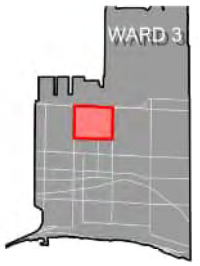
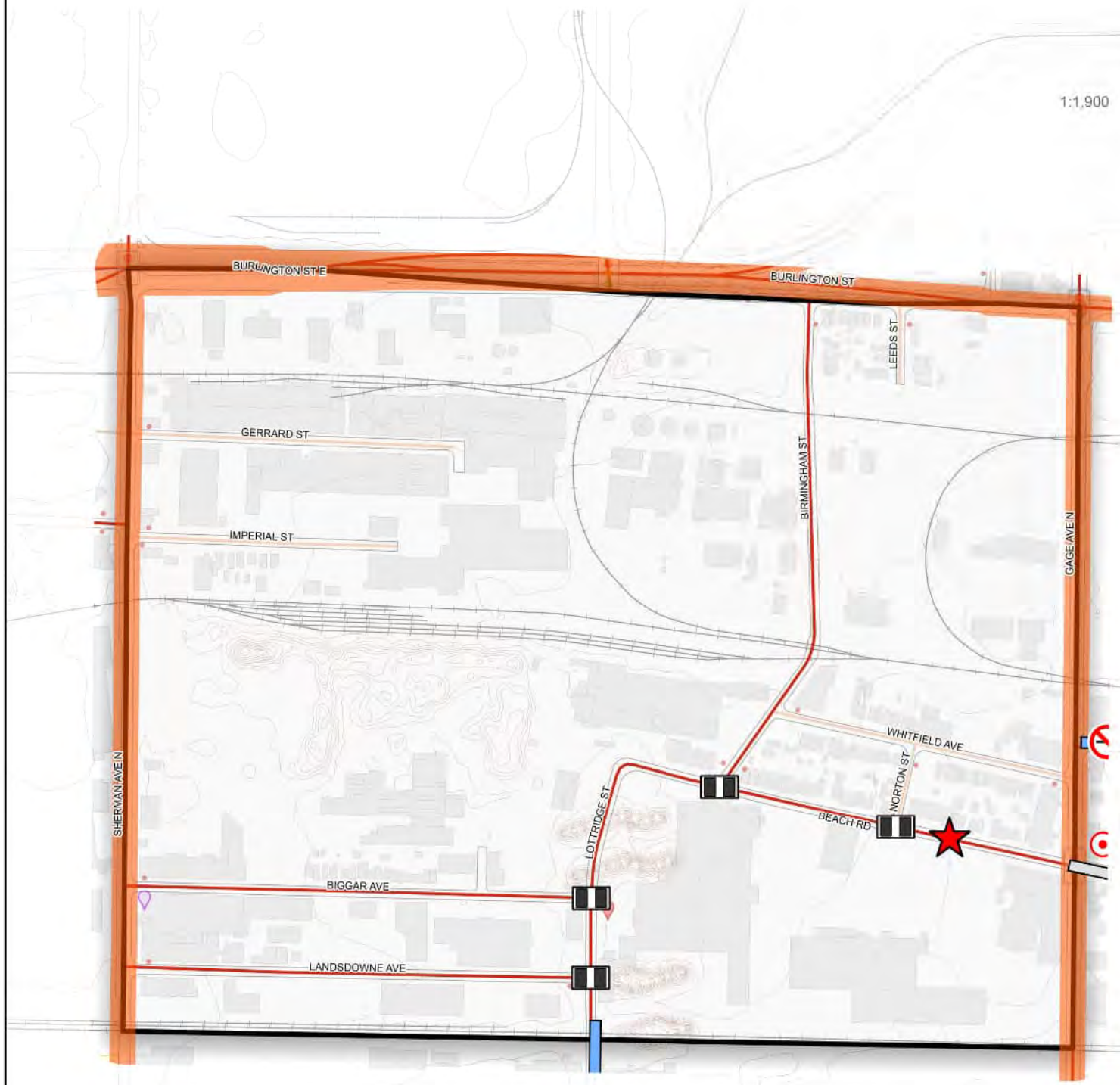


INDUSTRIAL SECTOR C

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
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- Add/Refresh Pavement Markings
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- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
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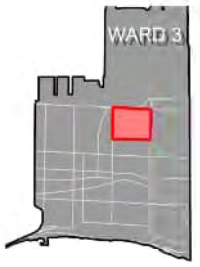
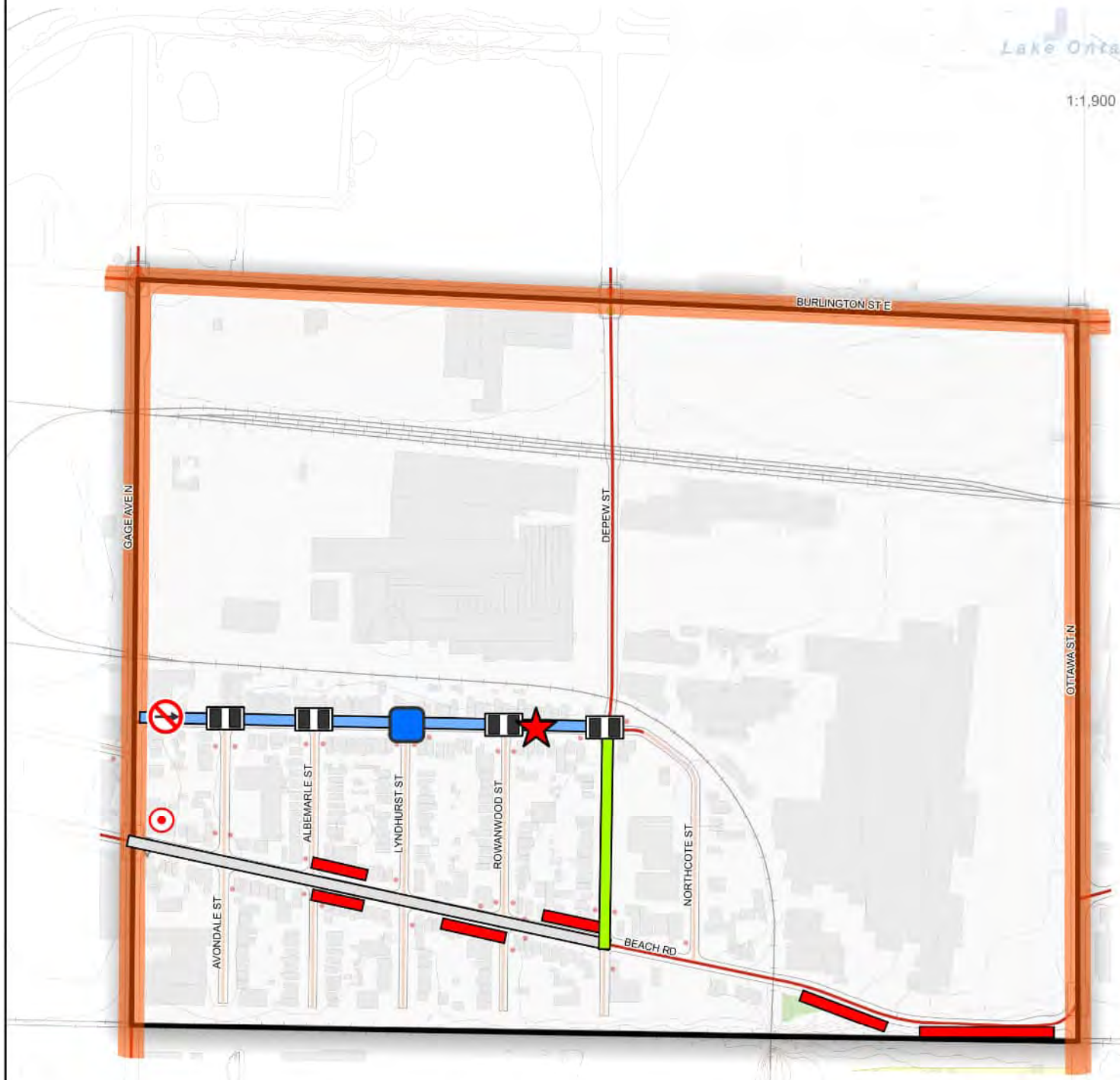


INDUSTRIAL SECTOR D

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
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- Consider All-Way Stop
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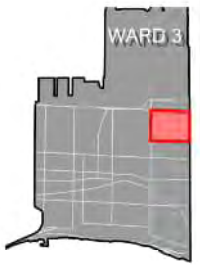
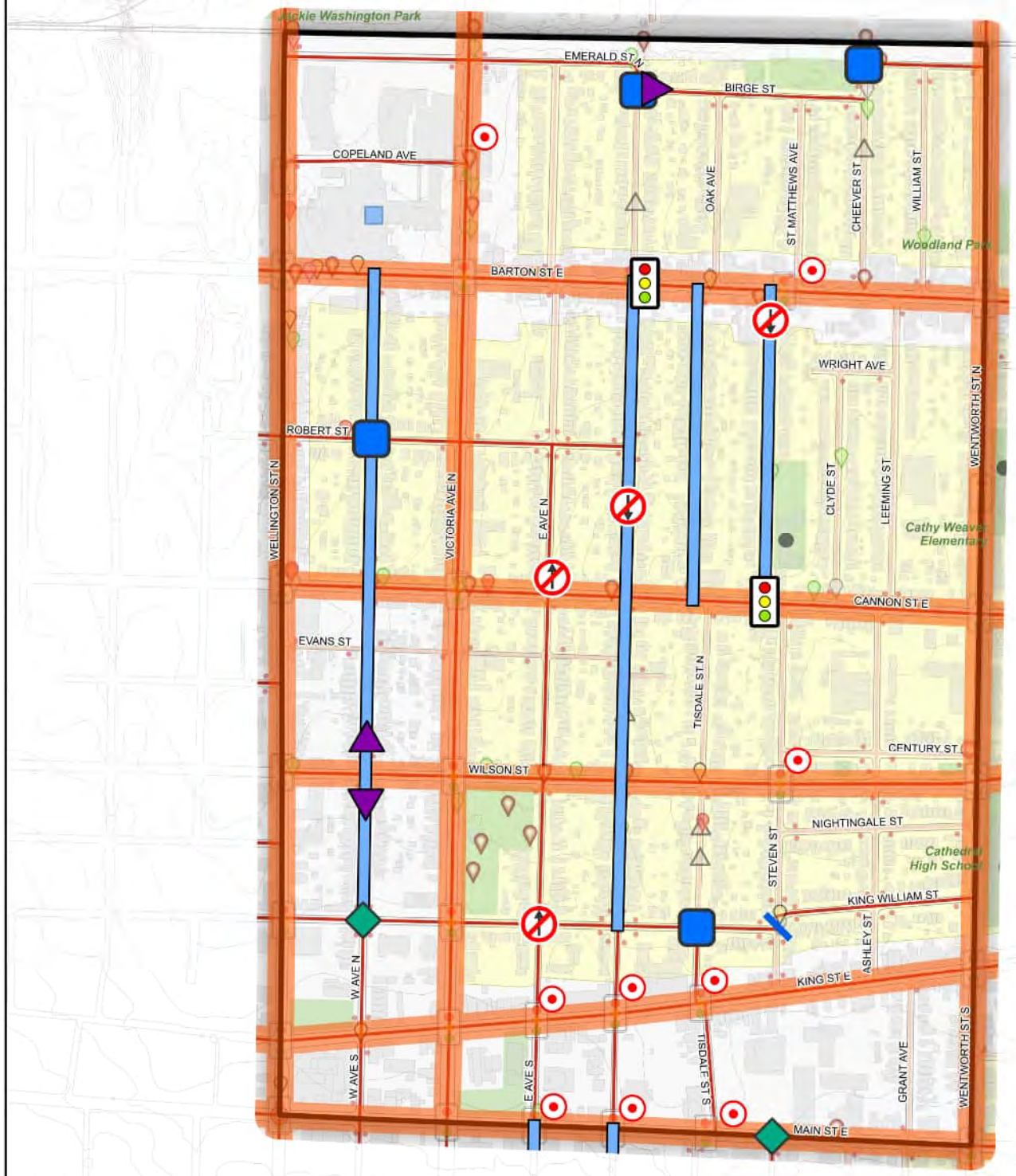


LANDSDALE

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

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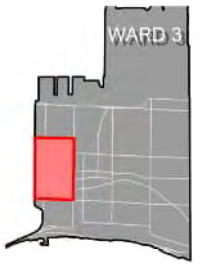
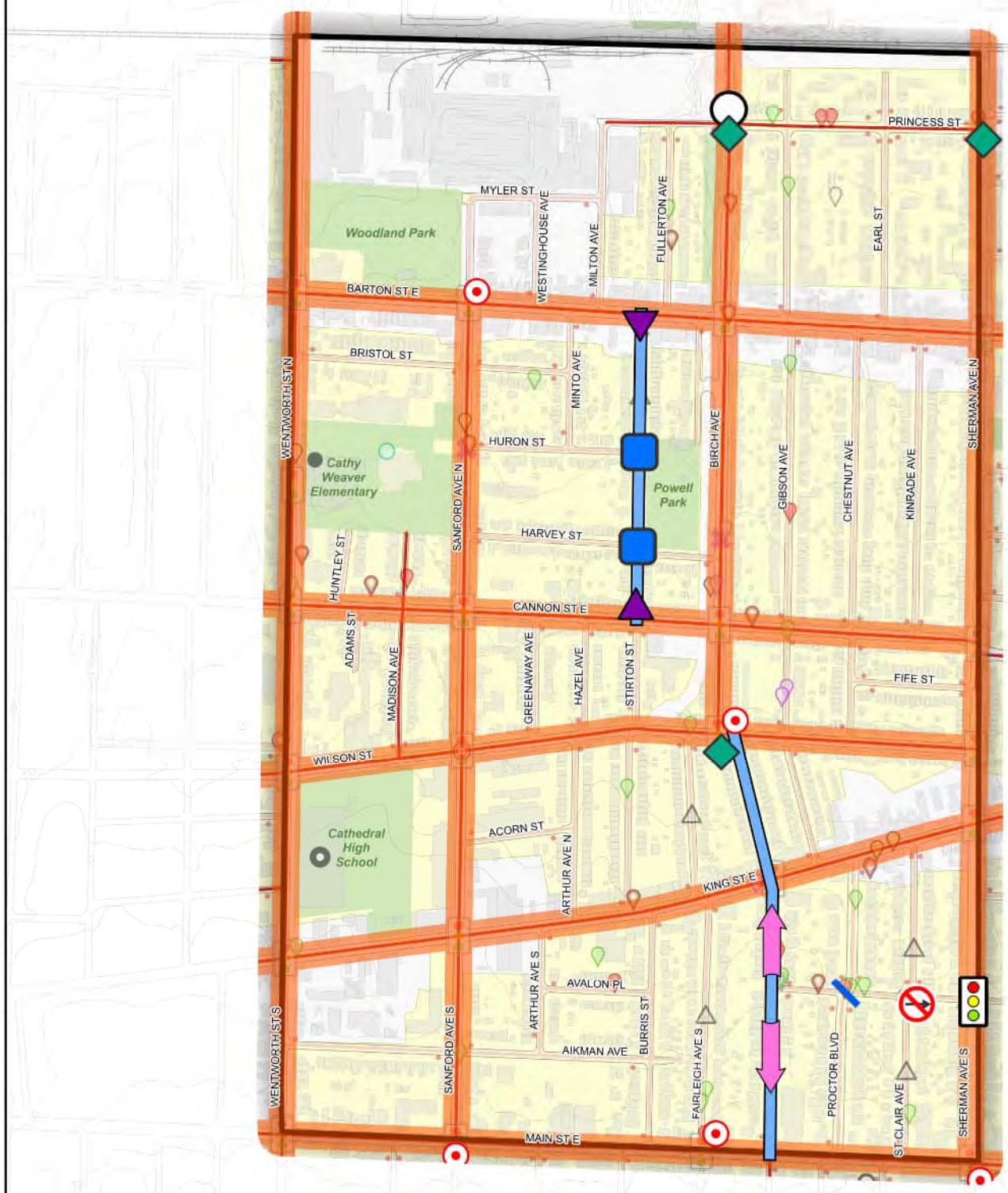


GIBSON

Hamilton Ward 3
Complete Streets Report



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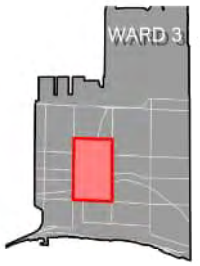
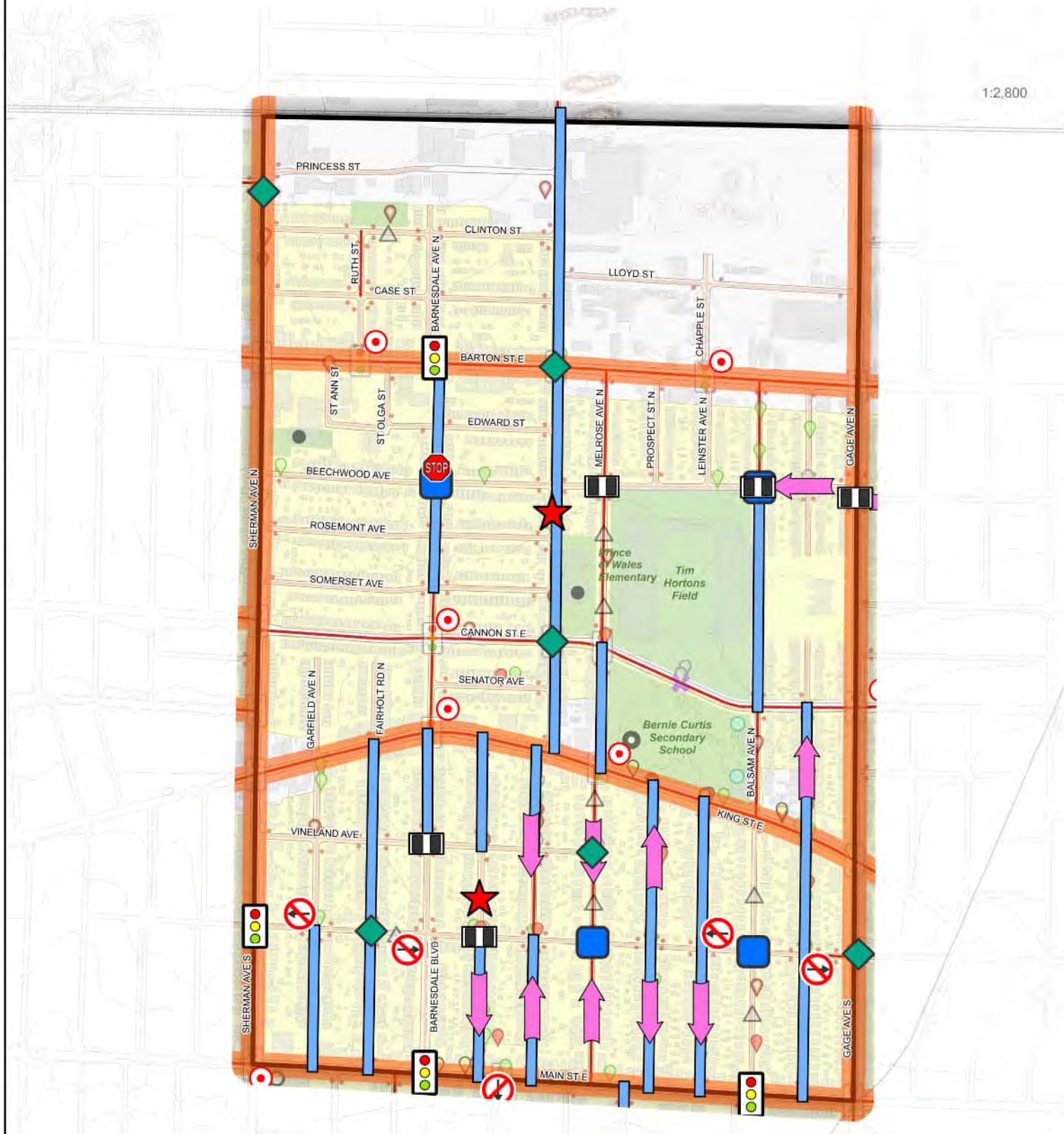


STIPLEY

Hamilton Ward 3
Complete Streets Report



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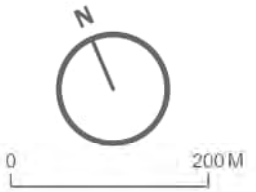

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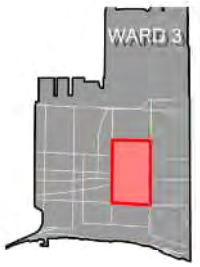
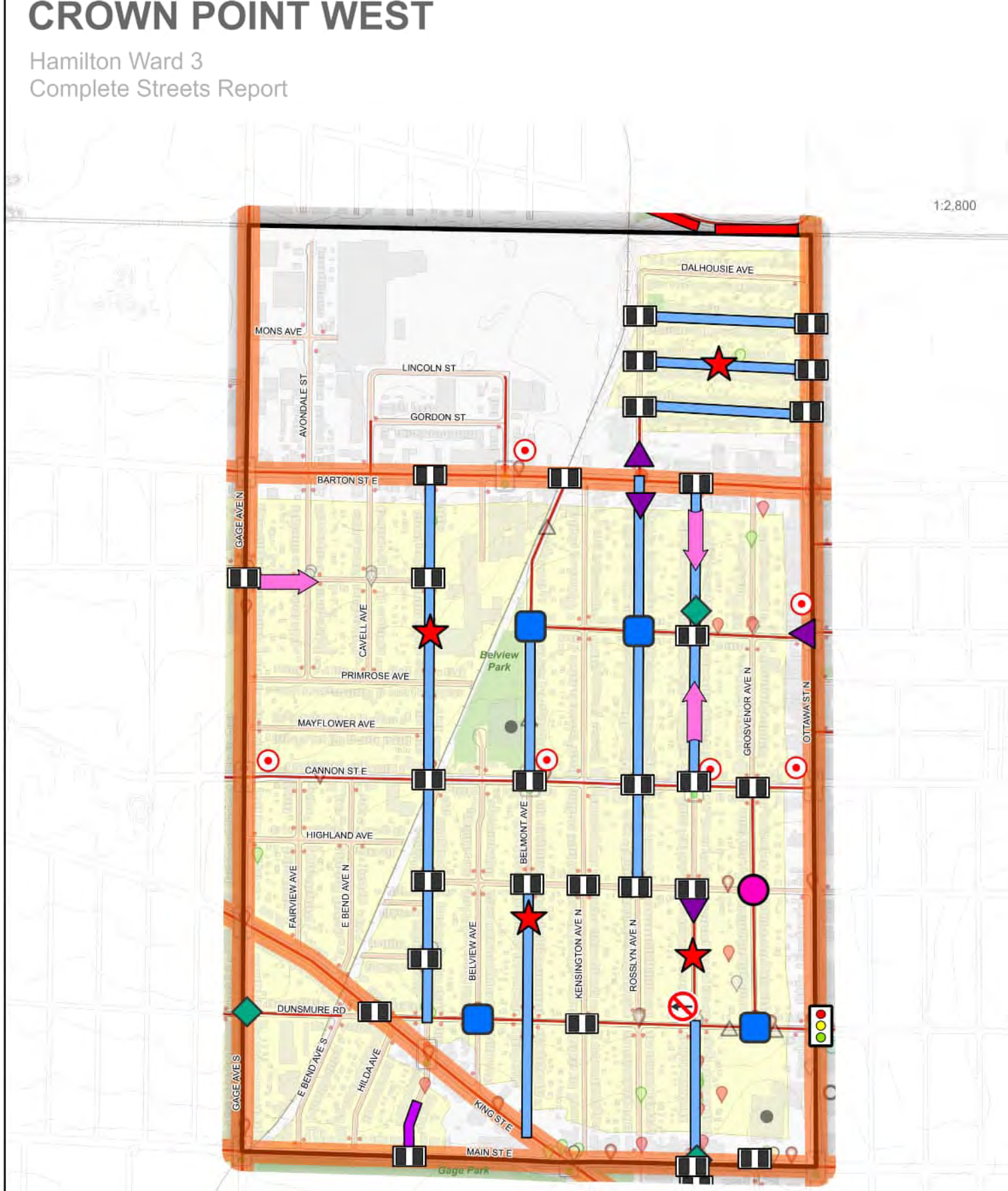
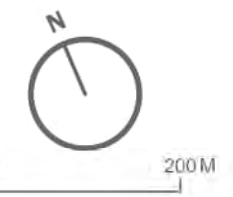


CROWN POINT WEST

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

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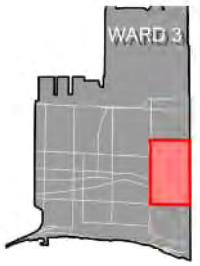
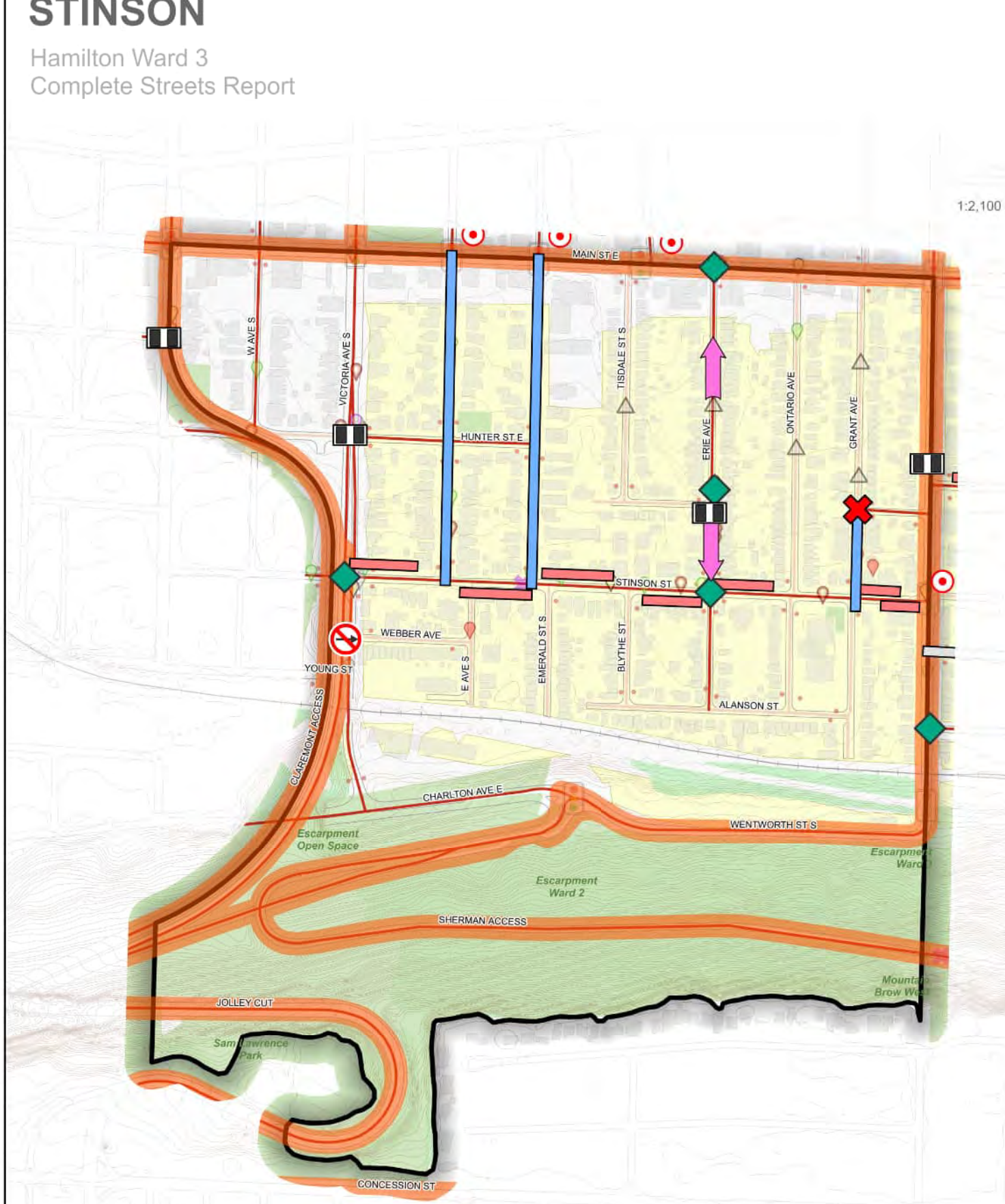


STINSON

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

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Engagement Results

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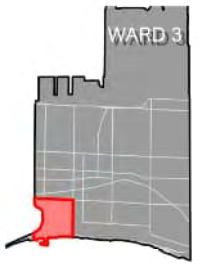
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

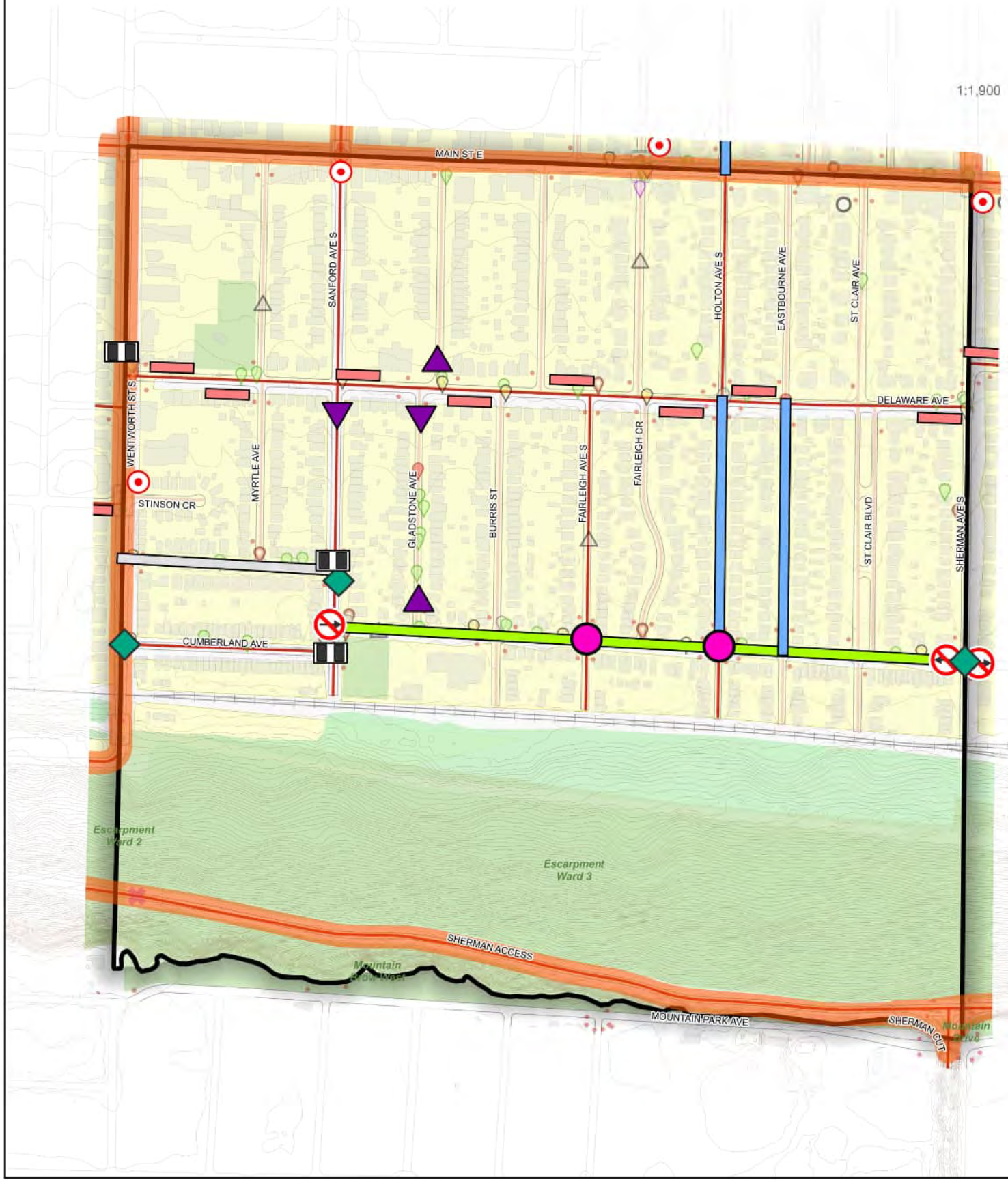
- ADT ≤ 500
- ADT ≥ 500

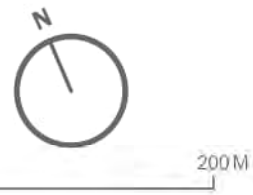
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



ST. CLAIR

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

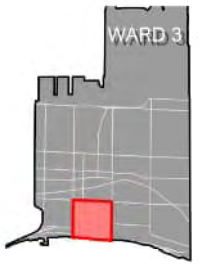
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

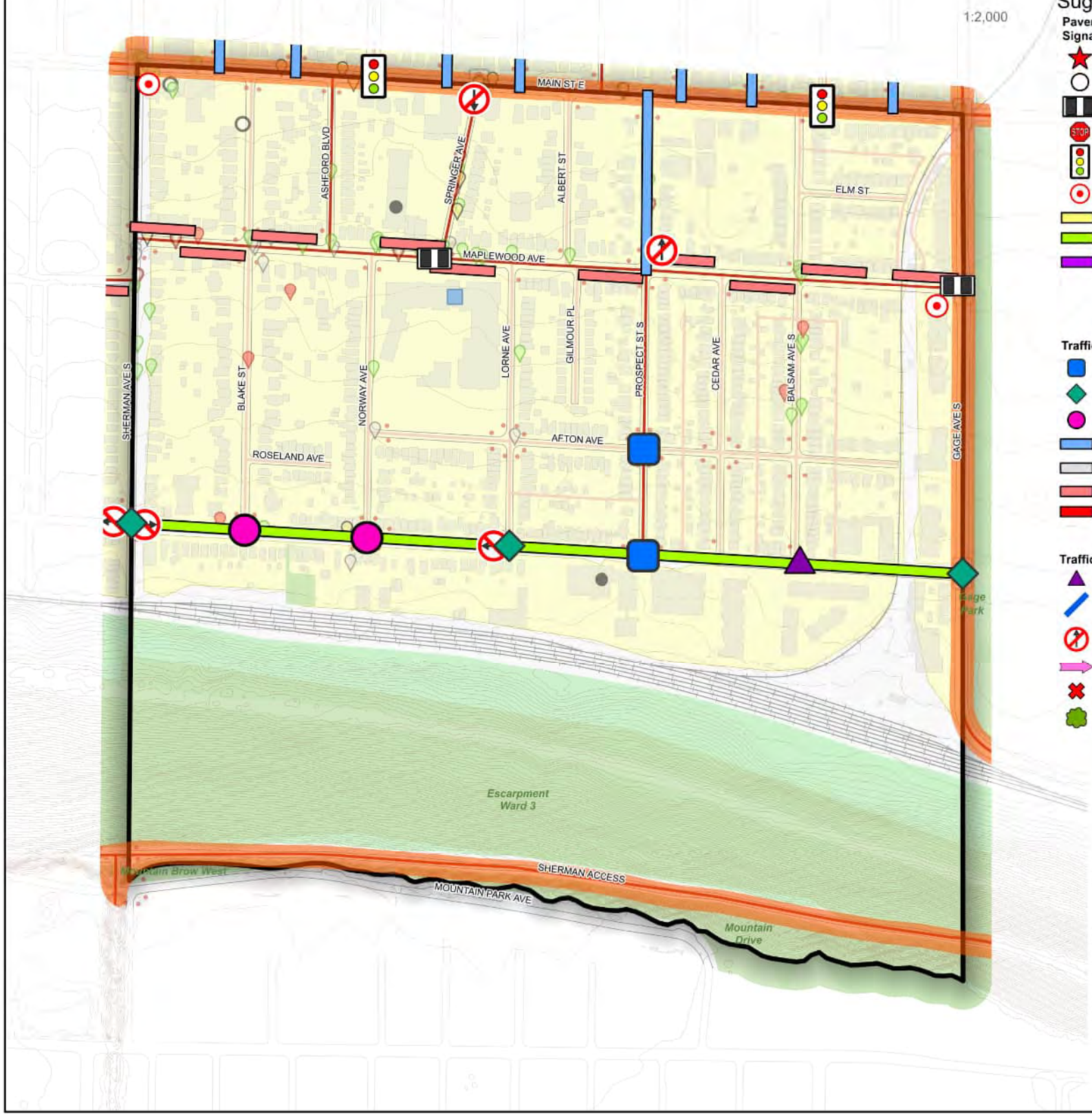
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



BLAKELEY

Hamilton Ward 3
Complete Streets Report



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N

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Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

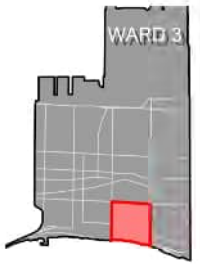
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

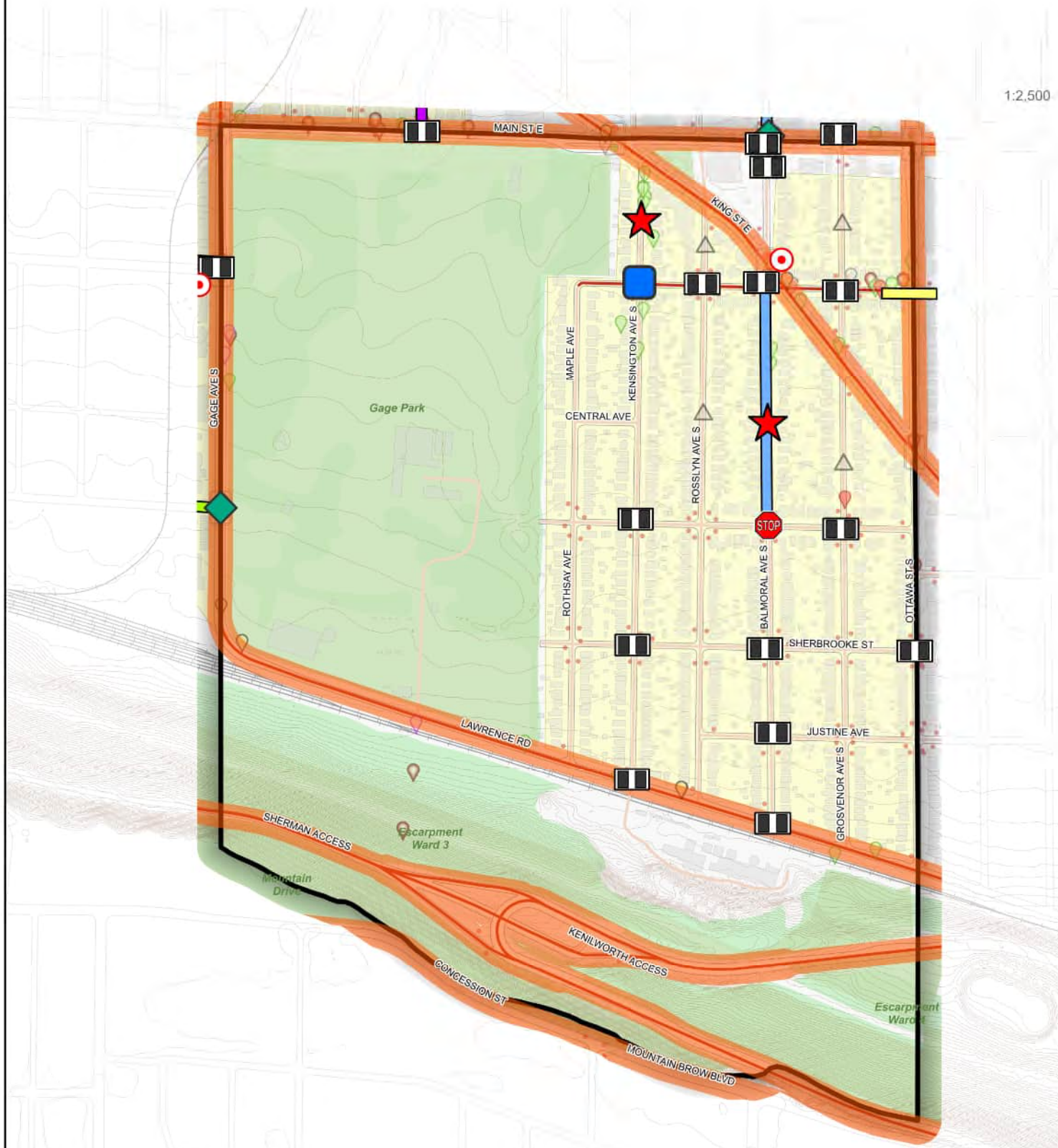
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



DELTA WEST

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

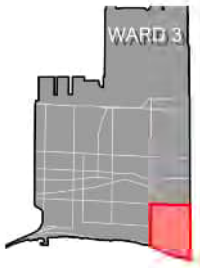
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

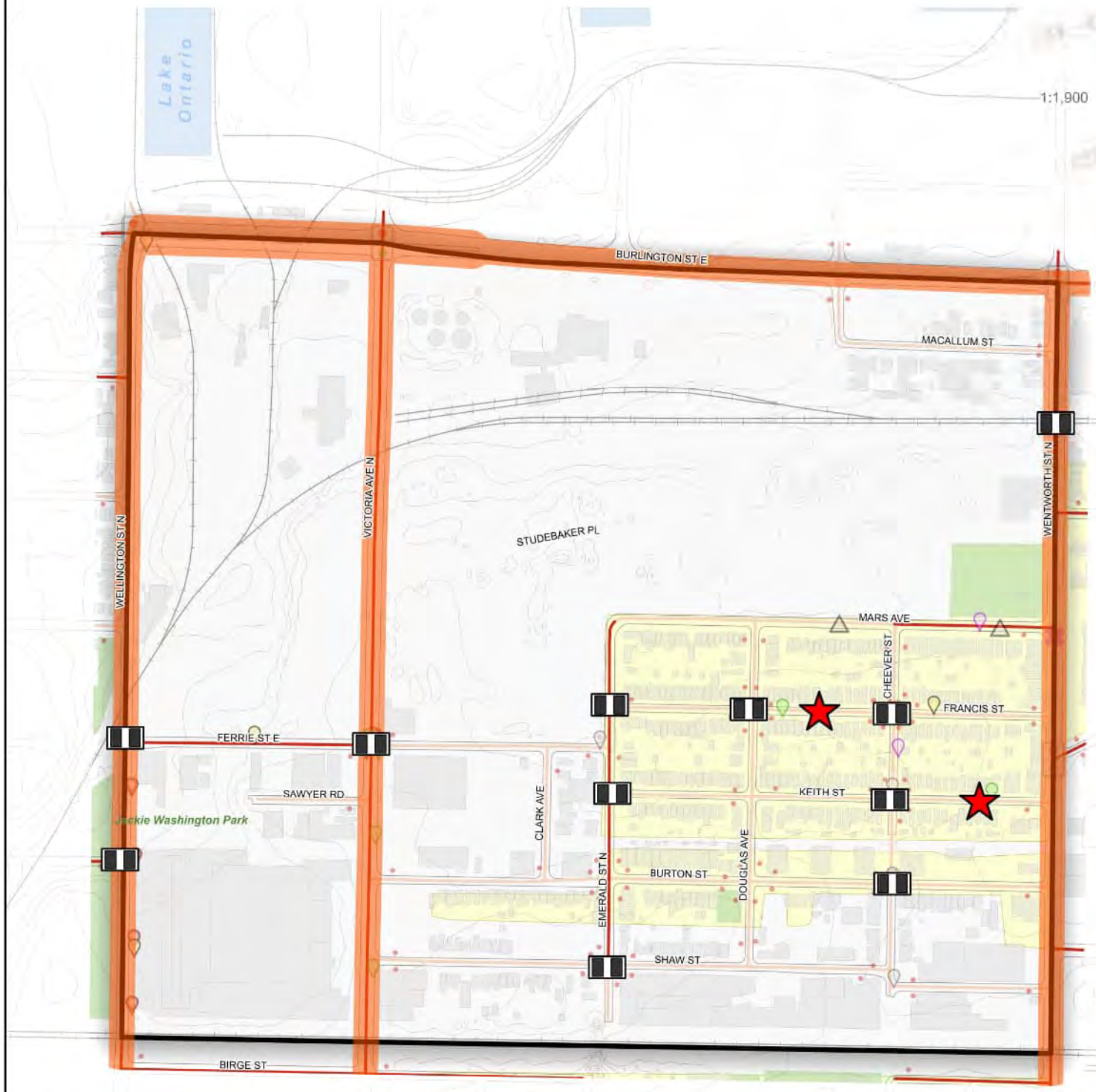
- ADT ≤ 500
- ADT ≥ 500

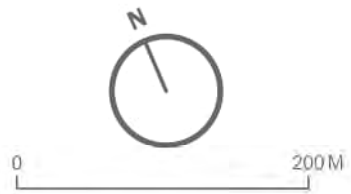
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR A & KEITH - SHORT TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

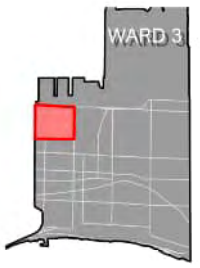
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

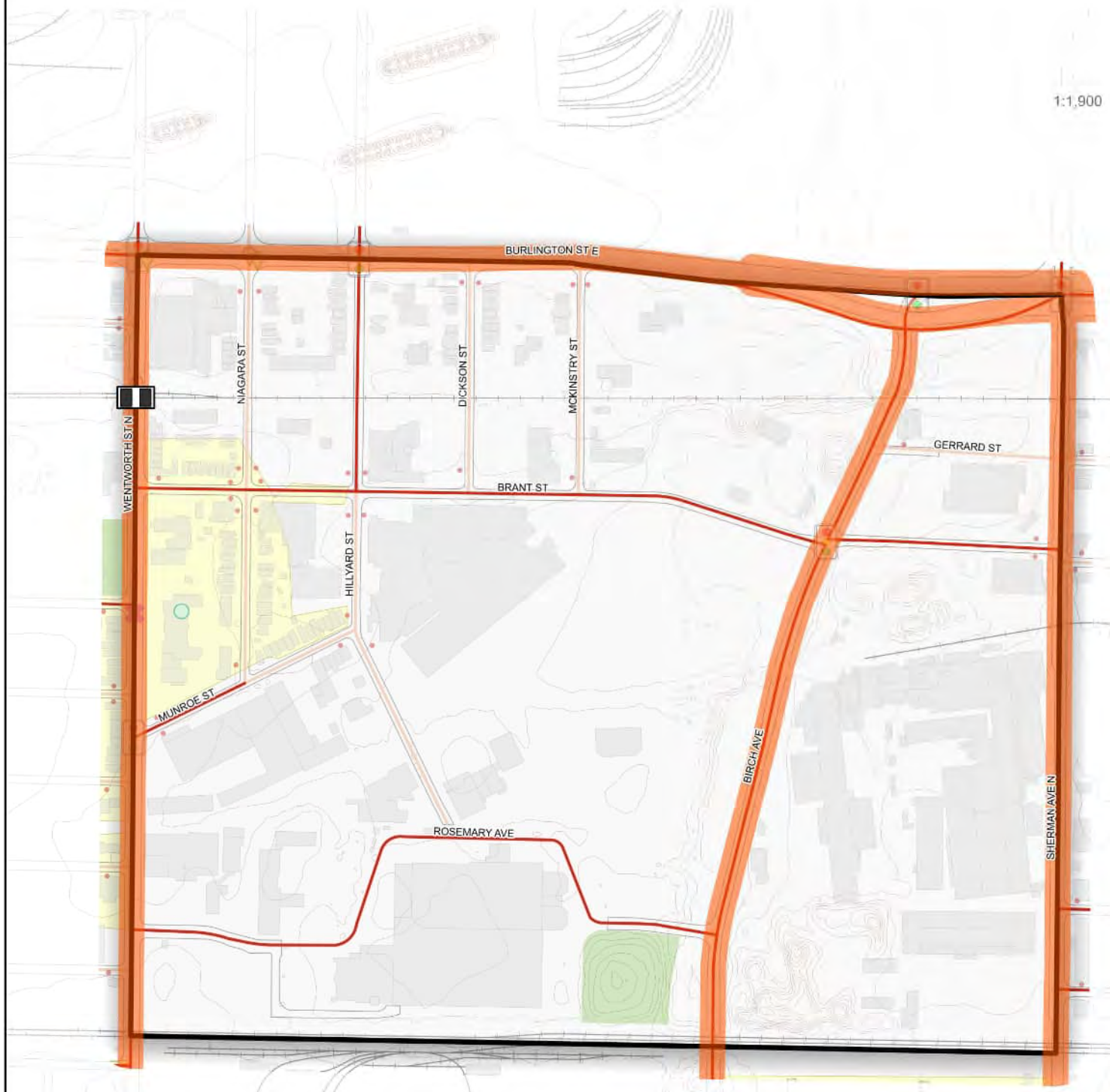
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

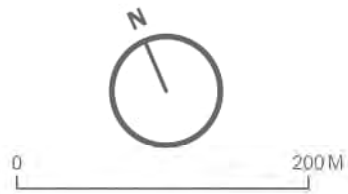
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR B & KEITH - SHORT TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

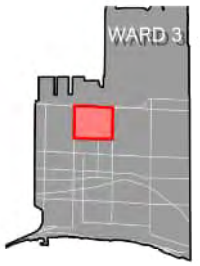
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

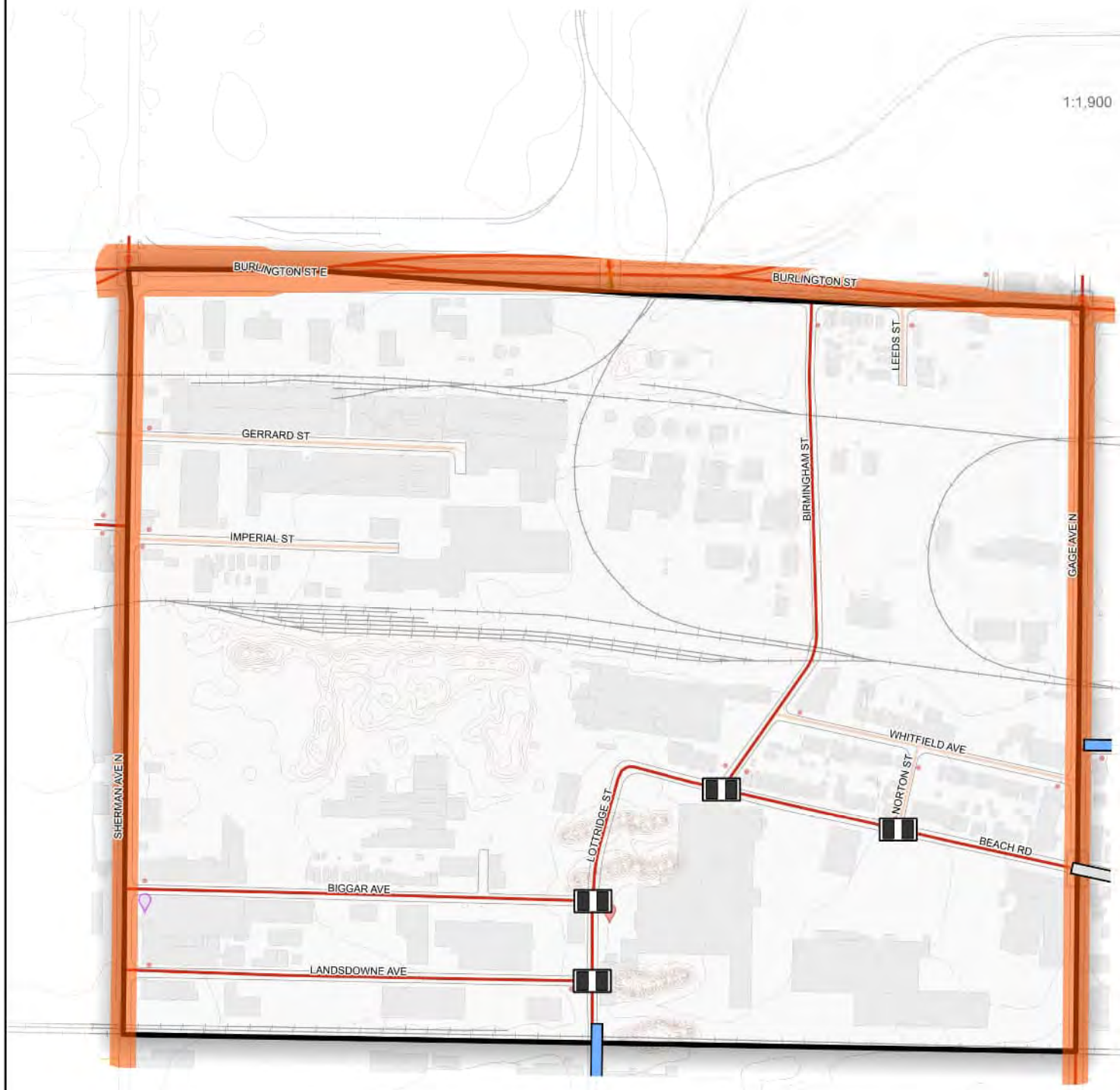
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR C - SHORT TERM

Hamilton Ward 3
Complete Streets Report



N

0 200 M

1:1,900

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

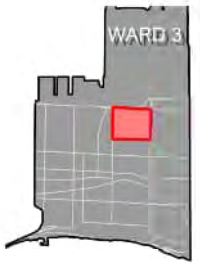
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

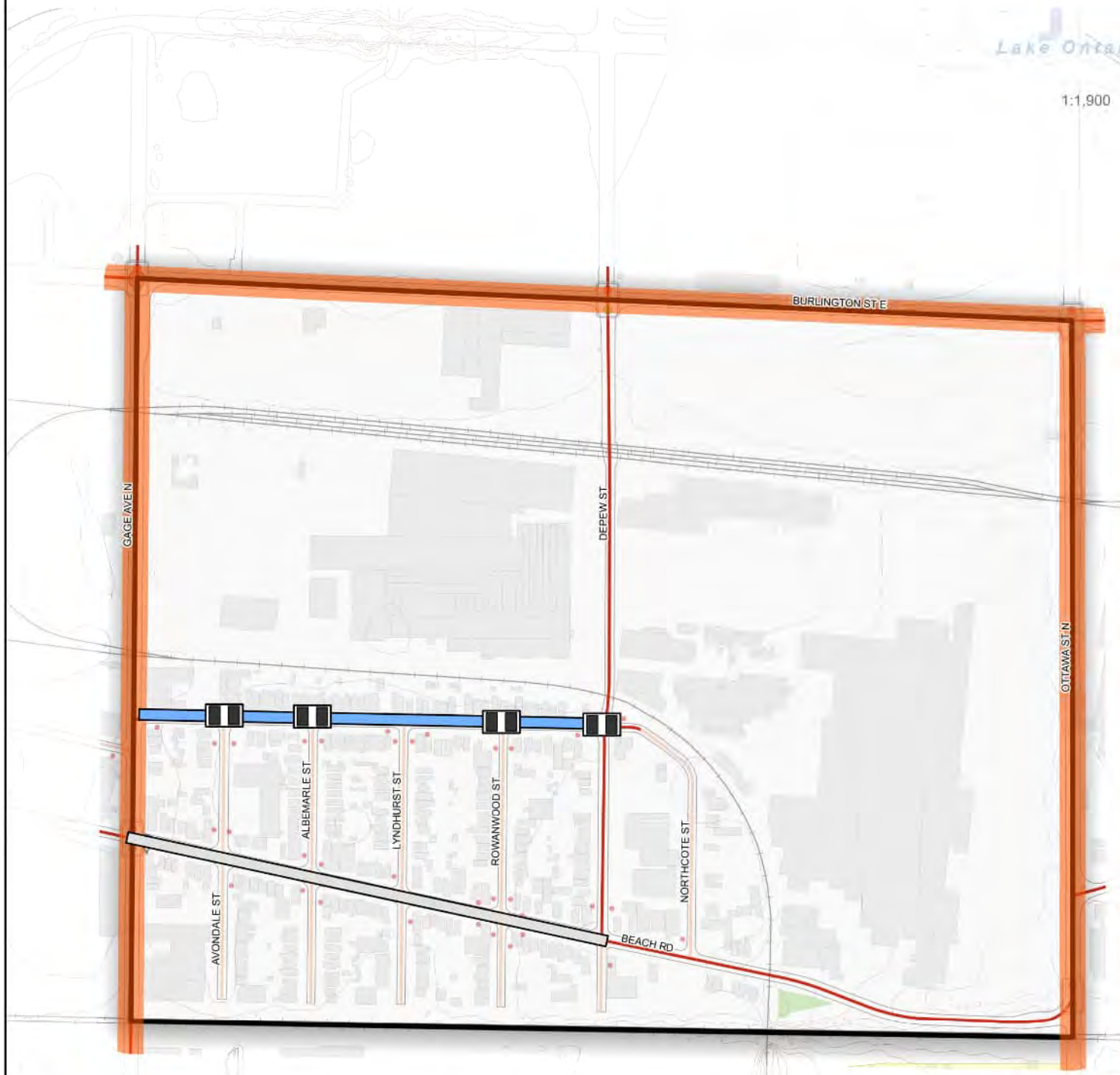
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR D - SHORT TERM

Hamilton Ward 3
Complete Streets Report



N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

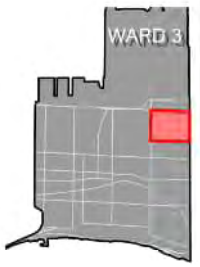
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

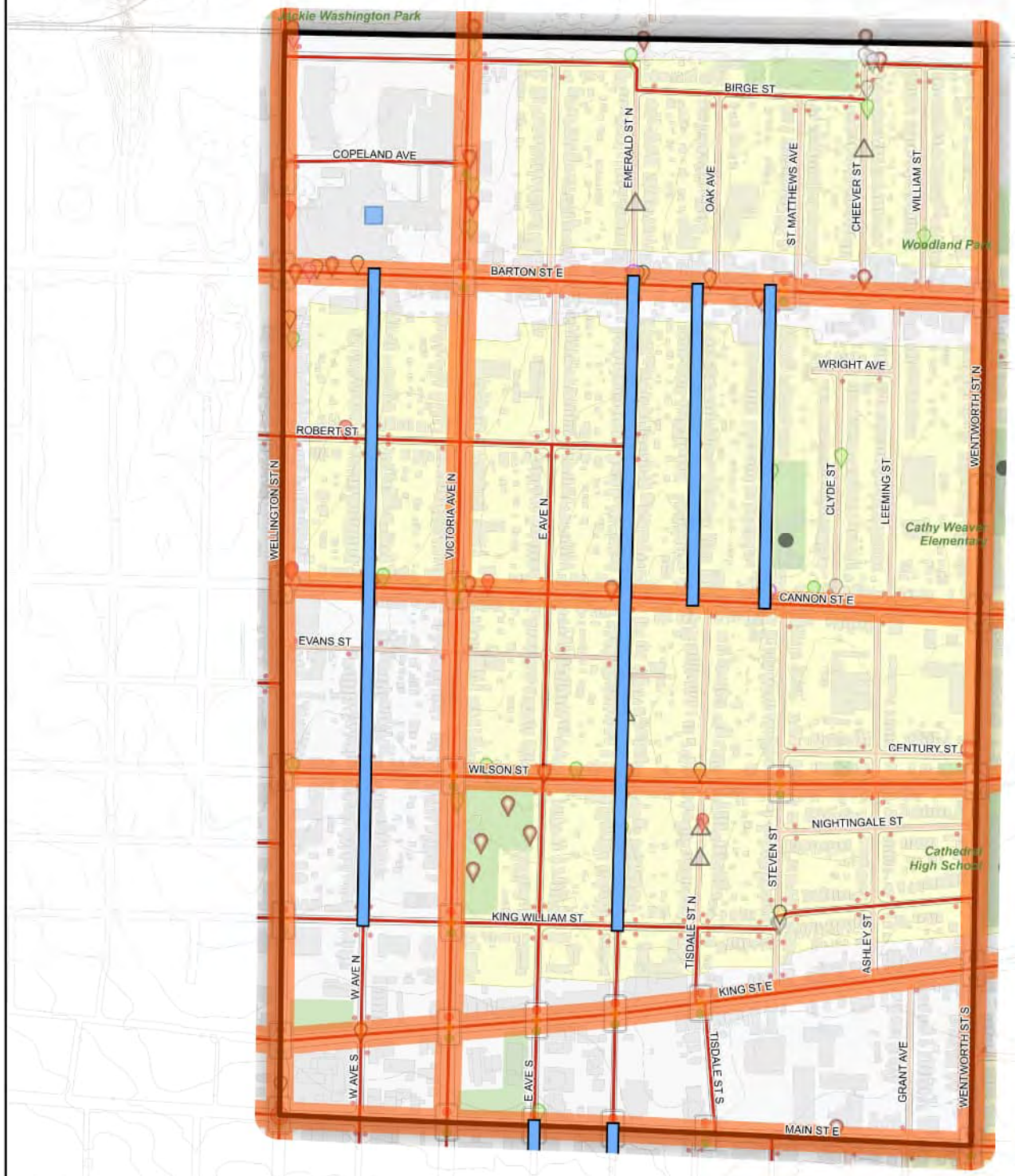
Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



LANDSDALE - SHORT TERM

Hamilton Ward 3
Complete Streets Report



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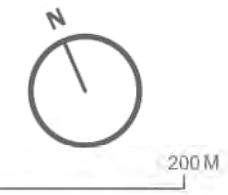


Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

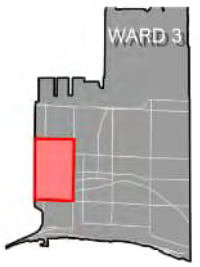
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



GIBSON - SHORT TERM

Hamilton Ward 3
Complete Streets Report

N

0 200 M

1:2,700

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
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- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

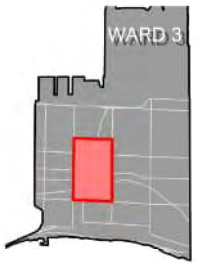
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

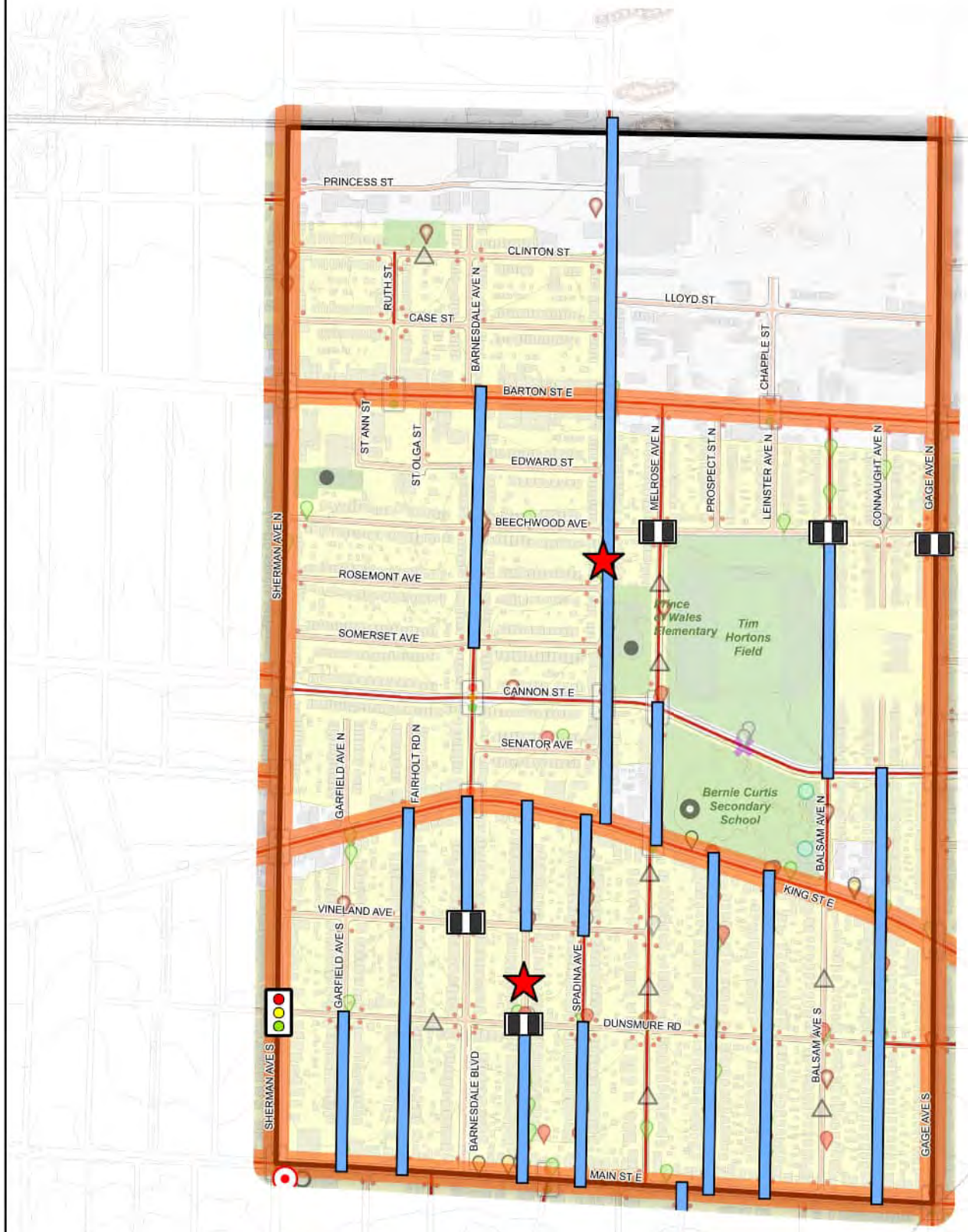
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STIPLEY - SHORT TERM

Hamilton Ward 3
Complete Streets Report



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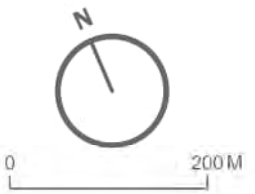

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
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- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

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- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

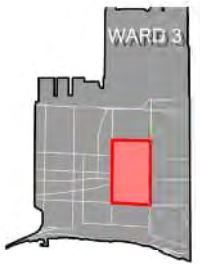
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

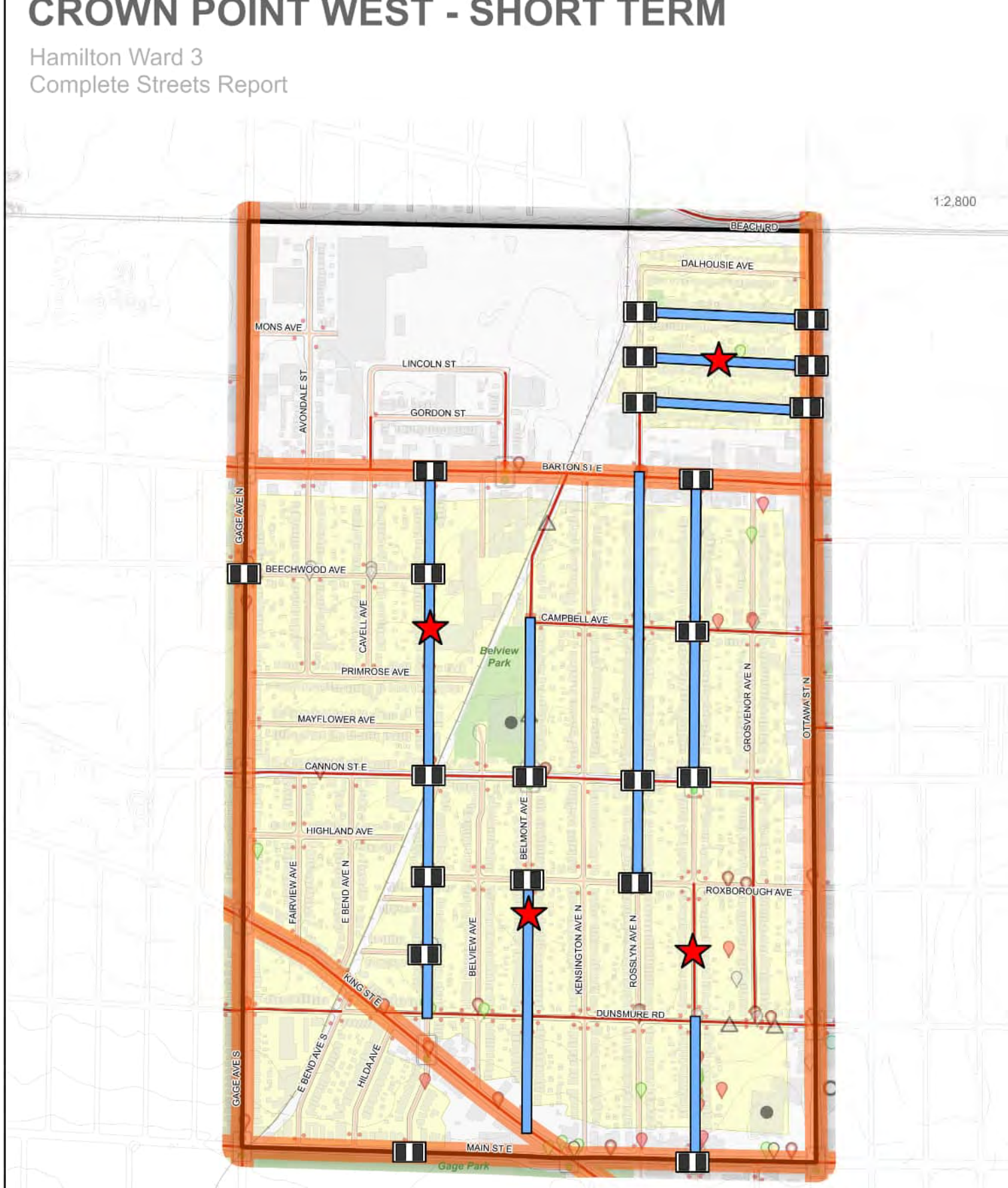
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



CROWN POINT WEST - SHORT TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
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- Recreation & Community Centre
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- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
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- Alternative/Adult Education Centre

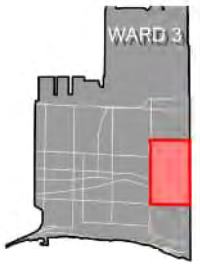
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

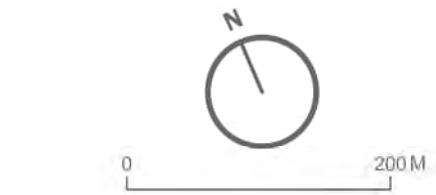
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STINSON - SHORT TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

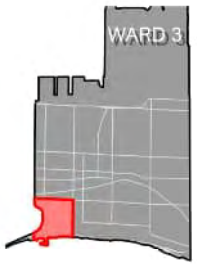
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



ST. CLAIR - SHORT TERM

Hamilton Ward 3
Complete Streets Report

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

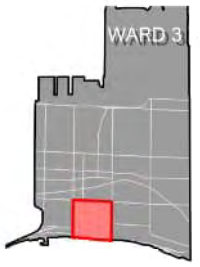
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

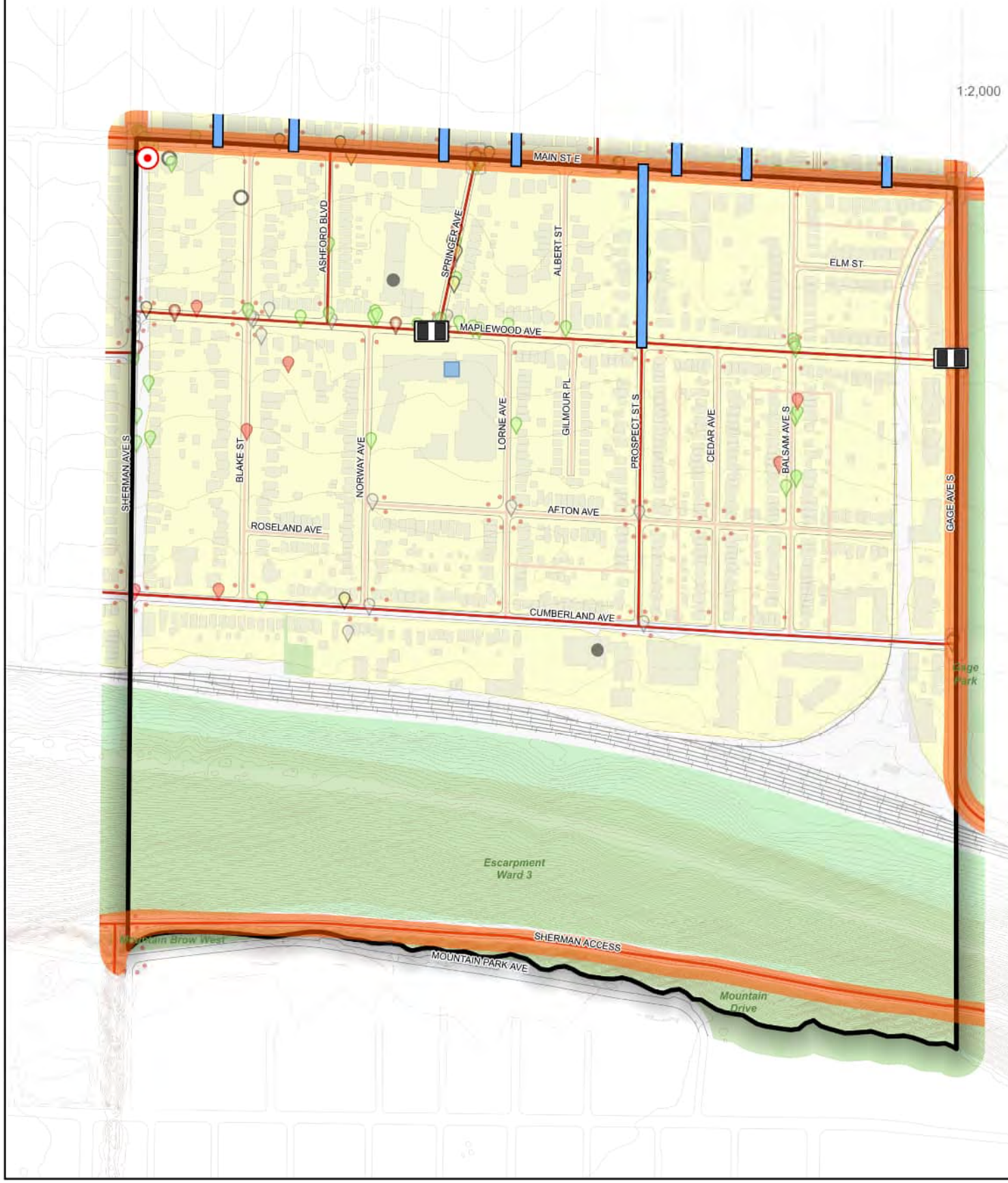
- ADT ≤ 500
- ADT ≥ 500

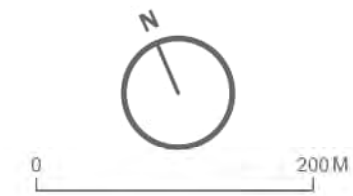
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



BLAKELEY - SHORT TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

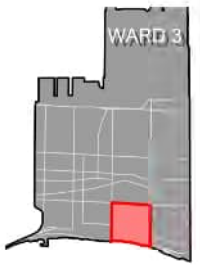
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

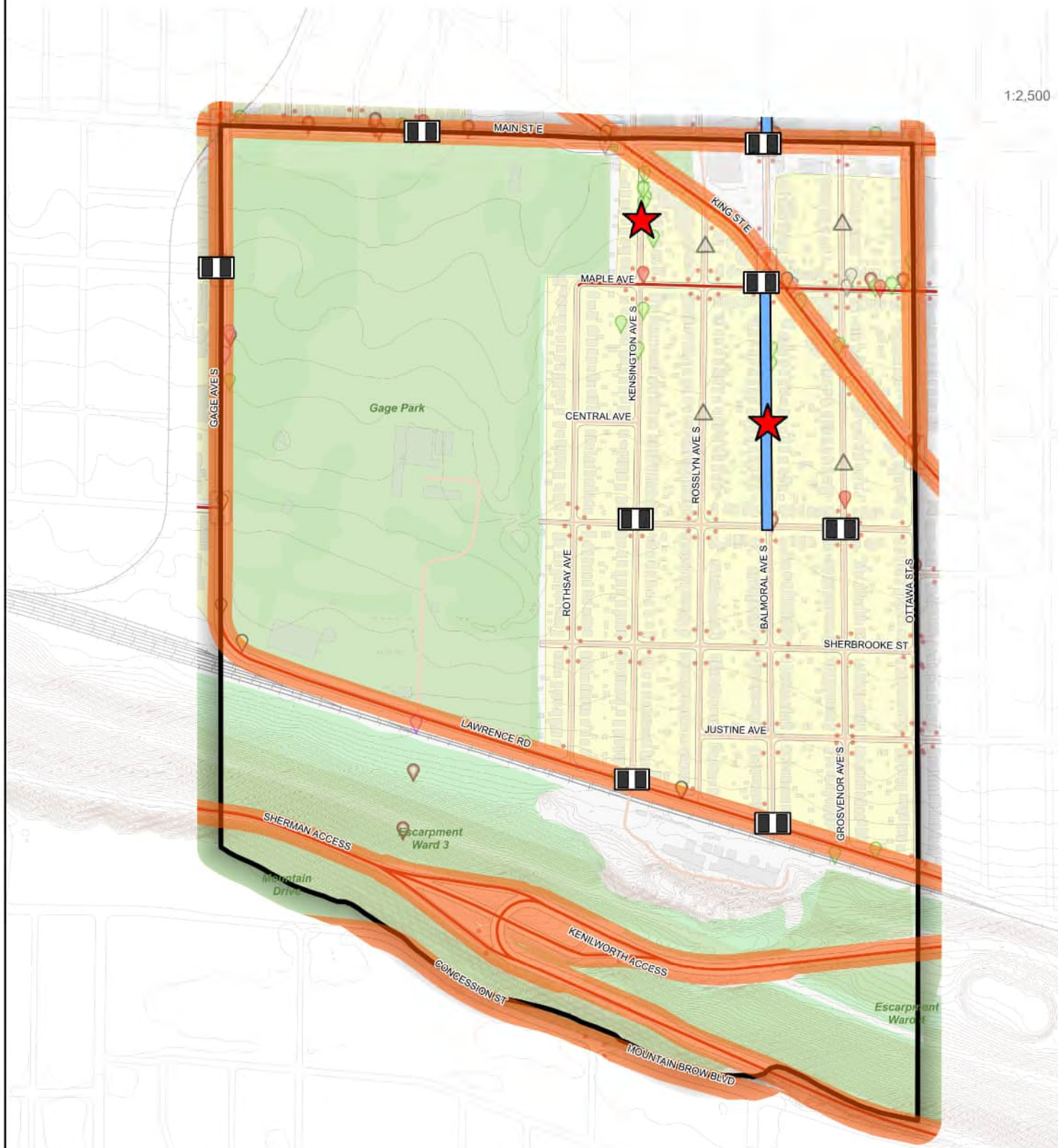
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



DELTA WEST - SHORT TERM

Hamilton Ward 3
Complete Streets Report



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N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

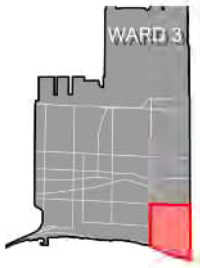
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

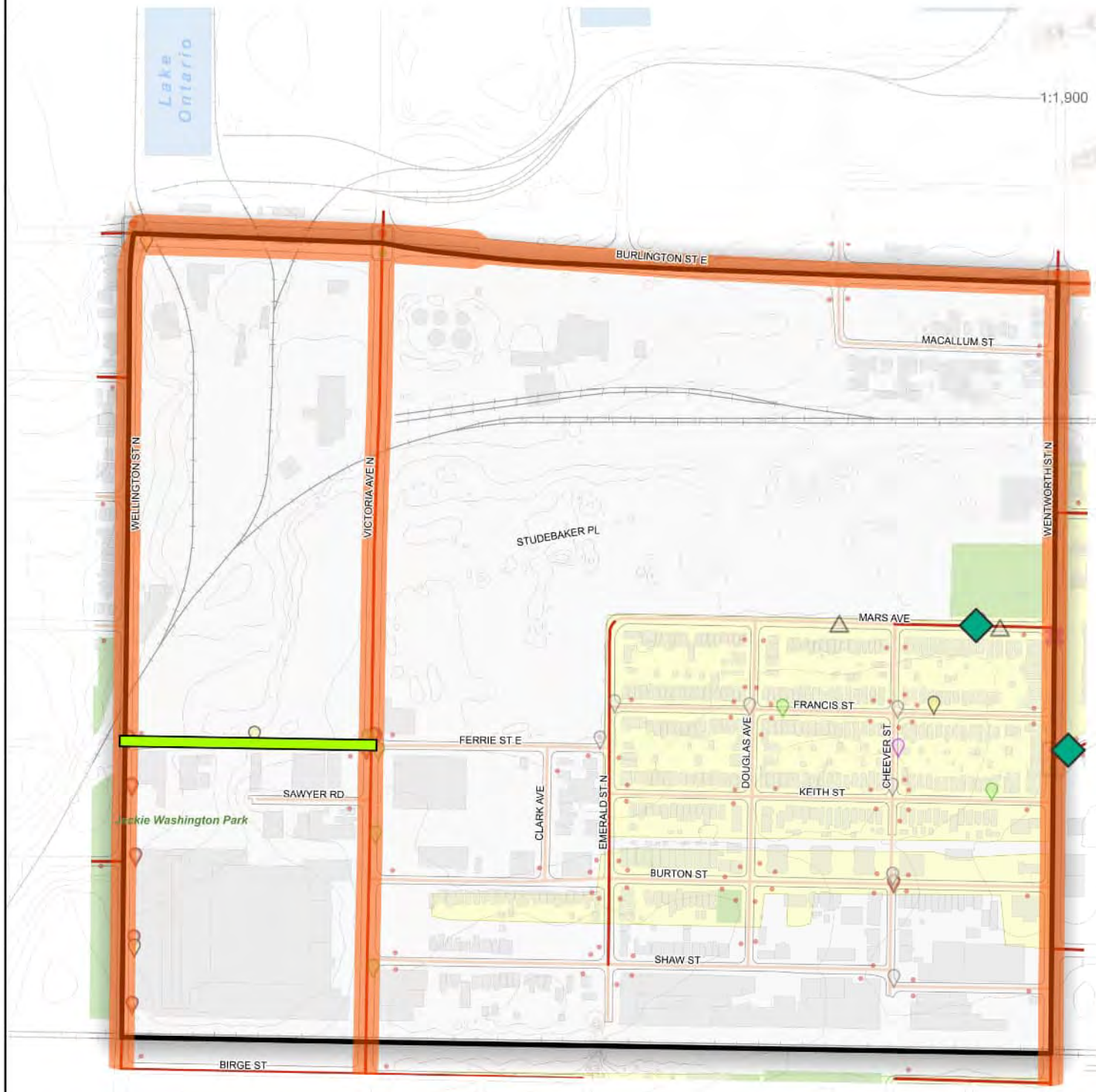
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

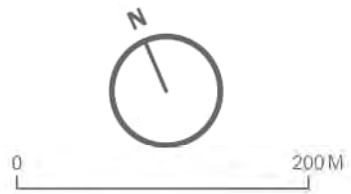
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR A & KEITH - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

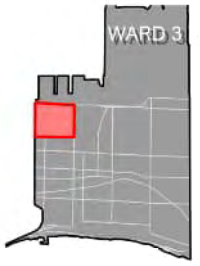
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

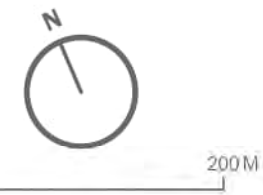
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR B & KEITH - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

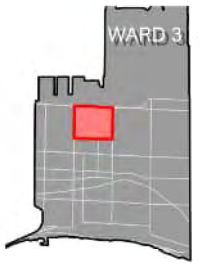
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

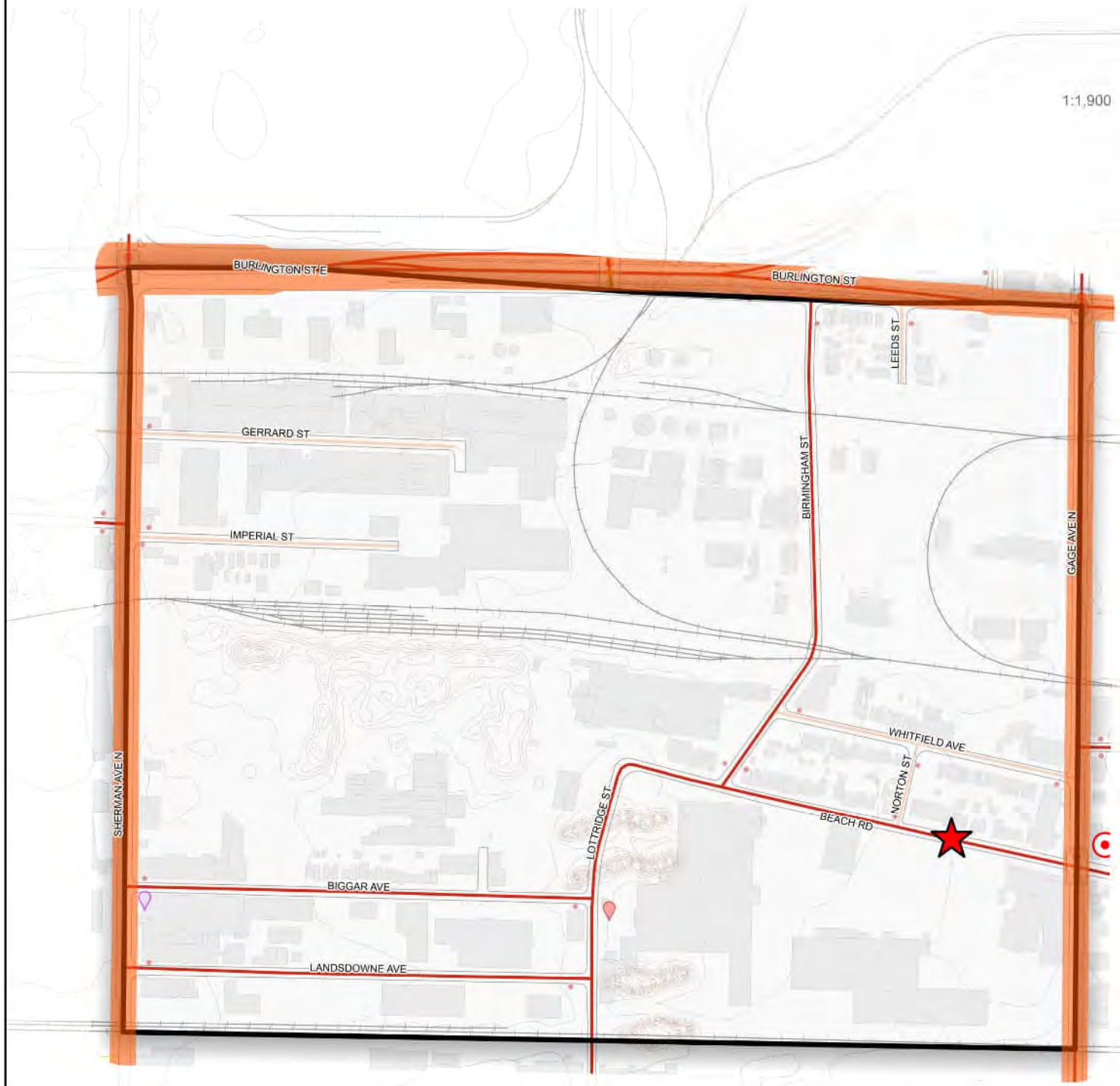
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR C - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



N

0 200 M

1:1,900

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

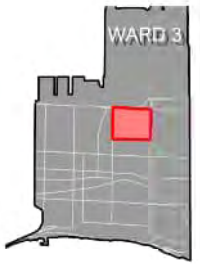
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR D - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

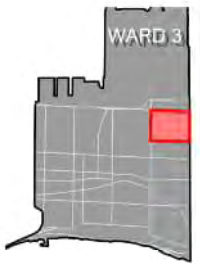
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

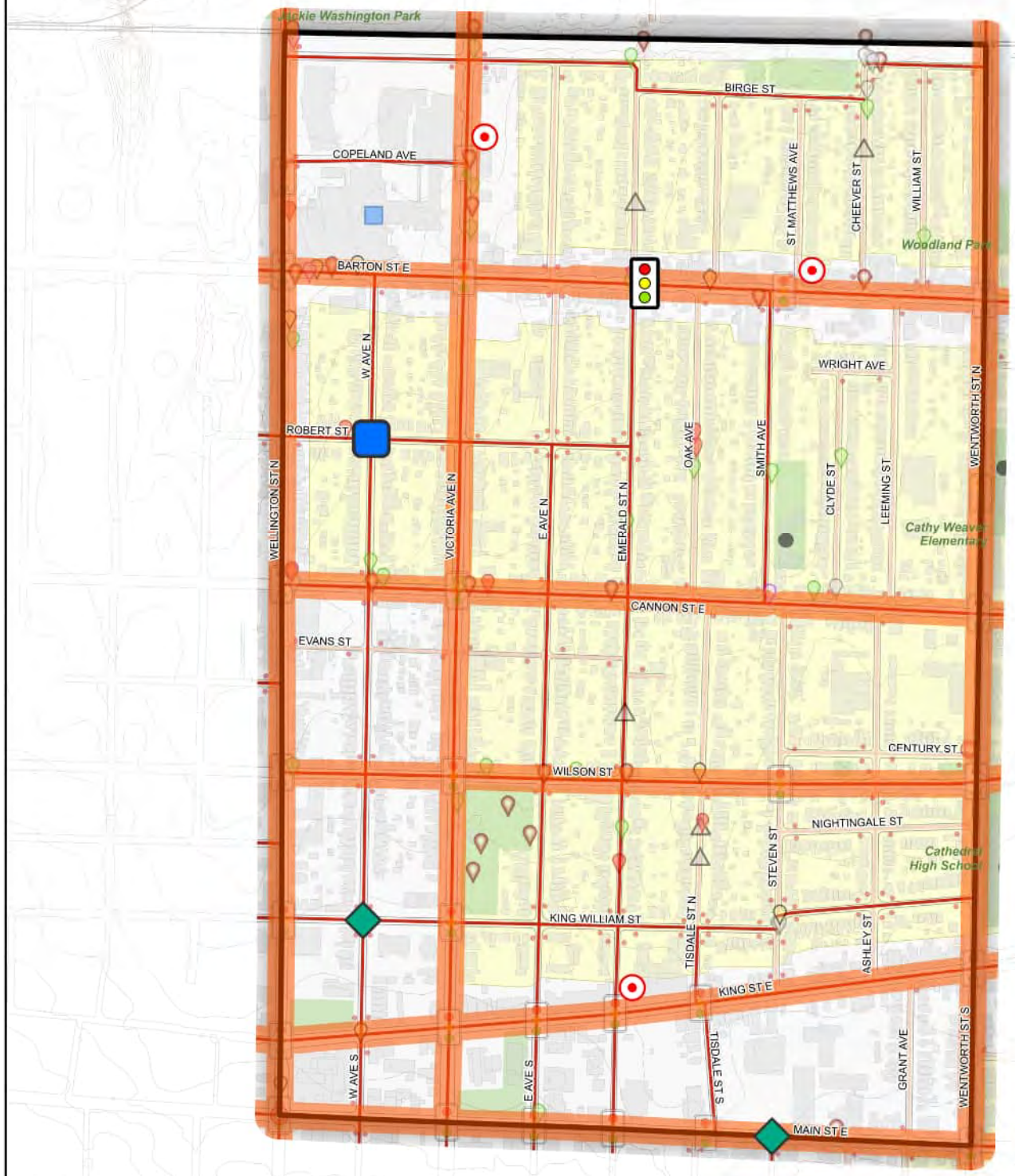
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



LANDSDALE - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



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N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

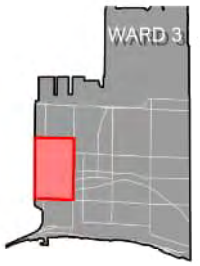
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

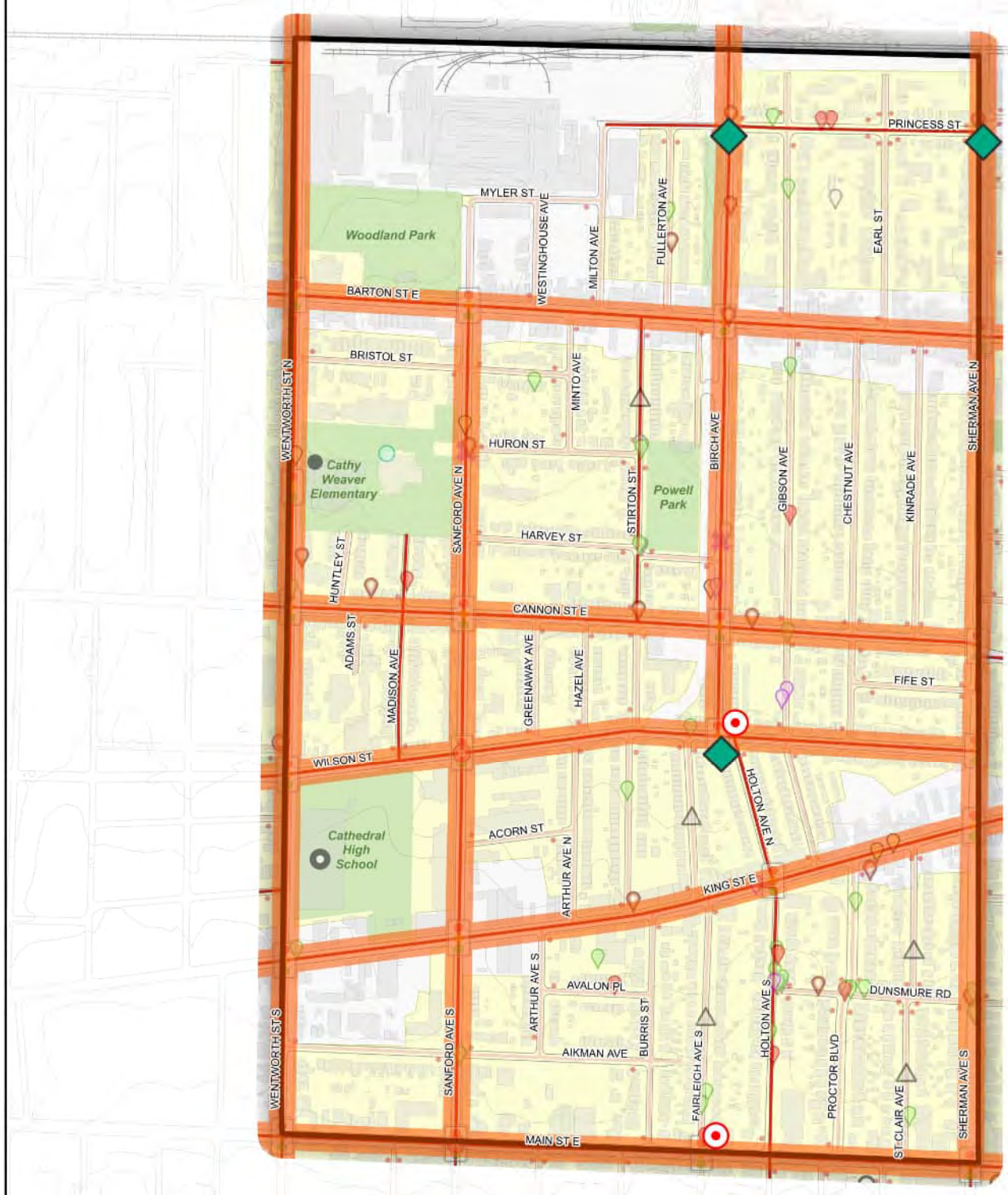
- ADT ≤ 500
- ADT ≥ 500

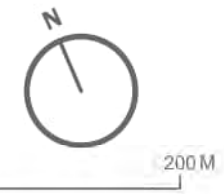
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



GIBSON - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

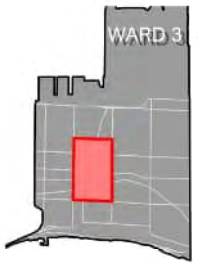
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

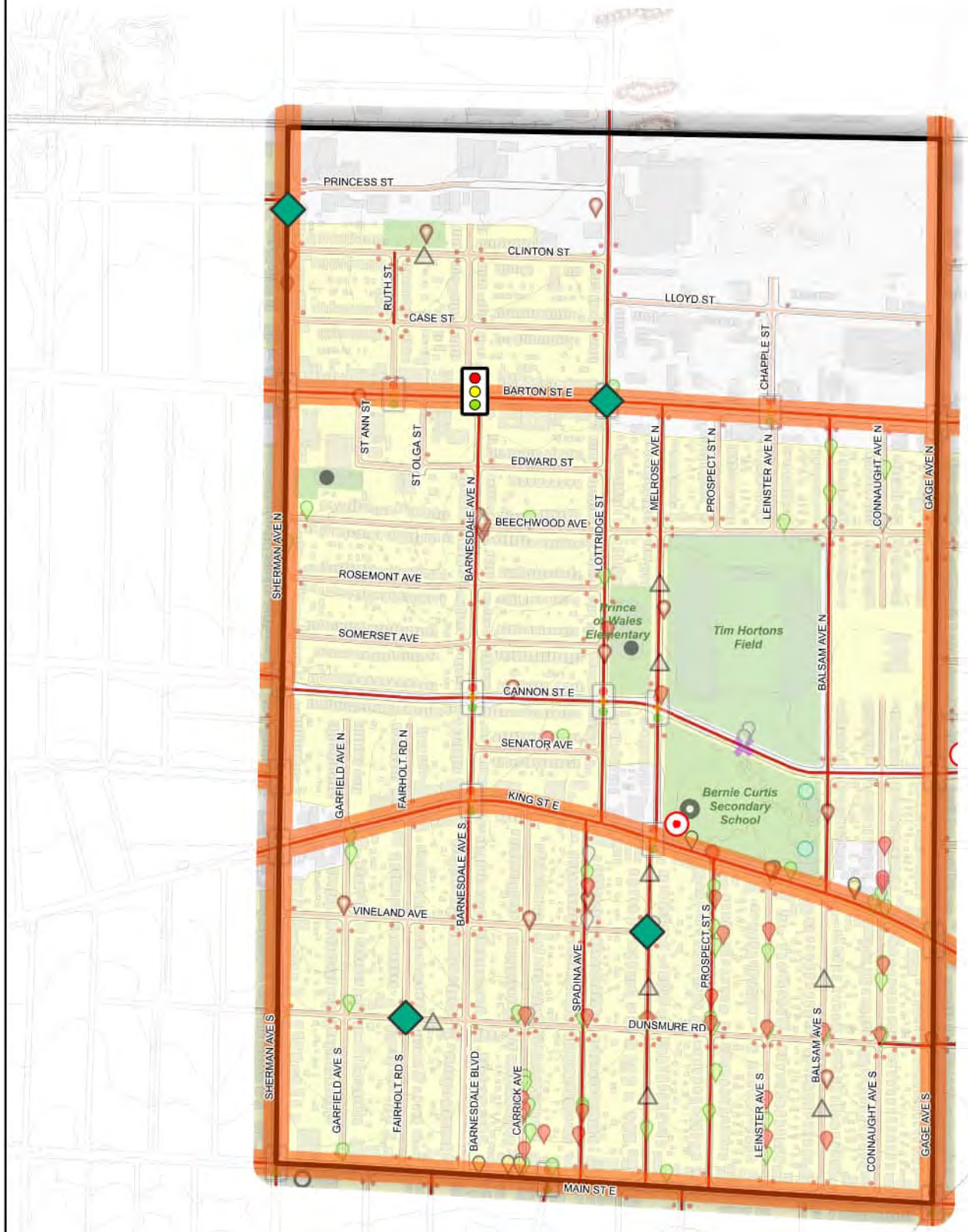
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STIPLEY - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



1:2,800

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

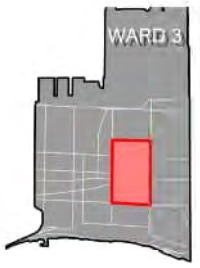
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

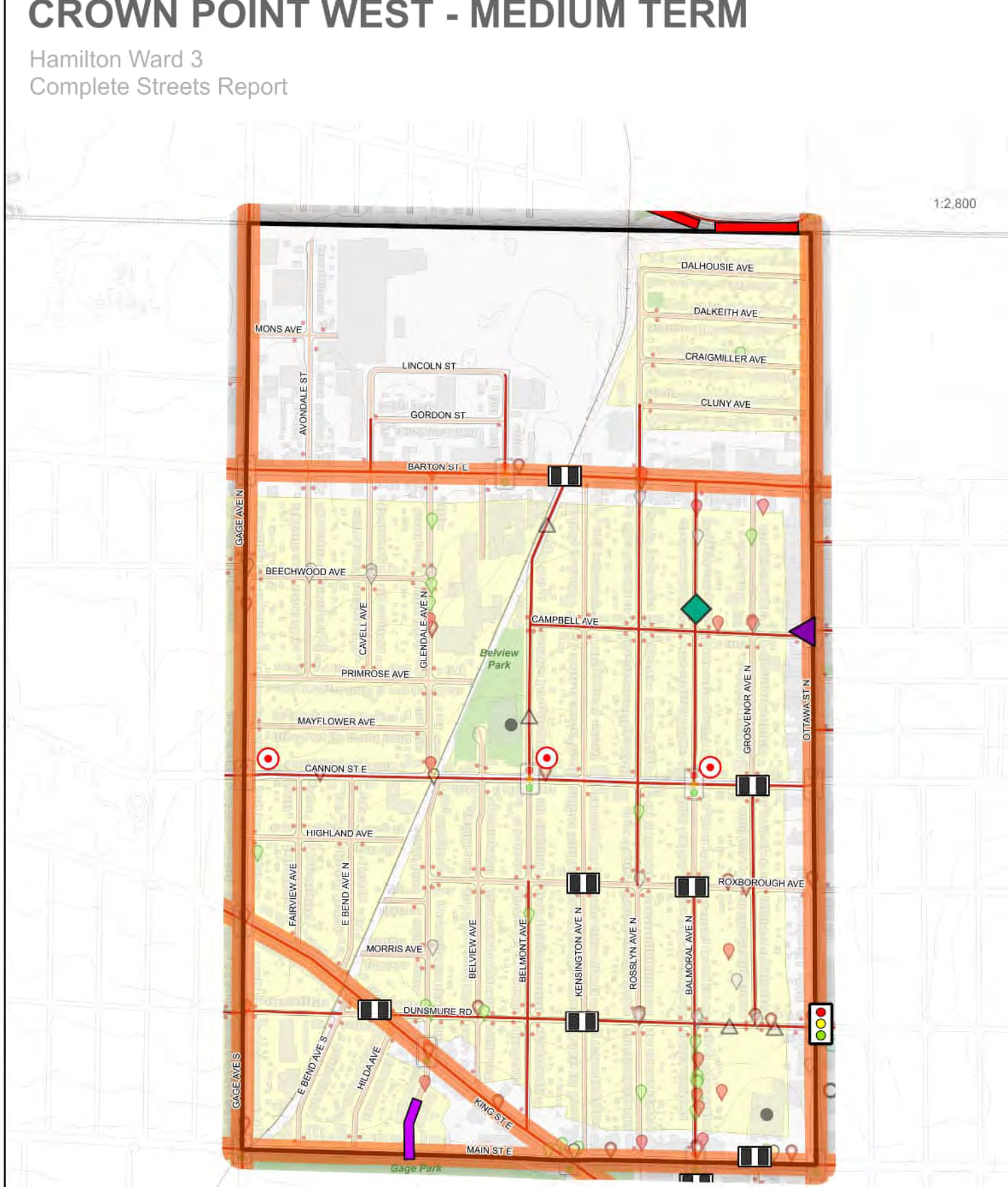
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



CROWN POINT WEST - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

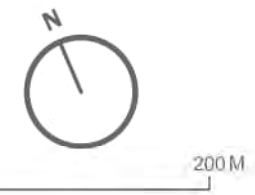
Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)

STINSON - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

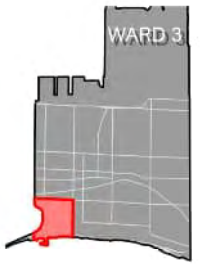
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

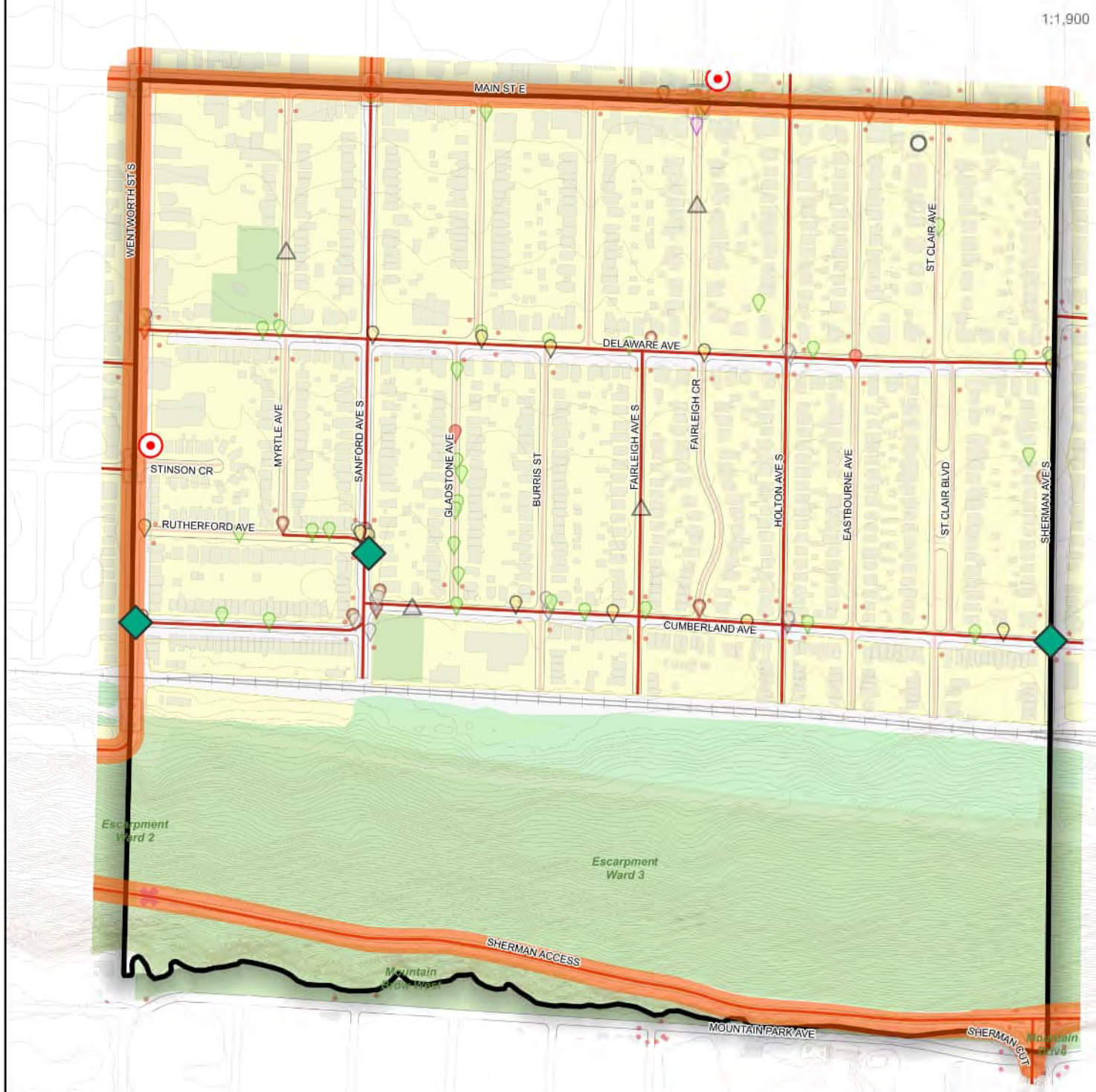
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

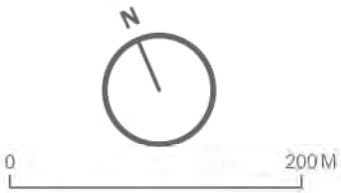
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



ST. CLAIR - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

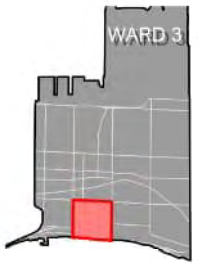
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

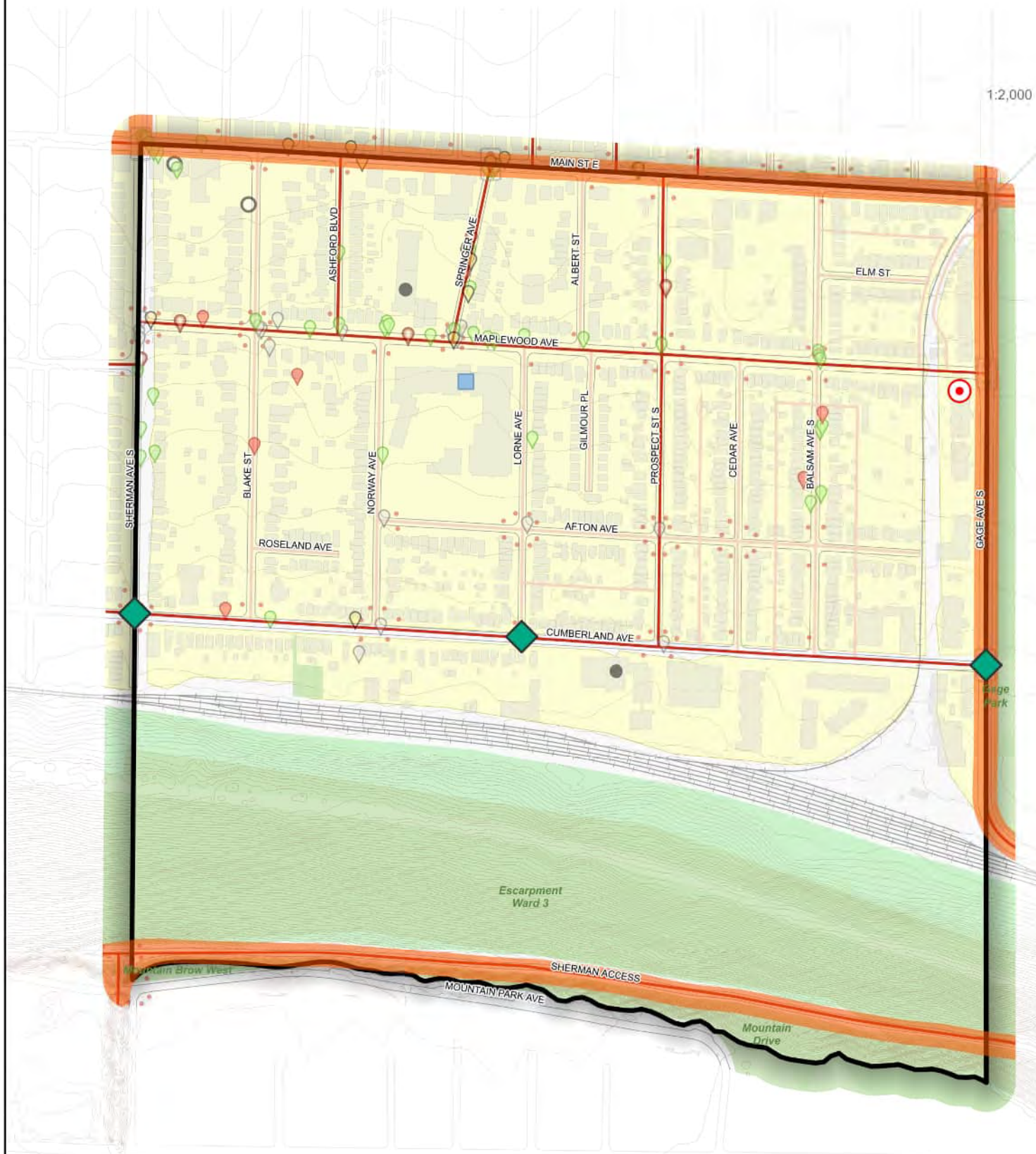
- ADT ≤ 500
- ADT ≥ 500

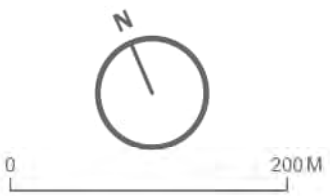
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



BLAKELEY - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

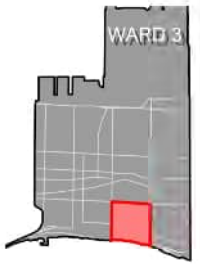
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

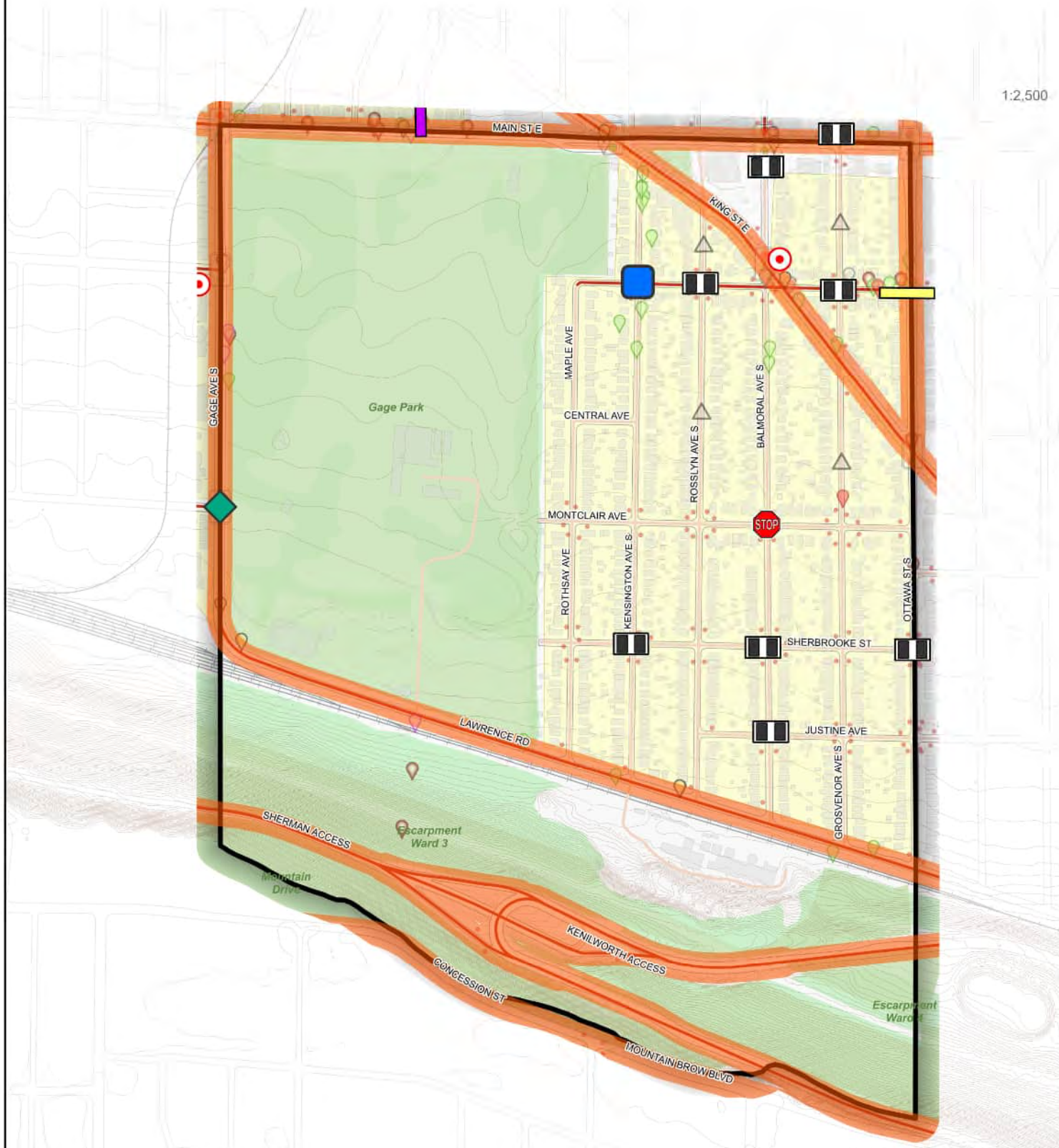
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



DELTA WEST - MEDIUM TERM

Hamilton Ward 3
Complete Streets Report



1:2,500

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

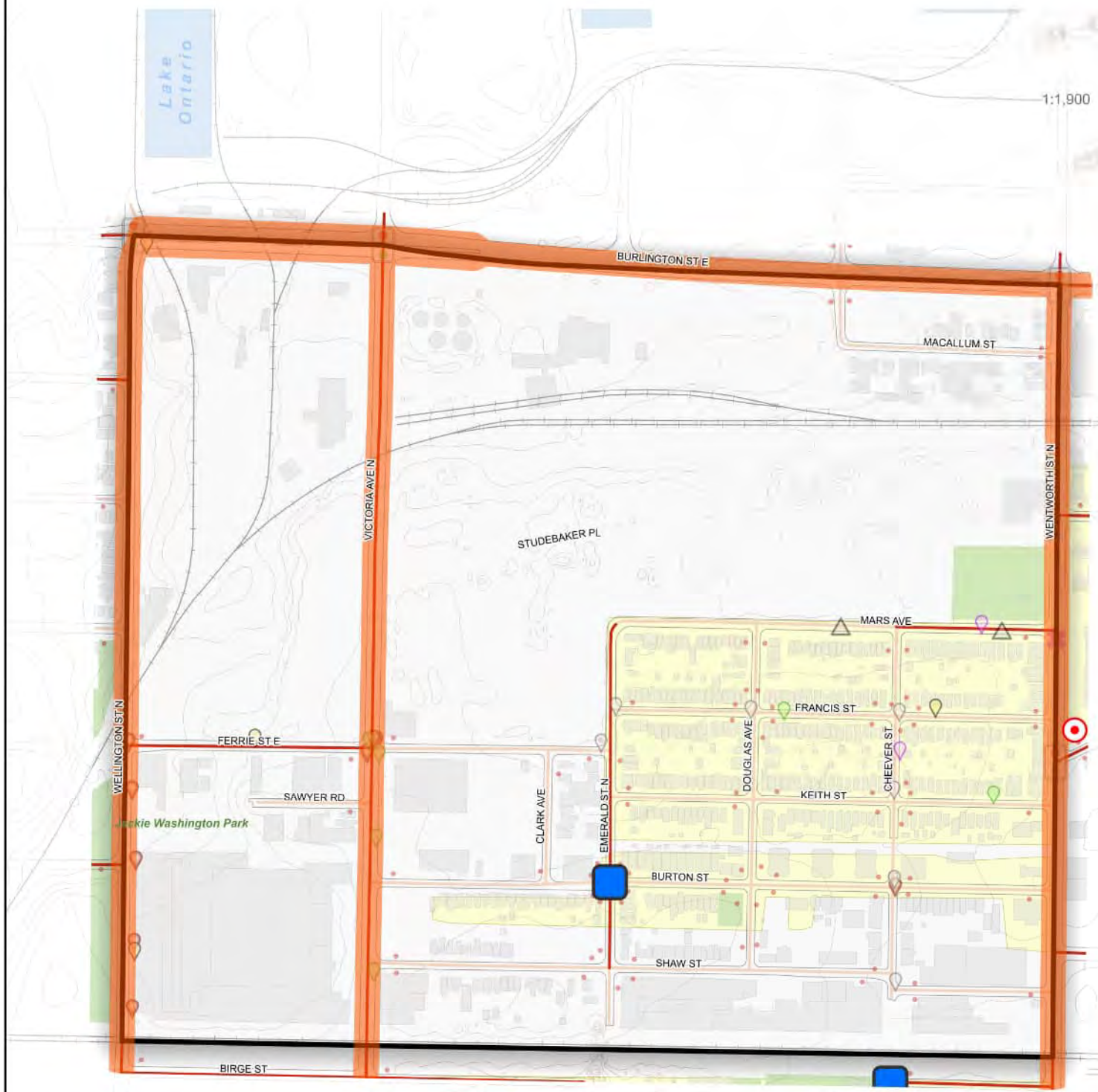
Average Daily Traffic (ADT)

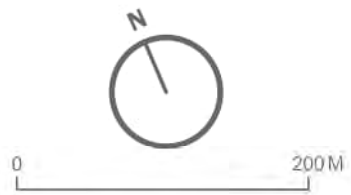
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)

INDUSTRIAL SECTOR A & KEITH - LONG TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

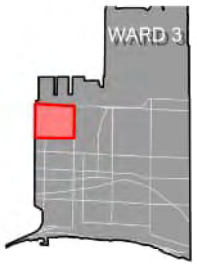
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

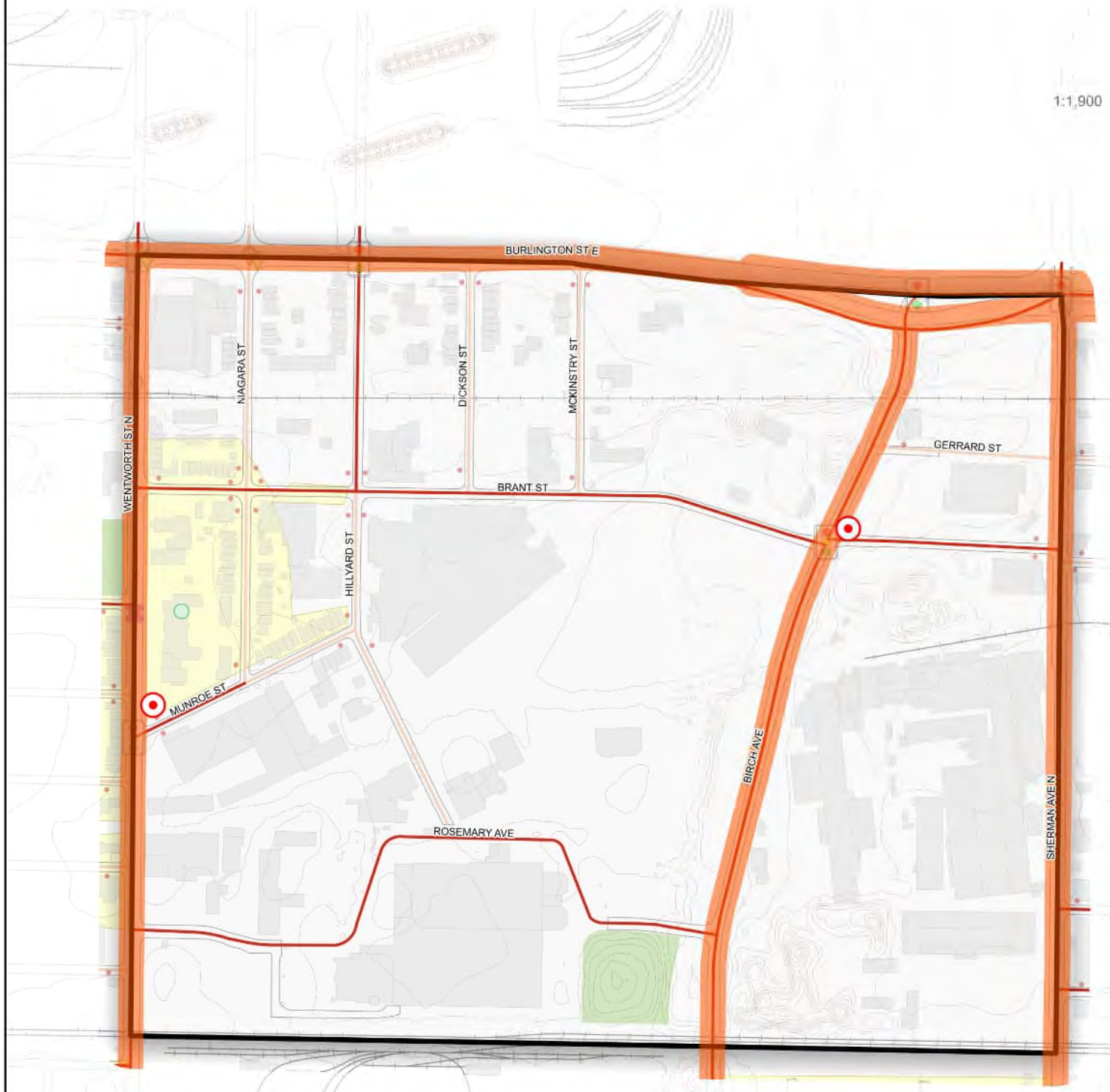
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

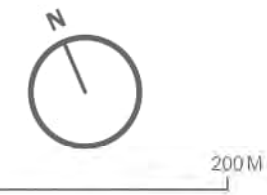
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR B & KEITH - LONG TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

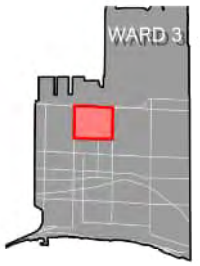
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

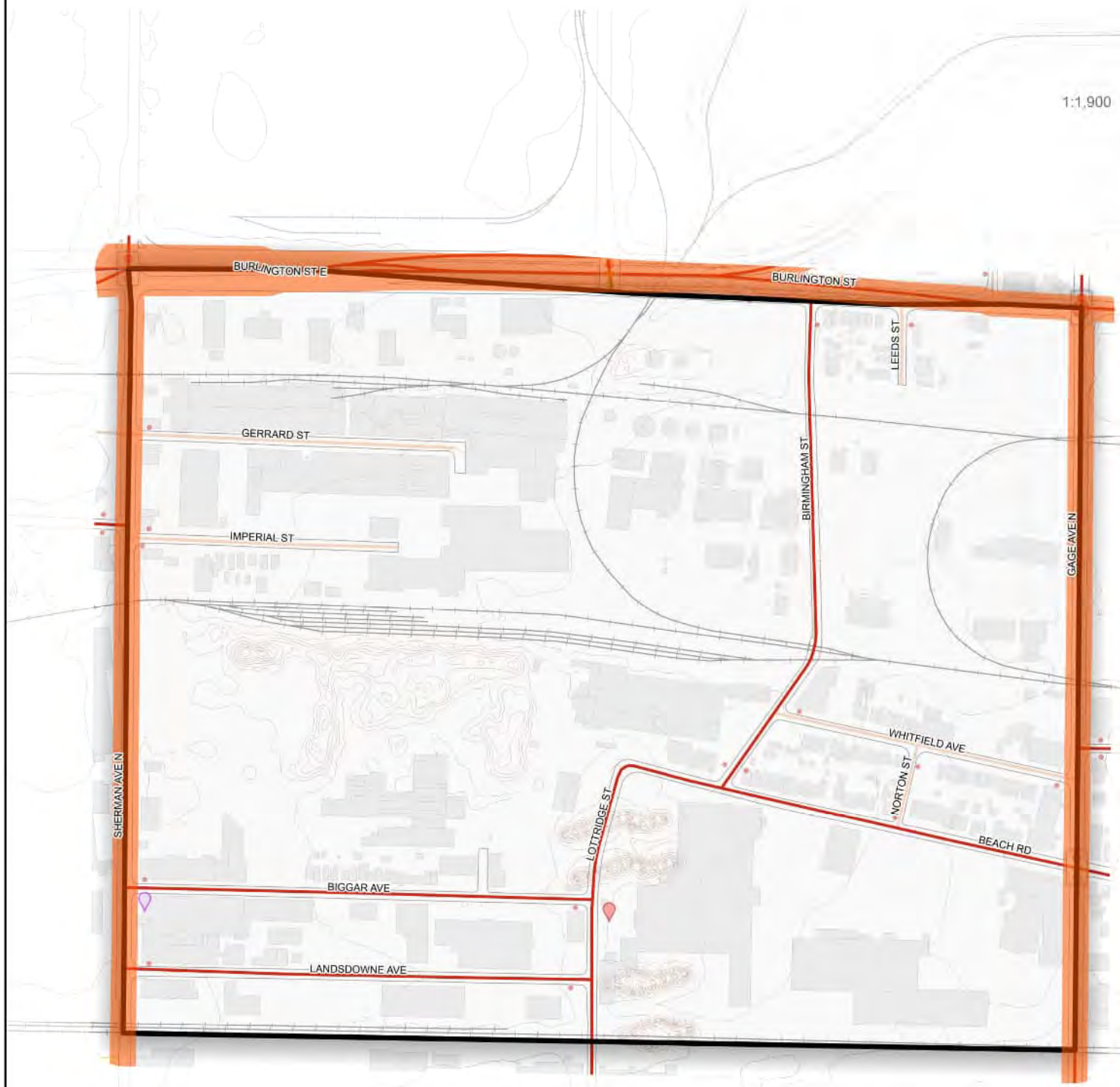
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR C - LONG TERM

Hamilton Ward 3
Complete Streets Report



N

0 200 M

1:1,900

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

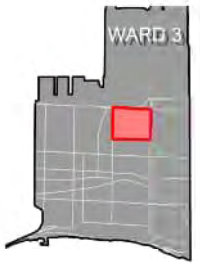
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR D - LONG TERM

Hamilton Ward 3
Complete Streets Report

N

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Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

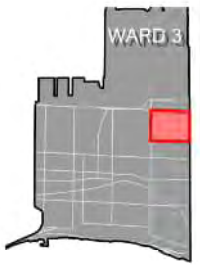
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

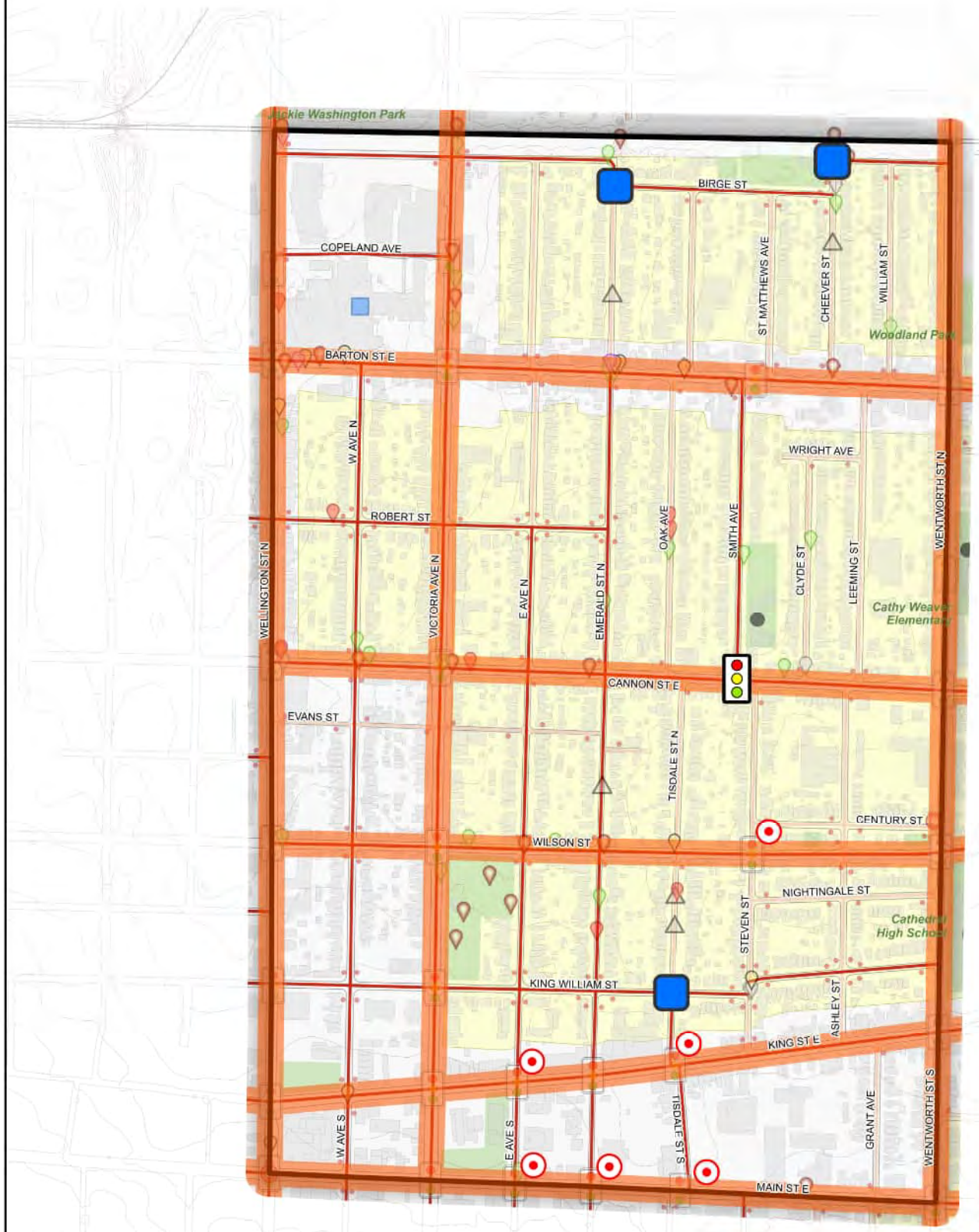
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



LANDSDALE - LONG TERM

Hamilton Ward 3
Complete Streets Report



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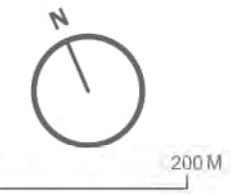


Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

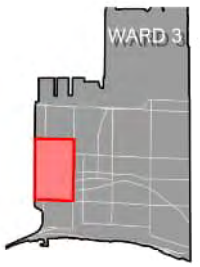
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

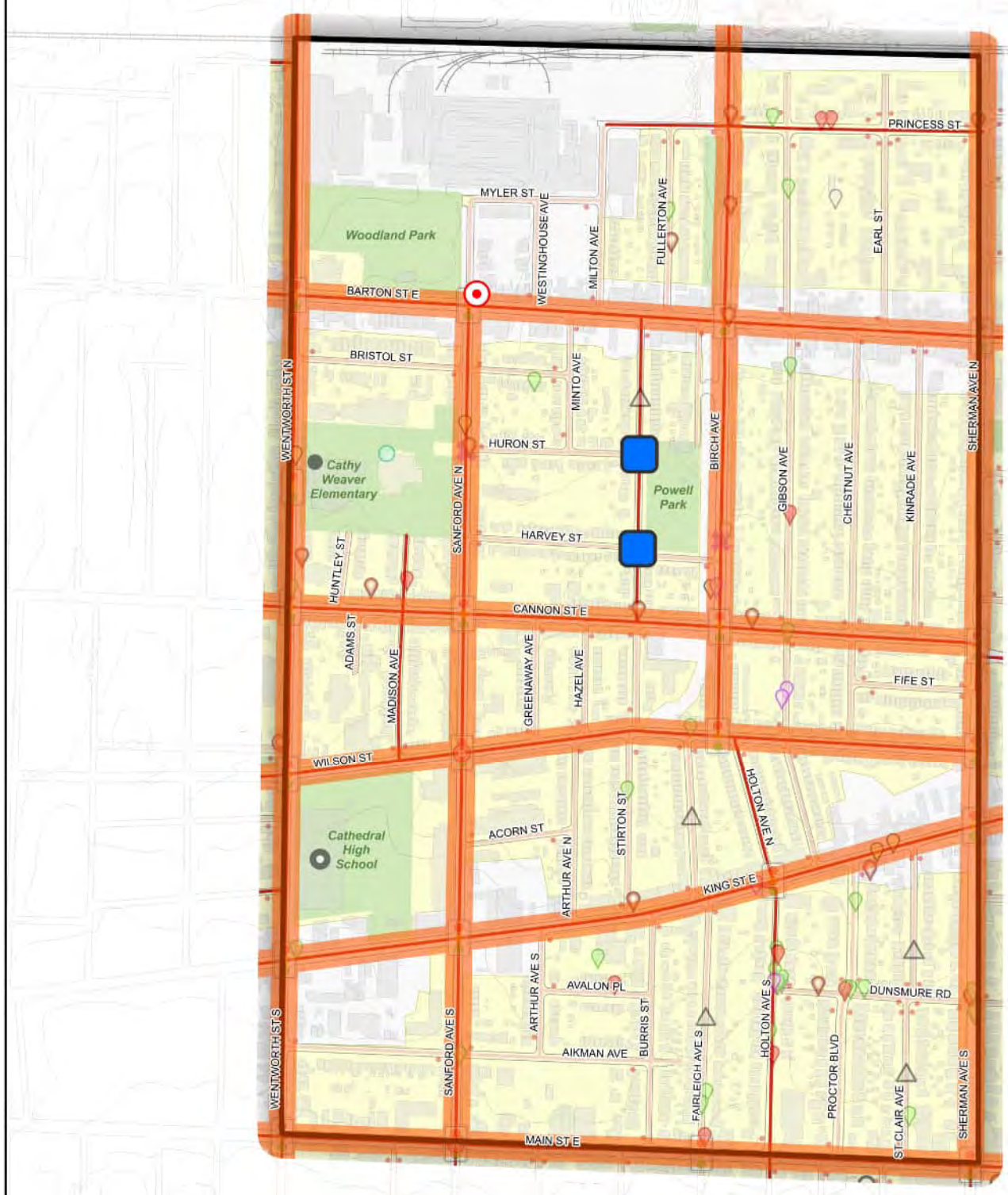
- ADT ≤ 500
- ADT ≥ 500

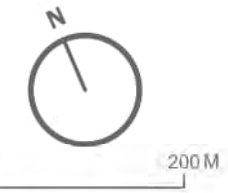
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



GIBSON - LONG TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

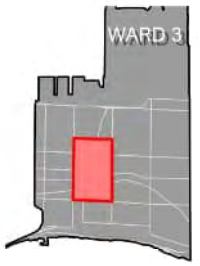
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

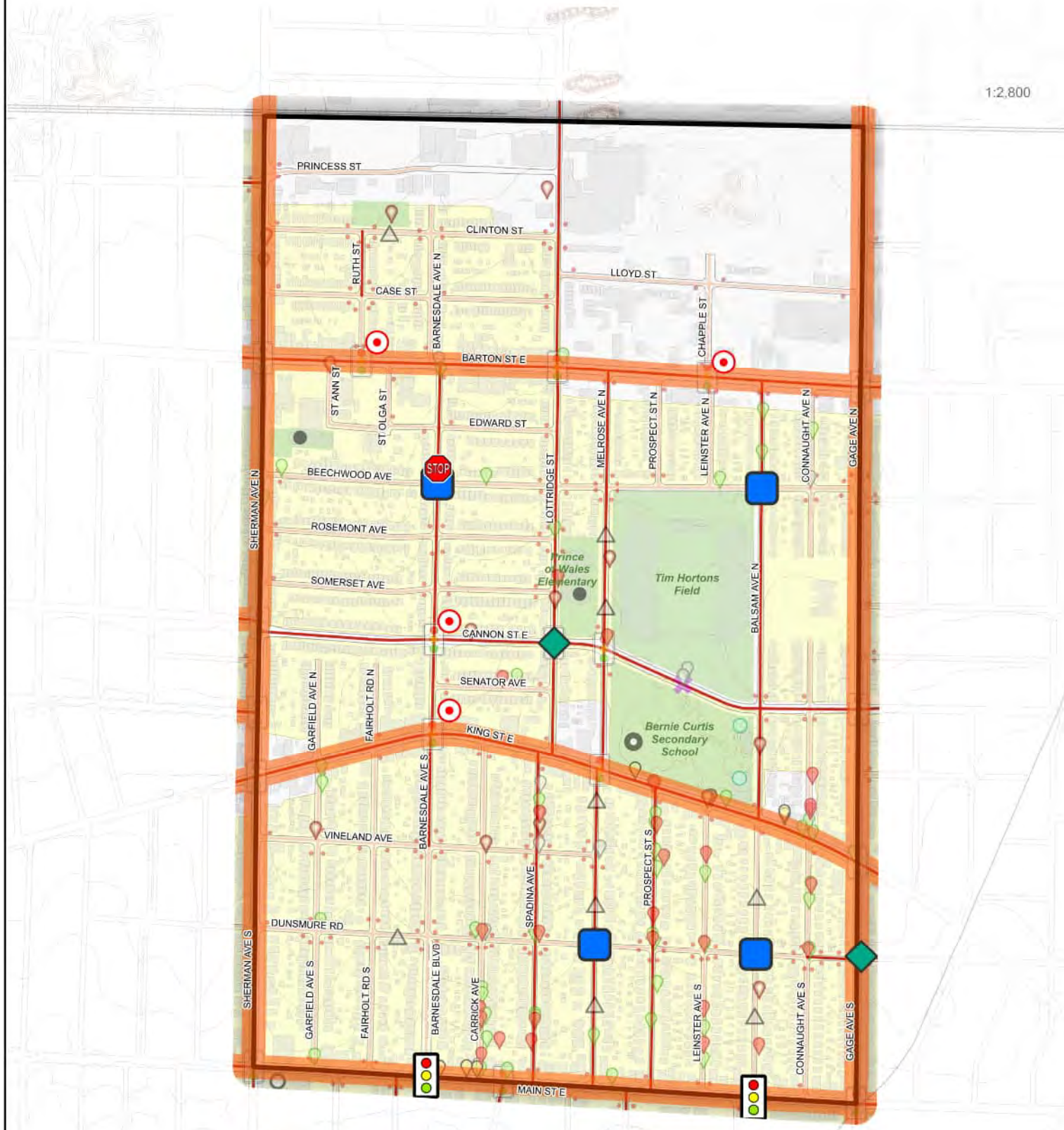
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STIPLEY - LONG TERM

Hamilton Ward 3
Complete Streets Report



1:2,800

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

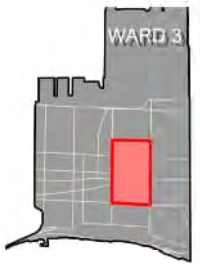
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

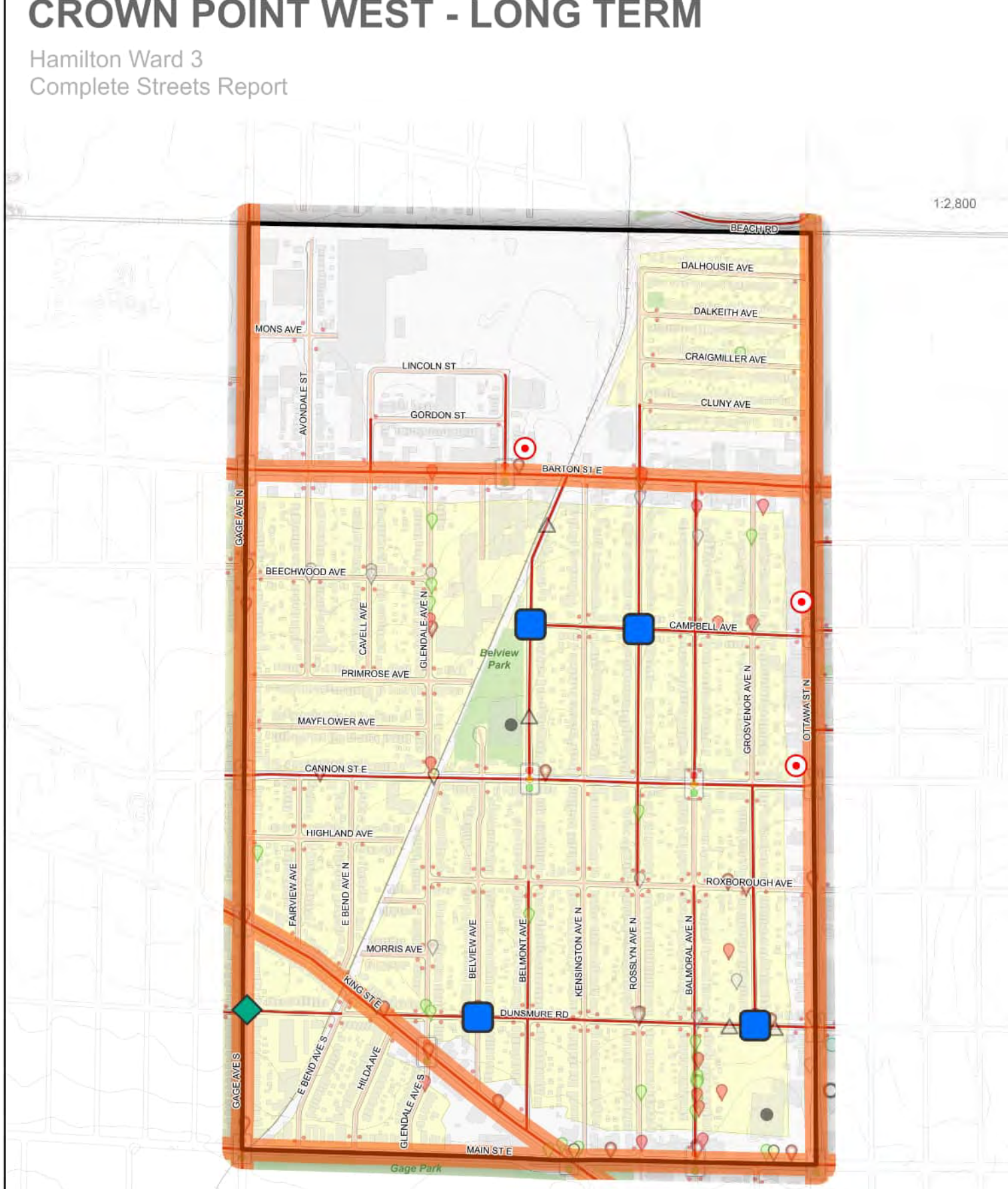
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



CROWN POINT WEST - LONG TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

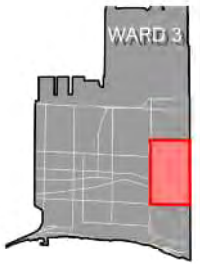
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

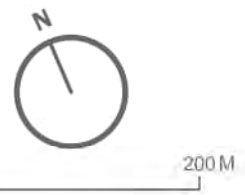
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STINSON - LONG TERM

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

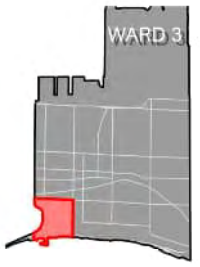
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

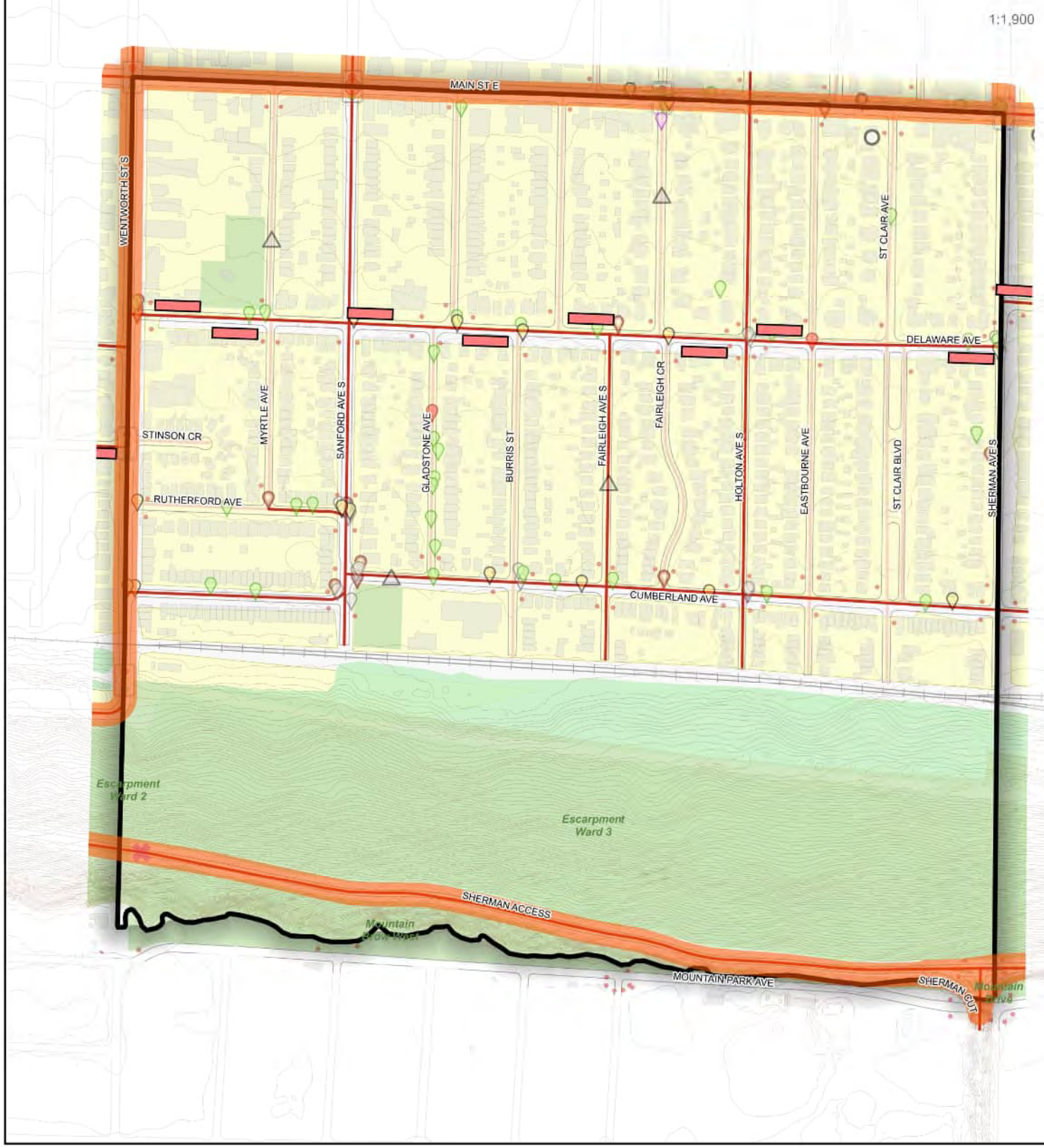
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



ST. CLAIR - LONG TERM

Hamilton Ward 3
Complete Streets Report



N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
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- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

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- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
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- Red Light Camera
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- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
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Engagement Results

- Cut Through Traffic
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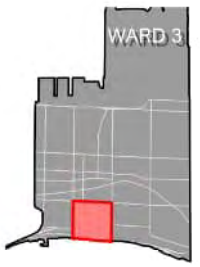
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

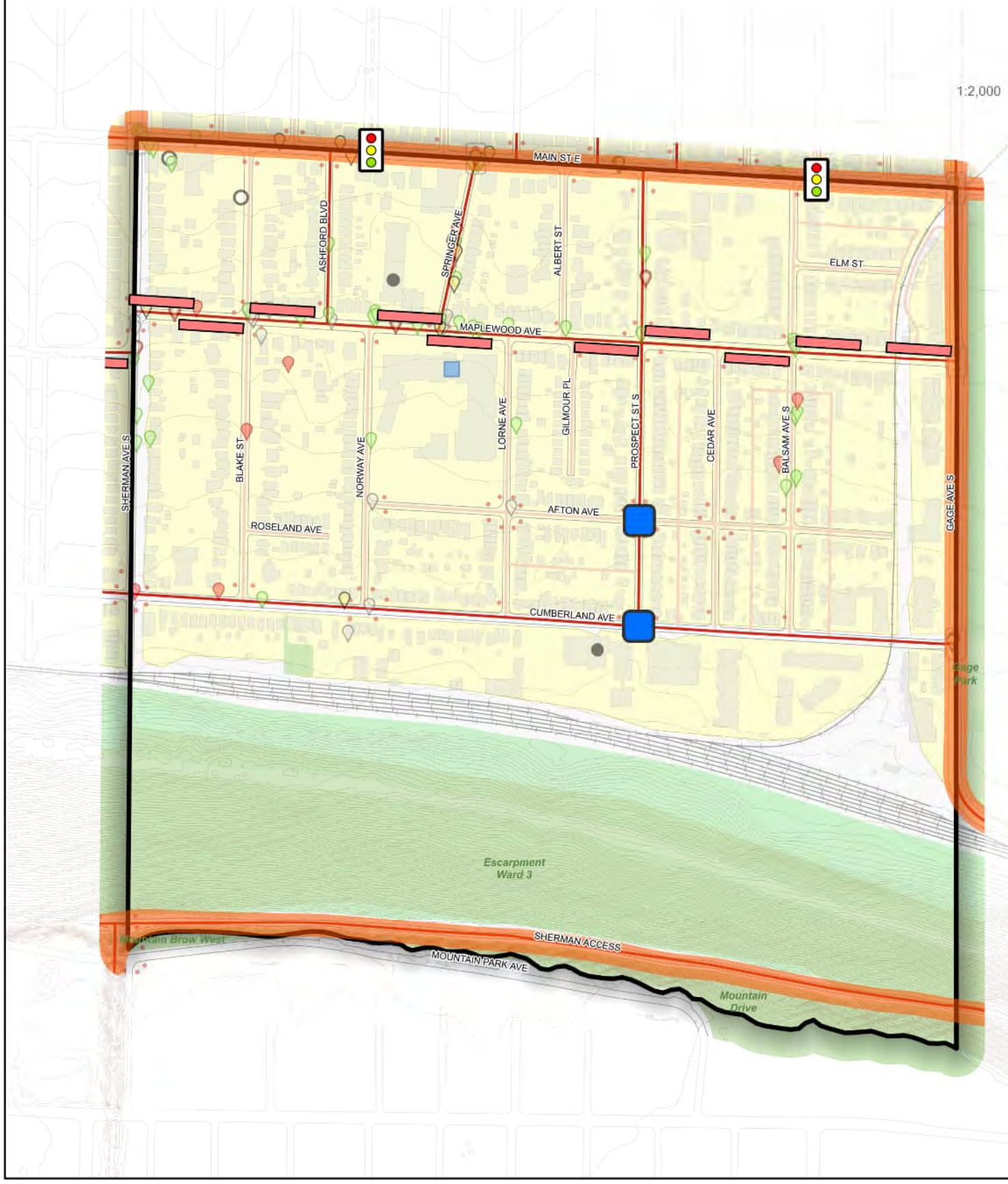
- ADT ≤ 500
- ADT ≥ 500

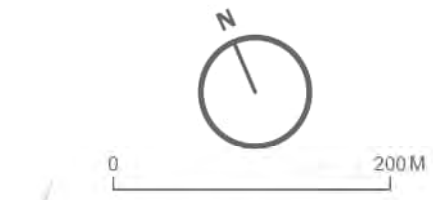
- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



BLAKELEY - LONG TERM

Hamilton Ward 3
Complete Streets Report





Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

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Traffic Diversion

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- Diagonal Diverter
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- One-Way Conversion
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- Stop Sign
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Educational Institutions

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Engagement Results

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- Accessibility Issue
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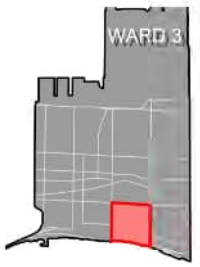
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



DELTA WEST - LONG TERM

Hamilton Ward 3
Complete Streets Report

1:2,500

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
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- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

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Engagement Results

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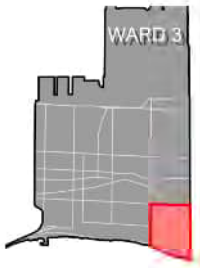
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR A & KEITH - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report

0 200 M

1:1,900

Lake Ontario

BURLINGTON ST E
MACALLUM ST
VICTORIA AVE N
STUDEBAKER PL
WENTWORTH ST N
MARS AVE
FRANCIS ST
DOUGLAS AVE
CHEEVER ST
KEITH ST
WELLINGTON ST N
FERRIE ST E
SAWYER RD
Jackie Washington Park
CLARK AVE
EMERALD ST N
BURTON ST
SHAW ST
BIRGE ST

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
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Traffic Calming
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- Curb Extension
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Traffic Diversion
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- Diagonal Diverter
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Educational Institutions
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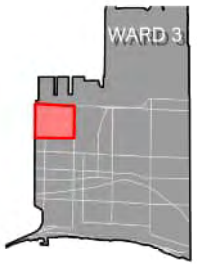
- Stop Compliance (Vehicles Not Stopping)
- Other

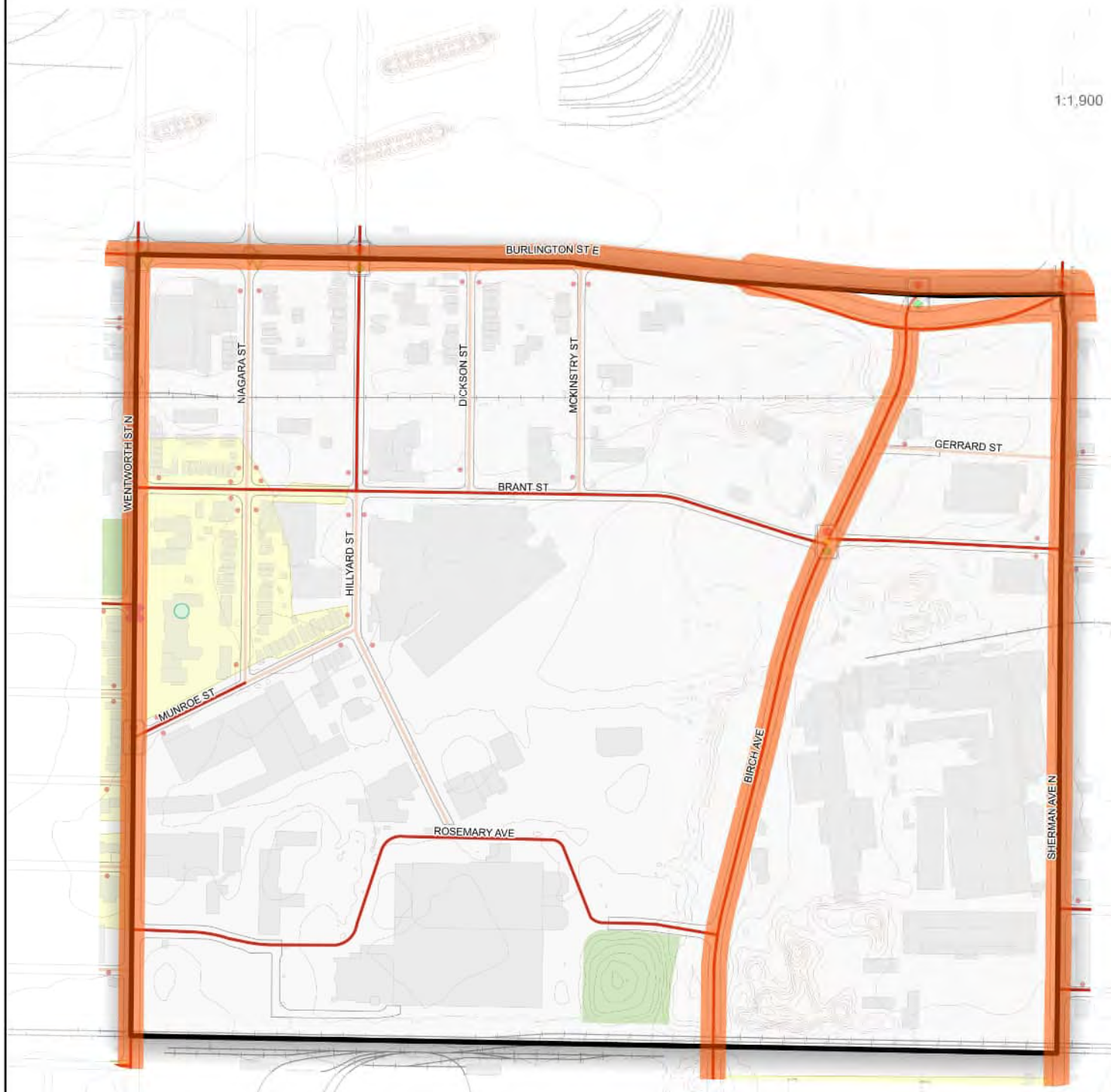
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR B & KEITH - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



0 200 M

1:1,900

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
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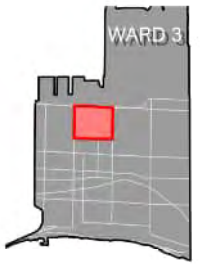
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

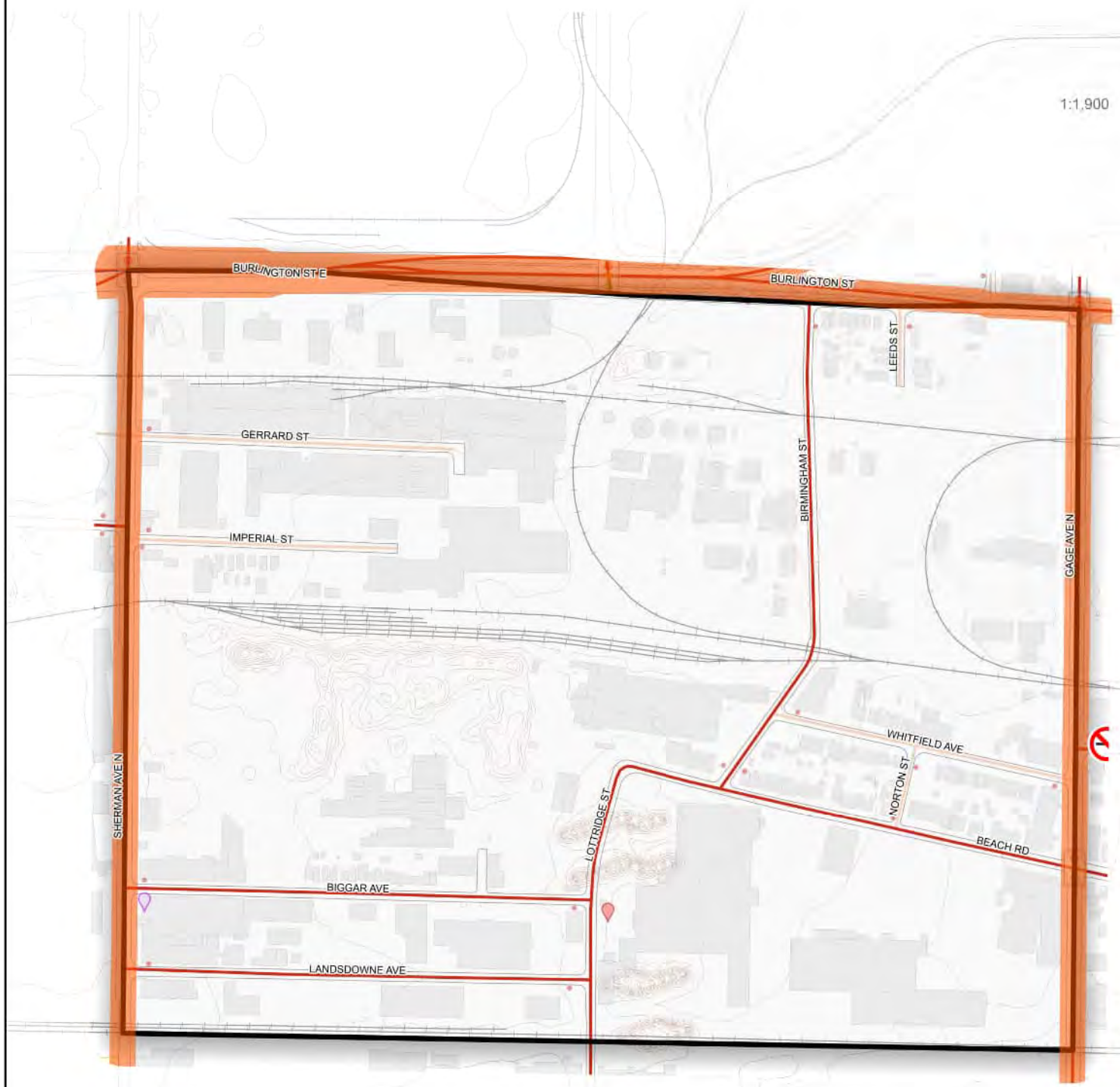
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR C - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



N

0 200 M

1:1,900

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
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- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
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- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
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Engagement Results
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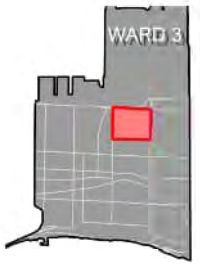
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



INDUSTRIAL SECTOR D - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
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- Add Parking on Both Sides
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Traffic Diversion

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- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
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- Stop Sign
- Traffic Signal
- Red Light Camera
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- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
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Engagement Results

- Cut Through Traffic
- Accessibility Issue
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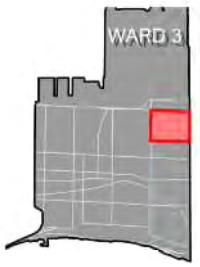
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

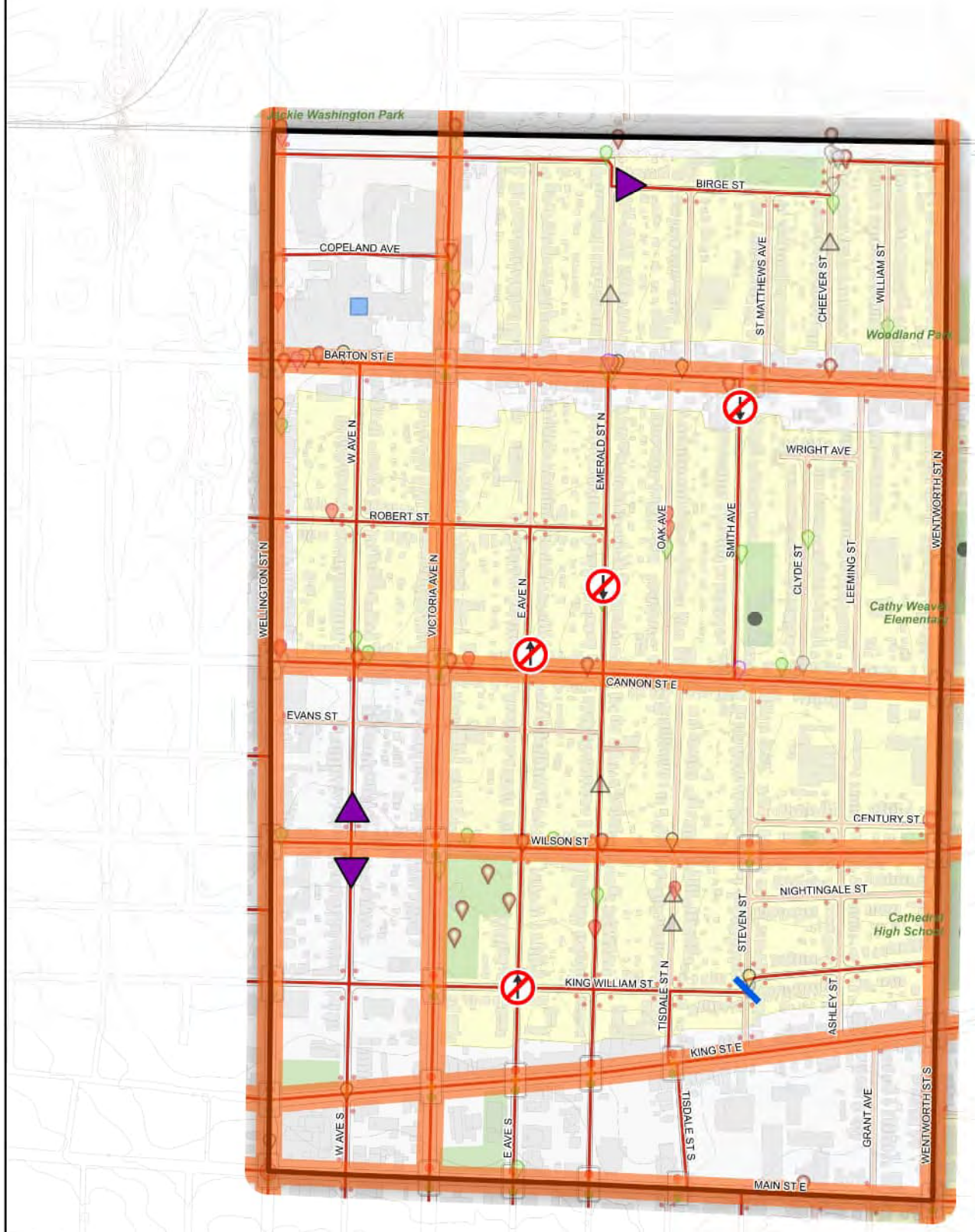
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



LANDSDALE - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



1:2,700

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
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Traffic Calming
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Traffic Diversion
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Educational Institutions
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Engagement Results
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- Accessibility Issue
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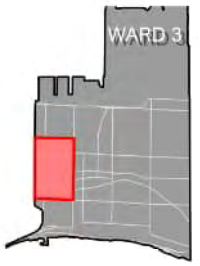
- Stop Compliance (Vehicles Not Stopping)
- Other

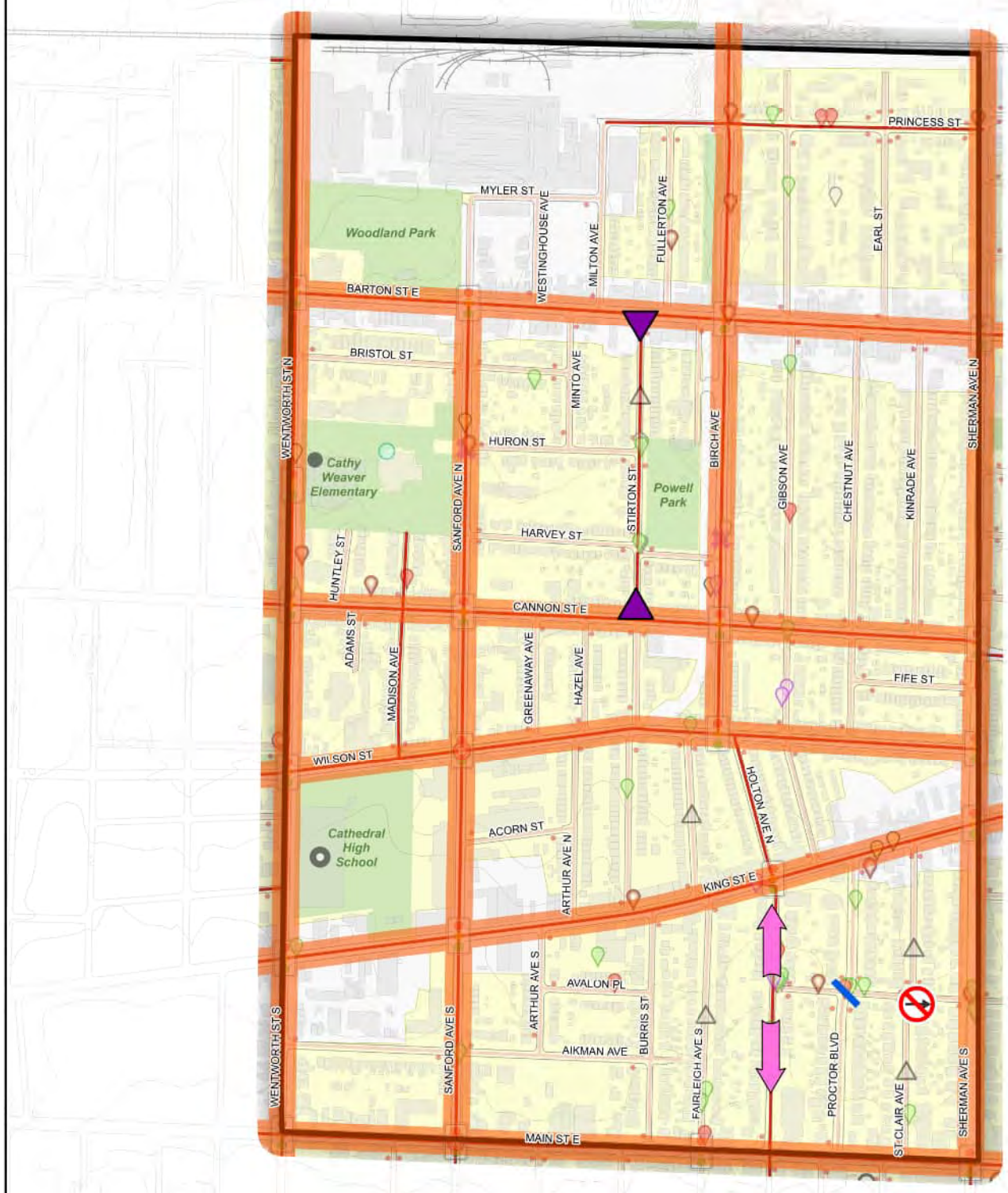
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



GIBSON - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



1:2,700

N

0 200 M

Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
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- Systemic Intersection Improvements
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Traffic Calming

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- Curb Extension
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- Speed Cushions/Table
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- Raised Bus Stop
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Educational Institutions

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Engagement Results

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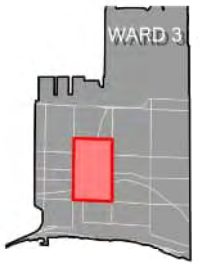
- Other

Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



STIPLEY - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report

N

0 200 M

1:2,800

Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
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- Arterial Road
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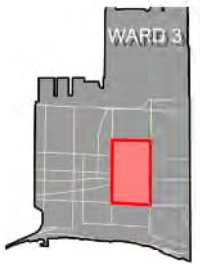
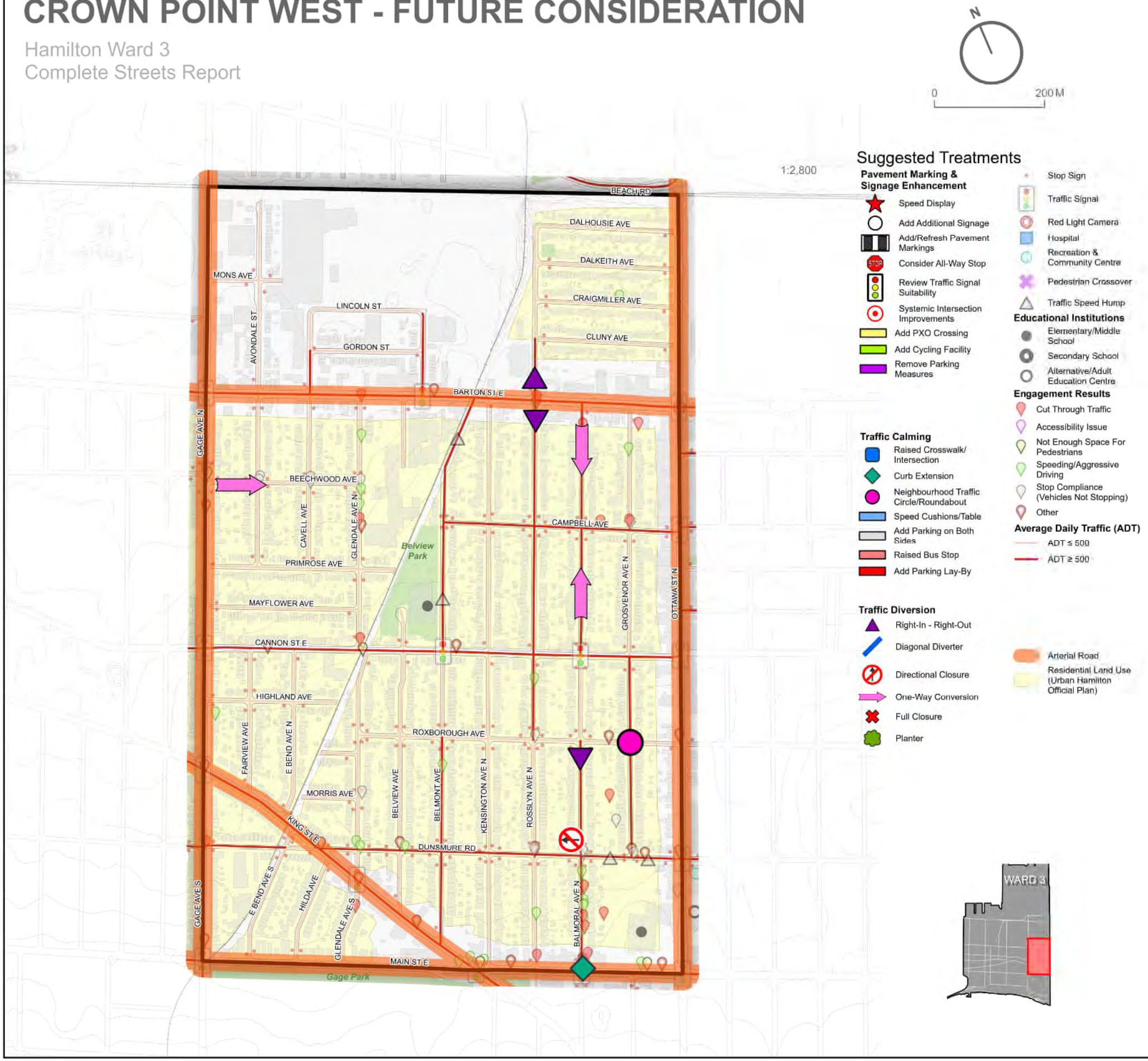


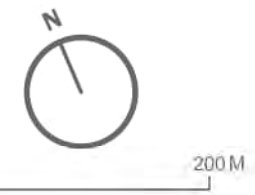
CROWN POINT WEST - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



STINSON - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
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Engagement Results
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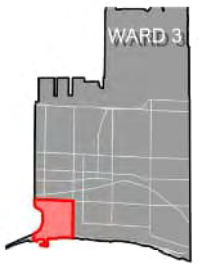
- Other

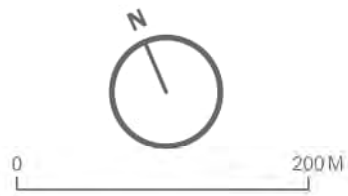
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



ST. CLAIR - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

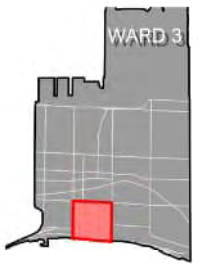
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

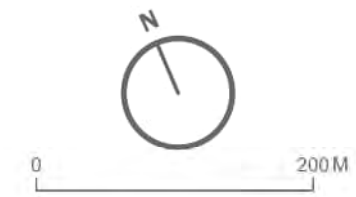
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



BLAKELEY - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



Suggested Treatments

Pavement Marking & Signage Enhancement
- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming
- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion
- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

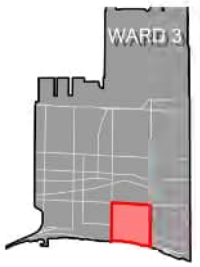
- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions
- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

Engagement Results
- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

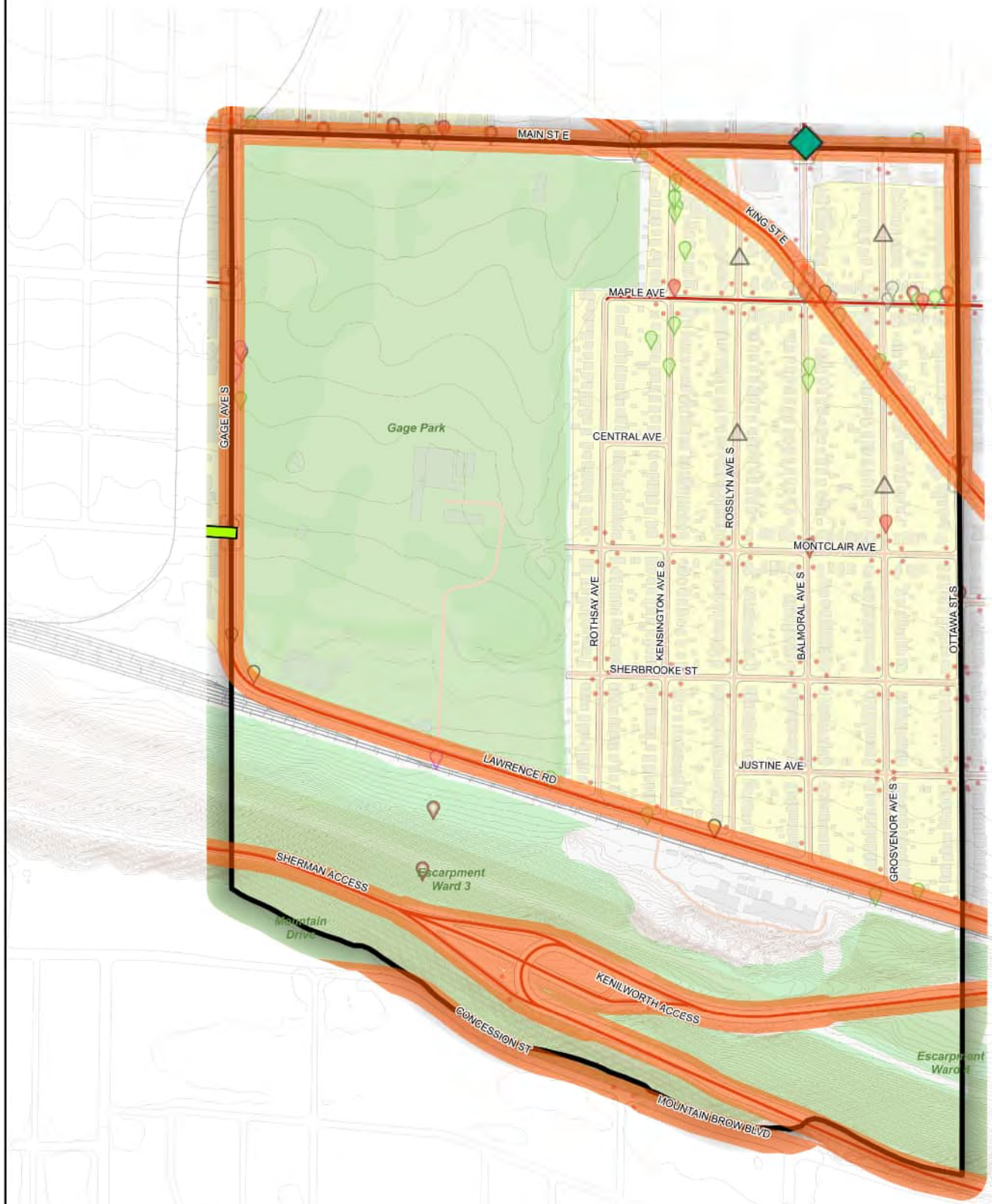
Average Daily Traffic (ADT)
- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



DELTA WEST - FUTURE CONSIDERATION

Hamilton Ward 3
Complete Streets Report



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Suggested Treatments

Pavement Marking & Signage Enhancement

- Speed Display
- Add Additional Signage
- Add/Refresh Pavement Markings
- Consider All-Way Stop
- Review Traffic Signal Suitability
- Systemic Intersection Improvements
- Add PXO Crossing
- Add Cycling Facility
- Remove Parking Measures

Traffic Calming

- Raised Crosswalk/ Intersection
- Curb Extension
- Neighbourhood Traffic Circle/Roundabout
- Speed Cushions/Table
- Add Parking on Both Sides
- Raised Bus Stop
- Add Parking Lay-By

Traffic Diversion

- Right-In - Right-Out
- Diagonal Diverter
- Directional Closure
- One-Way Conversion
- Full Closure
- Planter

- Stop Sign
- Traffic Signal
- Red Light Camera
- Hospital
- Recreation & Community Centre
- Pedestrian Crossover
- Traffic Speed Hump

Educational Institutions

- Elementary/Middle School
- Secondary School
- Alternative/Adult Education Centre

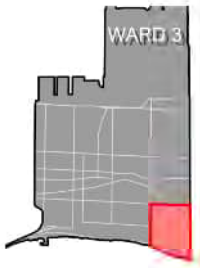
Engagement Results

- Cut Through Traffic
- Accessibility Issue
- Not Enough Space For Pedestrians
- Speeding/Aggressive Driving
- Stop Compliance (Vehicles Not Stopping)
- Other

Average Daily Traffic (ADT)

- ADT ≤ 500
- ADT ≥ 500

- Arterial Road
- Residential Land Use (Urban Hamilton Official Plan)



APPENDIX

B RECOMMENDED MESASURES LISTS

Neighbourhood	Phase	Measure	Location
Industrial Sector A & Keith	Short	Add Cycling Facility	Ferrie St E
		Add/Refresh Pavement Markings	Simcoe St E & Wellington St N
		Add/Refresh Pavement Markings	Ferrie St E & Wellington St N
		Add/Refresh Pavement Markings	Ferrie St E & Victoria Ave N
		Add/Refresh Pavement Markings	Francis St & Emerald St N
		Add/Refresh Pavement Markings	Keith St & Emerald St N
		Add/Refresh Pavement Markings	Shaw St & Emerald St N
		Add/Refresh Pavement Markings	Burton St & Cheever St
		Community Entrance Sign	Shaw St & Victoria Ave N
		Community Entrance Sign	Burton St & Wentworth St N
		Speed Display	Francis St
		Speed Display	Keith St
		Add/Refresh Pavement Markings	Brant St & Wentworth St N
		Add Ladder Crosswalk	Francis St & Douglas Ave
		Add Ladder Crosswalk	Francis St & Cheever St
		Add Ladder Crosswalk	Keith St & Cheever St
	Medium	Curb Extension	Wentworth St N & Brant St
		Systemic Intersection Improvements	Burlington St E & Hillyard St
	Long	Raised Intersection	Burton St & Emerald St N
	Future	Directional Closure	Burton St & Victoria Ave N
		Directional Closure	Shaw St & Cheever St
Industrial Sector B & Keith	Short	Add/Refresh Pavement Markings	Wentworth St N & Railway Crossing
	Medium	Systemic Intersection Improvements	Burlington St E & Hillyard St
		Curb_Extension	Brant St & Birch Ave
	Long	Systemic Intersection Improvements	Wentworth St N & Munroe St
		Systemic Intersection Improvements	Brant St & Birch Ave
Industrial Sector C	Short	Add/Refresh Pavement Markings	Lottridge St & Landsdowne Ave
		Add/Refresh Pavement Markings	Biggar Ave & Lottridge St
		Add/Refresh Pavement Markings	Birmingham St & Beach Rd
		Add/Refresh Pavement Markings	North St & Beach Rd
	Medium	Speed Display	Beach Rd
Industrial Sector D	Short	Add/Refresh Pavement Markings	Gertrude St & Avondale St
		Add/Refresh Pavement Markings	Gertrude St & Albemarle St
		Add/Refresh Pavement Markings	Gertrude St & Rowanwood St
		Add/Refresh Pavement Markings	Gertrude St & Depew St
		Add Parking - Both Sides	Beach Rd
		Speed Cushions	Gertrude St
	Medium	Parking Lay-By	Beach Rd
		Parking Lay-By	Beach Rd
		Parking Lay-By	Beach Rd
		Parking Lay-By	Beach Rd

		Parking Lay-By	Beach Rd
		Systemic Intersection Improvements	Gage Ave N & Beach Rd
		Parking Lay-By	Beach Rd
	Long	Directional Closure	Gertrude St & Gage Ave N
		Raised Intersection	Gertrude St & Lyndhurst St
		Curb Extension	Beach Rd & Avondale St
		Curb Extension	Albemarle St & Beach Rd
		Curb Extension	Lyndhurst St & Beach Rd
		Curb Extension	Rowanwood St & Beach Rd
		Add Cycling Facility	Depew St
		Add Cycling Facility	Gertrude St
		Curb Extension	Depew St & Beach Rd
	Future	Directional Closure	Gertrude St & Gage Ave N
Landsdale	Short	Speed Cushions	West Ave N
		Speed Cushions	Oak Ave
		Speed Cushions	Emerald St N
		Speed Cushions	Smith Ave
	Medium	Systemic Intersection Improvements	Copeland Ave & Victoria Ave N
		Traffic Circle	King William St & West Ave N
		Systemic Intersection Improvements	King St E & Emerald St N
		Systemic Intersection Improvements	Barton St E & St. Matthews Ave
		Planter	Main St E & Erie Ave
		Review Traffic Signal Suitability	Barton St E & Emerald St N
		Raised Intersection	Robert St & West Ave N
	Long	Raised Intersection	Birge St & Emerald St N
		Raised Intersection	Cheever St
		Review Traffic Signal Suitability	Cannon St E & Smith Ave
		Systemic Intersection Improvements	Century St & Steven St
		Raised Intersection	King William St & Tisdale St N
		Systemic Intersection Improvements	King St E & East Ave N
		Systemic Intersection Improvements	King St E & Tisdale St N
		Systemic Intersection Improvements	Main St & East Ave S
		Systemic Intersection Improvements	Main St E & Emerald St S
		Systemic Intersection Improvements	Main St E & Tisdale St S
	Future	Right-In Right-Out Island	Birge St & Emerald St N
		Right-In Right-Out Island	Wilson St & West Ave N
		Right-In Right-Out Island	Wilson St & West Ave N
		Diagonal Diverter	King William St & Steven St
		Directional Closure	Barton St E & Smith Ave
		Directional Closure	Emerald St N
		Directional Closure	King William St & East Ave N
		Directional Closure	Cannon St E & East Ave N

Gibson	Short	Additional Signage	Princess St & Birch Ave
		Speed Cushions	Stirton St
		Speed Cushions	Holton Ave S
		Review Traffic Signal Suitability	Dunsmure Rd & Sherman Ave S
	Medium	Systemic Intersection Improvements	Wilson St & Birch Ave
		Curb Extension	Princess St & Birch Ave
		Curb Extension	Princess St & Sherman Ave N
		Curb Extension	Birch Ave & Wilson St
		Systemic Intersection Improvements	Main St E & Fairleigh Ave S
	Long	Systemic Intersection Improvements	Barton St E & Myler St
		Raised Intersection	Huron St & Stirton St
		Raised Intersection	Stirton St & Harvey St
	Future	Right-In Right-Out Island	Barton St E & Stirton St
		Right-In Right-Out Island	Cannon St E & Stirton St
		One-Way Conversion	King St E & Holton Ave S
		One-Way Conversion	Main St E & Holton Ave S
		Directional Closure	Dunsmure Rd & St Clair Ave
		Diagonal Diverter	Dunsmure Rd & Proctor Blvd
Stipley	Short	Speed Display	Lottridge St
		Community Entrance Sign	Main St E & Carrick Ave
		Speed Display	Carrick Ave
		Add/Refresh Pavement Markings	Beechwood Ave & Melrose Ave N
		Add/Refresh Pavement Markings	Beechwood Ave & Balsam Ave N
		Add/Refresh Pavement Markings	Vineland Ave & Barnesdale Ave S
		Add/Refresh Pavement Markings	Dunsmure Rd & Carrick Ave
		Speed Cushions	Beechwood Ave & Gage Ave N
		Speed Cushions	Lottridge St
		Speed Cushions	Barnesdale Ave N
		Speed Cushions	Melrose Ave S
		Speed Cushions	Carrick Ave
		Speed Cushions	Connaughat Ave S
		Speed Cushions	Carrick Ave
		Speed Cushions	Spadina Ave
		Speed Cushions	Prospect St S
		Speed Cushions	Leinster Ave S
		Speed Cushions	Balsam Ave N
	Medium	Systemic Intersection Improvements	King St E & Melrose Ave S
		Curb Extension	Barton St E & Lottridge St
		Curb Extension	Vineland Ave & Melrose Ave N
		Curb Extension	Dunsmure Rd & Fairholt Rd S
		Review Traffic Signal Suitability	Barton St E & Barnesdale Ave N
	Long	Systemic Intersection Improvements	Barton St E & Ruth St

		Systemic Intersection Improvements	Barton St E & Chapple St
		Raised Intersection	Barnesdale Ave N & Beechwood Ave
		Consider All-Way Stop	Beechwood Ave & Barnesdale Ave N
		Raised Intersection	Beechwood Ave & Balsam Ave N
		Systemic Intersection Improvements	Cannon St E & Barnesdale Ave N
		Systemic Intersection Improvements	King St E & Barnesdale Ave N
		Raised Intersection	Dunsmure Rd & Melrose Ave S
		Raised Intersection	Dunsmure Rd & Balsam Ave S
		Curb Extension	Cannon St E & Lottridge St
	Future	One-Way Conversion	Beechwood Ave & Connaught Ave N
		One-Way Conversion	Connaught Ave S
		One-Way Conversion	Vineland Ave & Spadina Ave
		One-Way Conversion	Vineland Ave & Melrose Ave S
		One-Way Conversion	Prospect St S
		One-Way Conversion	Carrick Ave
		One-Way Conversion	Spadina Ave
		One-Way Conversion	Melrose Ave S
		One-Way Conversion	Prospect St S
		One-Way Conversion	Leinster Ave S
		Directional Closure	Dunsmure Rd & Leinster Ave S
		Directional Closure	Dunsmure Rd & Connaught Ave S
		Directional Closure	Dunsmure Rd & Barnesdale Blvd
		Directional Closure	Dunsmure Rd & Garfield Ave S
Crown Point West	Short	Add/Refresh Pavement Markings	Dalkeith Ave & Rosslyn Ave N
		Add/Refresh Pavement Markings	Craigmiller Ave & Rosslyn Ave N
		Add/Refresh Pavement Markings	Cluny Ave & Rosslyn Ave N
		Add/Refresh Pavement Markings	Cluny Ave & Ottawa St N
		Add/Refresh Pavement Markings	Craigmiller Ave & Ottawa St N
		Add/Refresh Pavement Markings	Dalkeith Ave & Ottawa St N
		Speed Display	Craigmiller Ave
		Add/Refresh Pavement Markings	Barton St E & Glendale Ave N
		Add/Refresh Pavement Markings	Balmoral Ave N & Barton St
		Add/Refresh Pavement Markings	Beechwood Ave & Glendale Ave N
		Speed Display	Glendale Ave N
		Add/Refresh Pavement Markings	Cannon St E & Glendale Ave N
		Add/Refresh Pavement Markings	Cannon St E & Belmont Ave
		Add/Refresh Pavement Markings	Cannon St E & Rosslyn Ave N
		Add/Refresh Pavement Markings	Cannon St E & Balmoral Ave N
		Add/Refresh Pavement Markings	Glendale Ave N & Roxborough Ave
		Add/Refresh Pavement Markings	Gage Ave N & Beechwood Ave
		Add/Refresh Pavement Markings	Balmoral Ave N & Campbell Ave
		Add/Refresh Pavement Markings	Belmont Ave & Roxborough Ave

		Add/Refresh Pavement Markings	Roxborough Ave & Rosslyn Ave N
		Add/Refresh Pavement Markings	Morris Ave & Glendale Ave N
		Speed Display	Roxborough Ave & Belmont Ave
		Speed Display	Balmoral Ave N
		Speed Cushions	Dalkeith Ave
		Speed Cushions	Craigmiller Ave
		Speed Cushions	Cluny Ave
		Add Ladder Crosswalk	Balmoral Ave N & Campbell Ave
		Add Ladder Crosswalk	Morris Ave & Glendale Ave N
		Add Ladder Crosswalk	Roxborough Ave & Belmont Ave
		Add Ladder Crosswalk	Roxborough Ave & Rosslyn Ave N
		Add Ladder Crosswalk	Roxborough Ave & Balmoral Ave N
		Add Ladder Crosswalk	Dunsmure Rd & Kensington Ave N
		Speed Cushions	Belmont Ave
		Speed Cushions	Balmoral Ave S
		Speed Cushions	Glendale Ave S
		Speed Cushions	Belmont Ave
		Speed Cushions	Rosslyn Ave N
		Speed Cushions	Balmoral Ave S
	Medium	Right-In Right-Out Island	Campbell Ave & Ottawa St N
		Systemic Intersection Improvements	Cannon St E & Gage Ave N
		Systemic Intersection Improvements	Cannon St E & Belmont Ave
		Systemic Intersection Improvements	Cannon St E & Balmoral Ave
		Review Traffic Signal Suitability	Dunsmure Rd & Ottawa St N
		Add/Refresh Pavement Markings	Barton St E & Belmont Ave
		Add/Refresh Pavement Markings	Cannon St E & Grosvenor Ave N
		Add/Refresh Pavement Markings	Roxborough Ave & Kensington Ave N
		Add/Refresh Pavement Markings	Dunsmure Rd & King St E
		Add/Refresh Pavement Markings	Main St E & Grosvenor Ave S
		Add/Refresh Pavement Markings	Roxborough Ave & Balmoral Ave N
		Add/Refresh Pavement Markings	Dunsmure Rd & Kensington Ave N
		Curb_Extension	Campbell Ave & Balmoral Ave N
		Remove Parking Measures	Glendale Ave S
	Long	Raised Intersection	Campbell Ave & Belmont Ave
		Raised Intersection	Campbell Ave & Rosslyn Ave N
		Systemic Intersection Improvements	Campbell Ave & Ottawa St N
		Systemic Intersection Improvements	Barton St E & Lincoln St
		Systemic Intersection Improvements	Cannon St E & Ottawa St N
		Raised Intersection	Dunsmure Rd & Belview Ave
		Raised Intersection	Dunsmure Rd & Grosvenor Ave N
		Curb Extension	Dunsmure Rd & Gage Ave S
	Future	One-Way Conversion	Beechwood Ave & Avondale St

		One-Way Conversion	Balmoral Ave N
		One-Way Conversion	Balmoral Ave N
		Traffic Circle	Roxborough Ave & Grosvenor Ave N
		Directional Closure	Dunsmure Rd & Balmoral Ave N
		Curb Extension	Main St E & Balmoral Ave S
		Right-In Right-Out Island	Barton St E & Rosslyn Ave N
		Right-In Right-Out Island	Barton St E & Rosslyn Ave N
		Right-In Right-Out Island	Roxborough Ave & Balmoral Ave N
Stinson	Short	Add Ladder Crosswalk	Jackson St E & Wellington St S
		Add Ladder Crosswalk	Hunter St E & Victoria Ave S
		Add Ladder Crosswalk	Tisdale St S & Erie Ave
		Add Ladder Crosswalk	Delaware Ave & Wentworth St S
		Add/Refresh Pavement Markings	Erie Ave & Tisdale St S
		Add/Refresh Pavement Markings	Hunter St E & Victoria Ave S
		Add/Refresh Pavement Markings	Jackson St E & Wellington St S
		Speed Cushions	East Ave S
		Speed Cushions	Emerald St S
		Speed Cushions	Grant Ave
	Medium	Curb Extension	Stinson St & Victoria Ave S
		Curb Extension	Stinson St & Erie Ave
	Long	Curb Extension	Erie Ave & Tisdale St S
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
		Raised Bus Stop	Stinson St
	Future	One-Way Conversion	Main St E & Erie Ave
		One-Way Conversion	Stinson St & Erie Ave
		Directional Closure	Webber Ave & Victoria Ave S
		Full Closure	Delaware Ave & Grant Ave
St. Clair	Short	Community Entrance Sign	Delaware Ave & Wentworth St S
		Systemic Intersection Improvements	Main St E & Sanford Ave S
		Community Entrance Sign	Delaware Ave & St Clair Blvd
		Speed Cushions	Holton Ave S
		Speed Cushions	Eastbourne Ave
		Add Parking - Both Sides	Rutherford Ave
		Add/Refresh Pavement Markings	Cumberland Ave & Sanford Ave S
		Add/Refresh Pavement Markings	Rutherford Ave & Sanford Ave S
		Add/Refresh Pavement Markings	Delaware Ave & Wentworth St S
	Medium	Systemic Intersection Improvements	Stinson Cres & Wentworth St S

		Curb Extension	Cumberland Ave & Sherman Ave S
		Curb Extension	Cumberland Ave & Wentworth St S
		Curb Extension	Rutherford Ave & Sanford Ave S
	Long	Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
		Raised Bus Stop	Delaware Ave
	Future	Add Cycling Facility	Cumberland Ave
		Right-In Right-Out Island	Delaware Ave & Sanford Ave S
		Right-In Right-Out Island	Delaware Ave & Gladstone Ave
		Right-In Right-Out Island	Delaware Ave & Gladstone Ave
		Right-In Right-Out Island	Cumberland Ave & Glandstone Ave
		Directional Closure	Cumberland Ave & Sanford Ave S
		Directional Closure	Cumberland Ave & Sherman Ave S
		Directional Closure	Cumberland Ave & Sherman Ave S
		Traffic Circle	Cumberland Ave & Fairleigh Ave S
		Traffic Circle	Cumberland Ave & Holton Ave S
Blakeley	Short	Systemic Intersection Improvements	Main St E & Sherman Ave S
		Add/Refresh Pavement Markings	Maplewood Ave & Gage Ave S
		Community Entrance Sign	Maplewood Ave & Springer Ave
		Speed Cushions	Prospect St S
		Add Ladder Crosswalk	Maplewood Ave & Springer Ave
	Medium	Curb Extension	Cumberland Ave & Gage Ave S
		Curb Extension	Cumberland Ave & Lorne Ave
		Systemic Intersection Improvements	Maplewood Ave & Gage Ave S
	Long	Review Traffic Signal Suitability	Main St E & Barnesdale Blvd
		Raised Intersection	Afton Ave & Prospect St S
		Raised Intersection	Cumberland Ave & Prospect St S
		Review Traffic Signal Suitability	Main St E & Balsam Ave S
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave
		Raised Bus Stop	Maplewood Ave

		Raised Bus Stop	Maplewood Ave
	Future	Directional Closure	Main St E & Springer Ave
		Directional Closure	Maplewood Ave & Prospect St S
		Directional Closure	Cumberland Ave & Lorne Ave
		Add Cycling Facility	Cumberland Ave
		Traffic Circle	Cumberland Ave & Blake St
		Traffic Circle	Cumberland Ave & Norway Ave
		Right-In Right-Out Island	Cumberland Ave & Balsam Ave S
Delta West	Short	Add Ladder Crosswalk	Maple Ave & Grosvenor Ave S
		Add Ladder Crosswalk	Main St E & Balmoral Ave S
		Speed Cushions	Balmoral Ave S
		Add/Refresh Pavement Markings	Montclair Ave & Grosvenor Ave S
		Add Ladder Crosswalk	Sherbrooke St & Balmoral Ave S
		Add Ladder Crosswalk	Montclair Ave & Grosvenor Ave S
		Add Ladder Crosswalk	Sherbrooke St & Kensington Ave S
		Add/Refresh Pavement Markings	Main St E & Balmoral Ave S
		Add/Refresh Pavement Markings	Maple Ave & Balmoral Ave S
		Speed Display	Kensington Ave S
		Speed Display	Balmoral Ave S
		Add/Refresh Pavement Markings	Montclair Ave & Kensington Ave S
		Add/Refresh Pavement Markings	Lawrence Rd & Balmoral Ave S
		Add/Refresh Pavement Markings	Lawrence Rd & Kensington Ave S
		Add/Refresh Pavement Markings	Main St E & Glendale Ave S
	Medium	Systemic Intersection Improvements	King St & Balmoral Ave S
		Consider All-Way Stop	Montclair Ave & Balmoral Ave S
		Add PXO Crossing	Maple Ave & Ottawa St S
		Add/Refresh Pavement Markings	Main St E & Balmoral Ave S
		Add/Refresh Pavement Markings	Rosslyn Ave S & Maple Ave
		Add/Refresh Pavement Markings	Justine Ave & Balmoral Ave S
		Add/Refresh Pavement Markings	Maple Ave & Grosvenor Ave S
		Add/Refresh Pavement Markings	Sherbrooke St & Balmoral Ave S
		Add/Refresh Pavement Markings	Sherbrooke St & Kensington Ave S
		Add/Refresh Pavement Markings	Sherbrooke St & Ottawa St S
		Raised Intersection	Maple Ave & Kensington Ave S

APPENDIX

C COST ESTIMATES

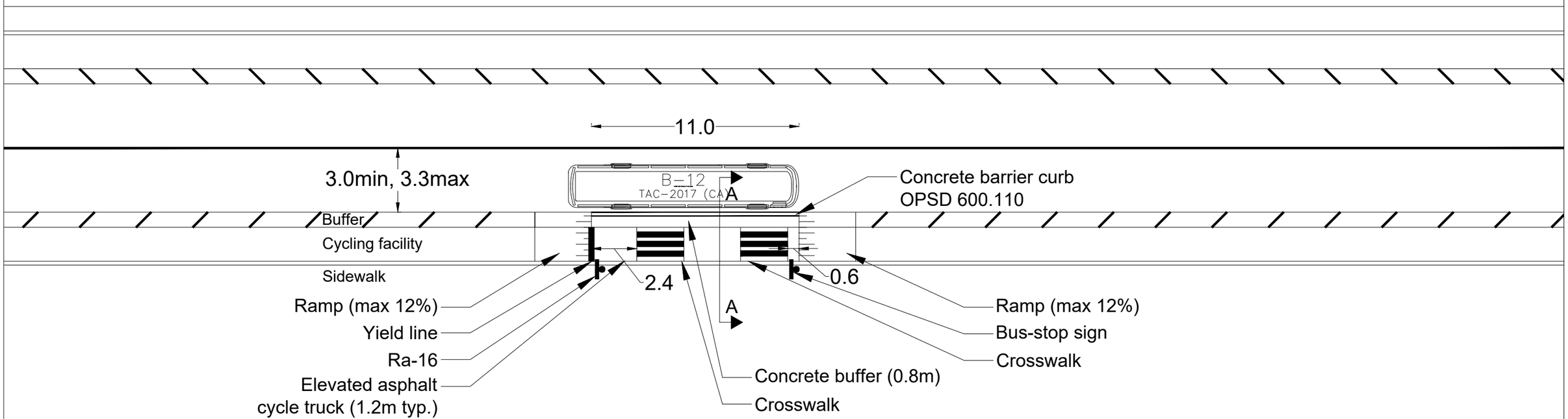
Neighbourhood	Phase	Estimated Cost
Industrial Sector A & Keith	Short	$166,000.00
	Medium	$48,500.00
	Long	$41,500.00
	Future	$30,000.00
Industrial Sector B & Keith	Short	$7,500.00
	Medium	$48,500.00
	Long	$28,000.00
Industrial Sector C	Short	$30,000.00
	Medium	$6,500.00
Industrial Sector D	Short	$42,500.00
	Medium	$77,000.00
	Long	$359,000.00
	Future	$15,000.00
Landsdale	Short	$38,000.00
	Medium	$103,000.00
	Long	$208,500.00
	Future	$206,000.00
Gibson	Short	$20,500.00
	Medium	$131,500.00
	Long	$97,000.00
	Future	$119,000.00
Stipley	Short	$151,000.00
	Medium	$117,500.00
	Long	$257,500.00
	Future	$210,000.00
Crown Point West	Short	$296,000.00
	Medium	$141,500.00
	Long	$242,500.00
	Future	$139,500.00
Stinson	Short	$79,000.00
	Medium	$69,000.00
	Long	$153,500.00
	Future	$75,000.00
St. Clair	Short	$65,500.00
	Medium	$117,500.00
	Long	$136,000.00
	Future	$181,000.00
Blakeley	Short	$41,500.00
	Medium	$83,000.00
	Long	$253,000.00

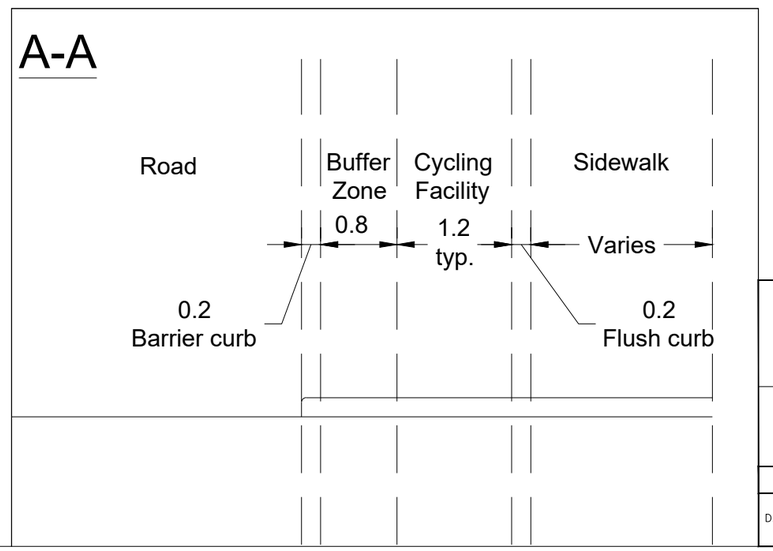
	Future	$152,500.00
Delta West	Short	$110,000.00
	Medium	$109,000.00

APPENDIX

D TYPICAL DESIGN DETAILS

NOT TO SCALE





- Buffer zone width recommended 0.5-1.0m to encourage pedestrians to wait for transit on the curb
- Cycling facility narrows to reduce cyclists speed
- Crosswalk markings locations based on bus doors. Rear door- optional
- Optional: Bollards can be located along the buffer

Ra–16

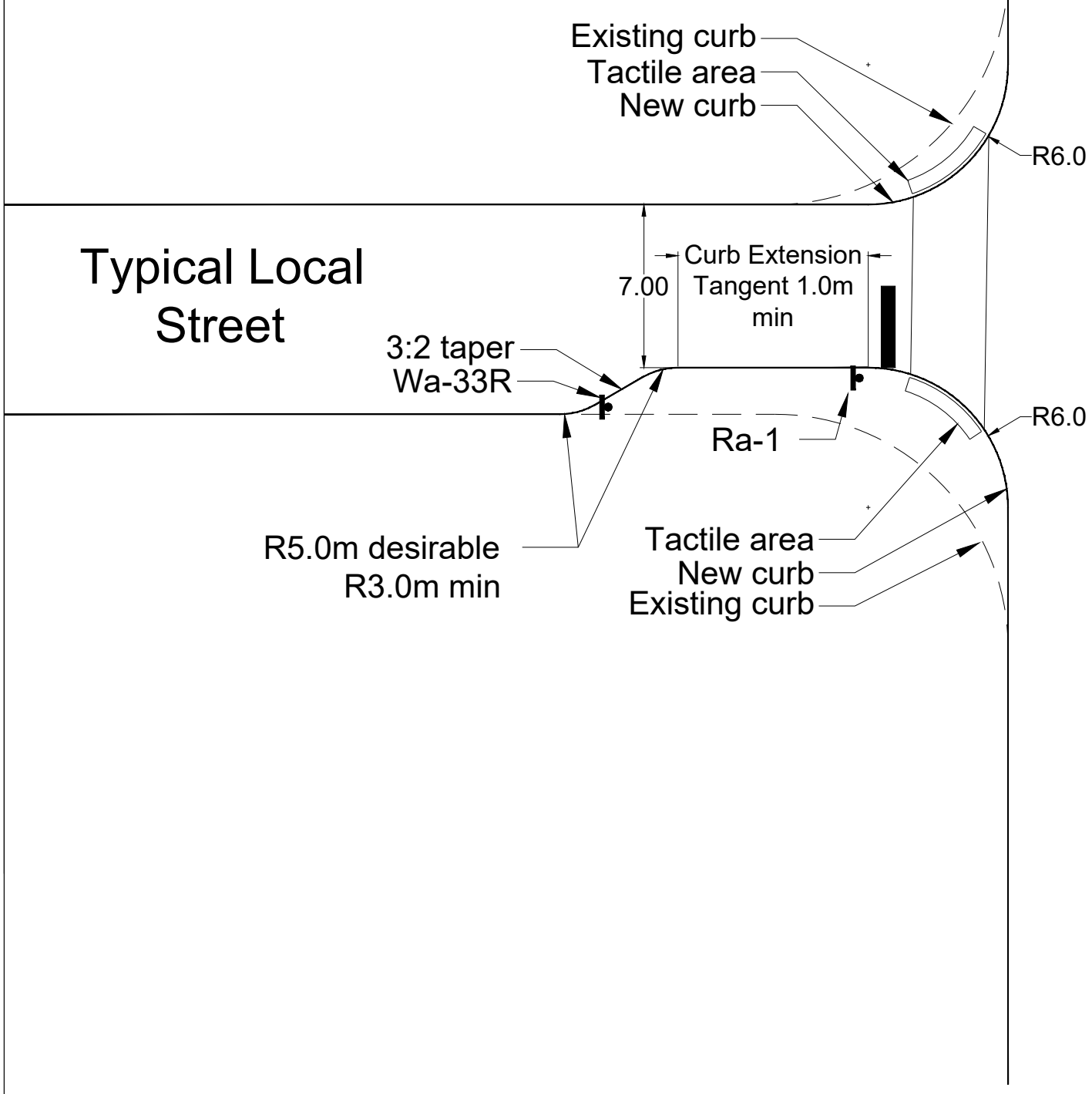
wsp

Ward 3 – Complete Streets

Curb Extended Bus Stop

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	01 OF 09

NOT TO SCALE



Typical Arterial Road

- Intersection radii accommodates B-12 TAC
- Depending on local climate and preference, vertical delineation other than WA-36 maybe appropriate. Possible alternatives are optional: bollards, delineation markers, landscaping or curb painting.

	Ra–1
	Wa–33R

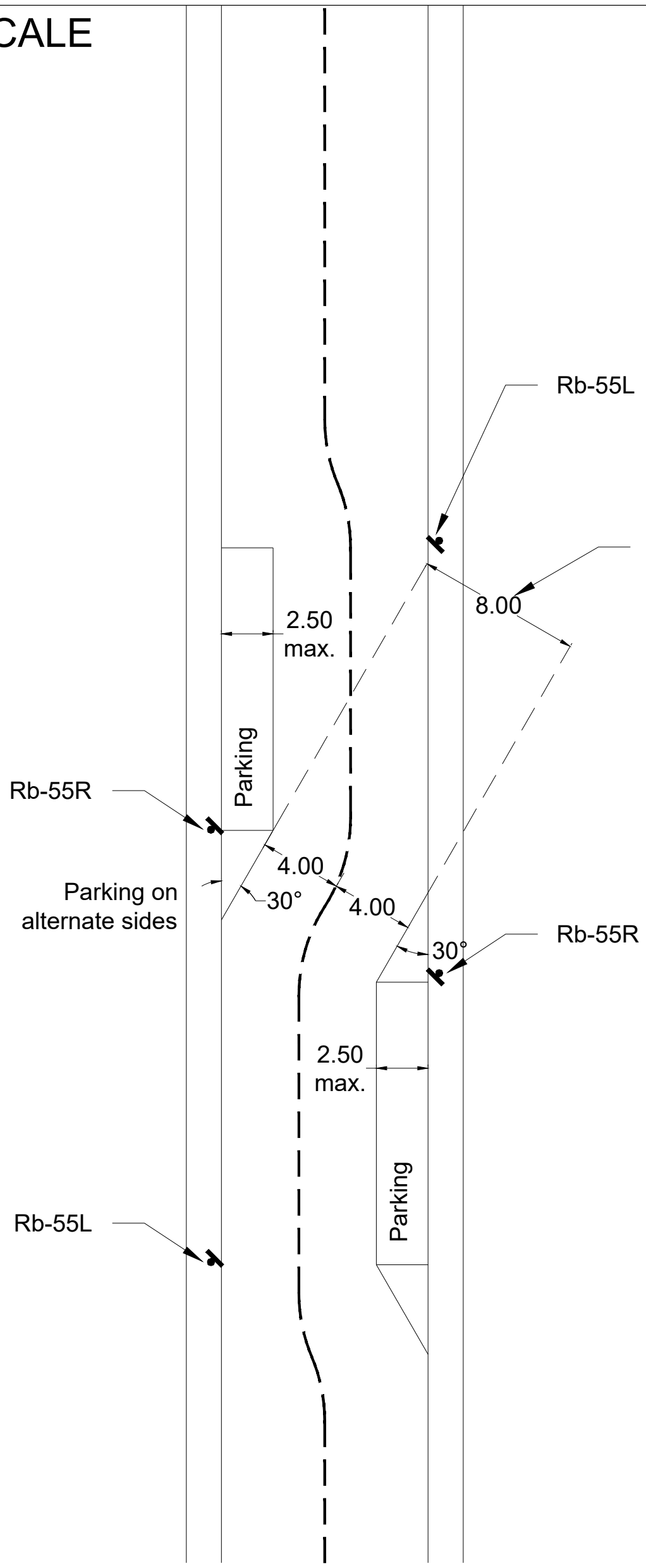
wsp

Ward 3 – Complete Streets

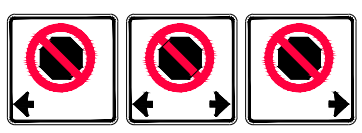
Intersection Curb Extension

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	02 OF 09

NOT TO SCALE



- Driveways and fire hydrants should be considered when choosing the exact location and length of the parking bays
- Parking should not be used as a curb extension



RB-55

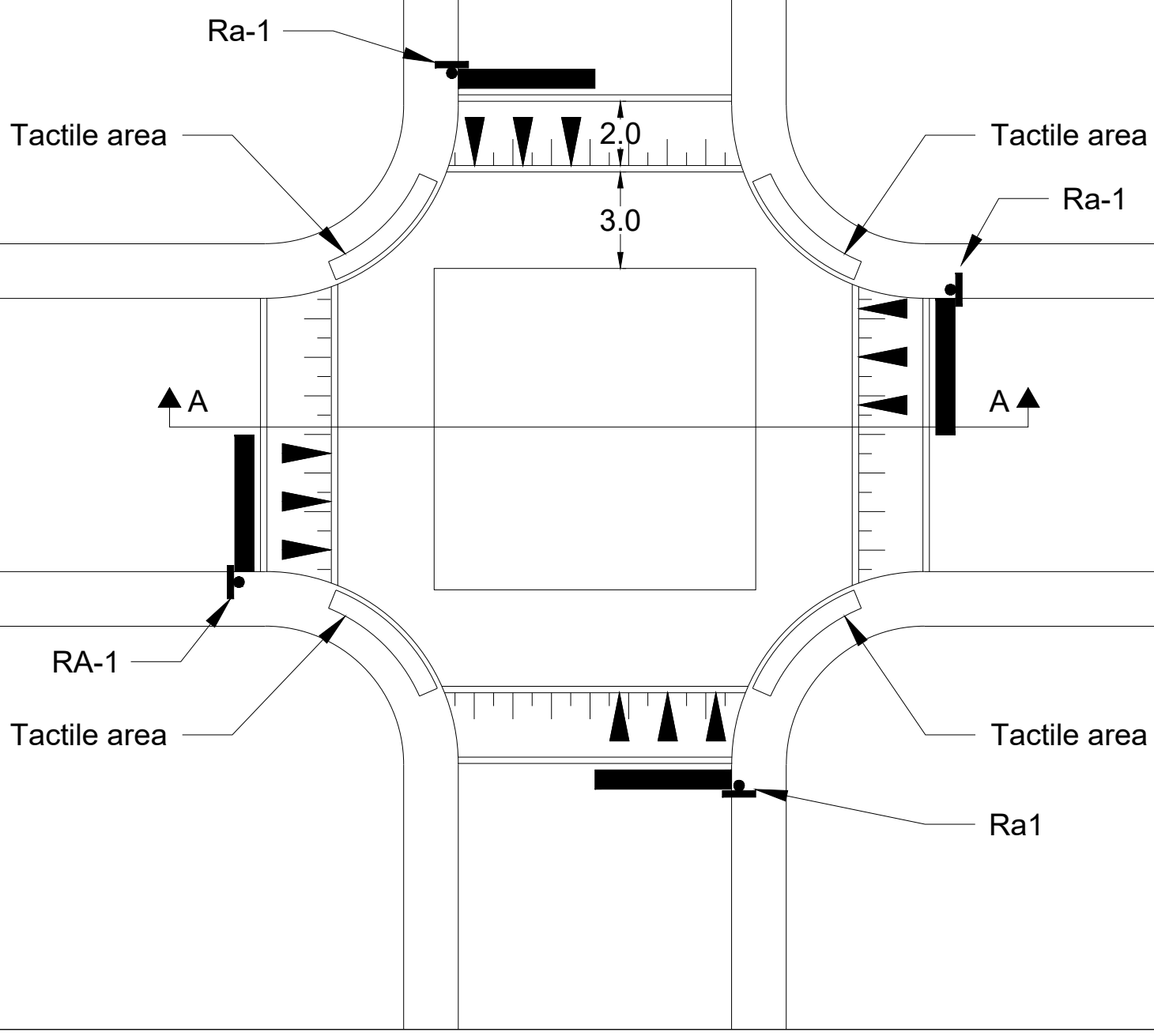
wsp

Ward 3 – Complete Streets

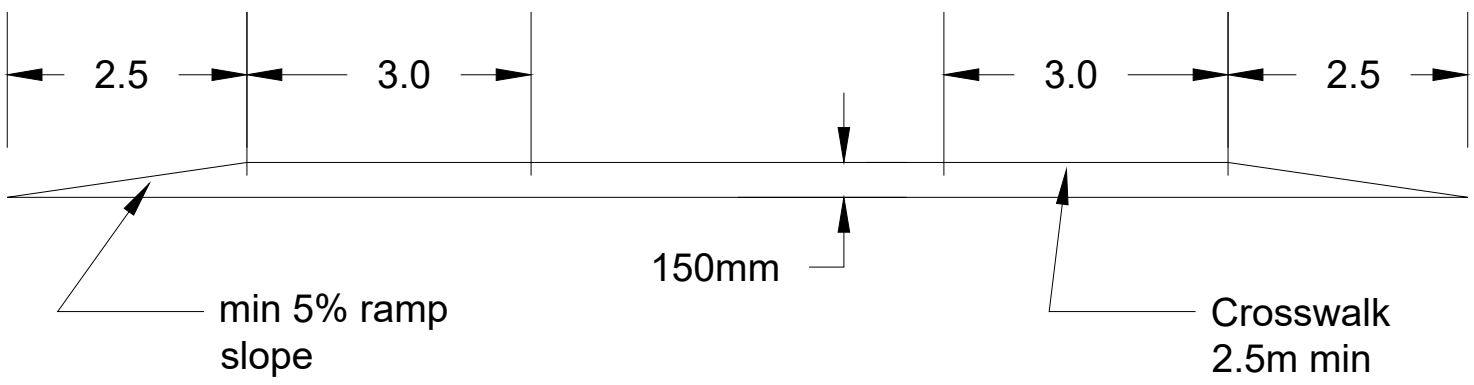
Parking Bays

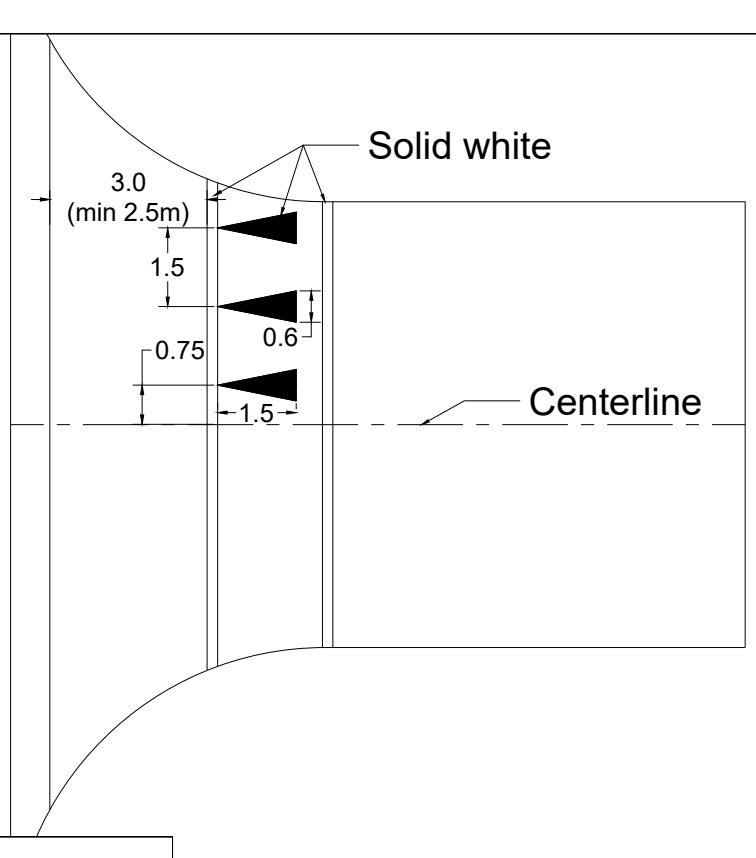
DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	03 OF 09

NOT TO SCALE



A-A





- Crossing lines as per MUTCDC and GDGCR
- Manholes and drainage should be considered during advanced design stages

Ra–1

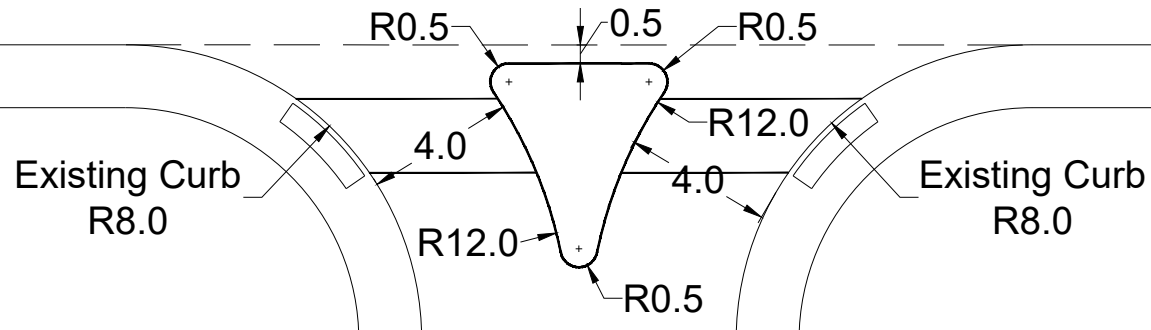
wsp

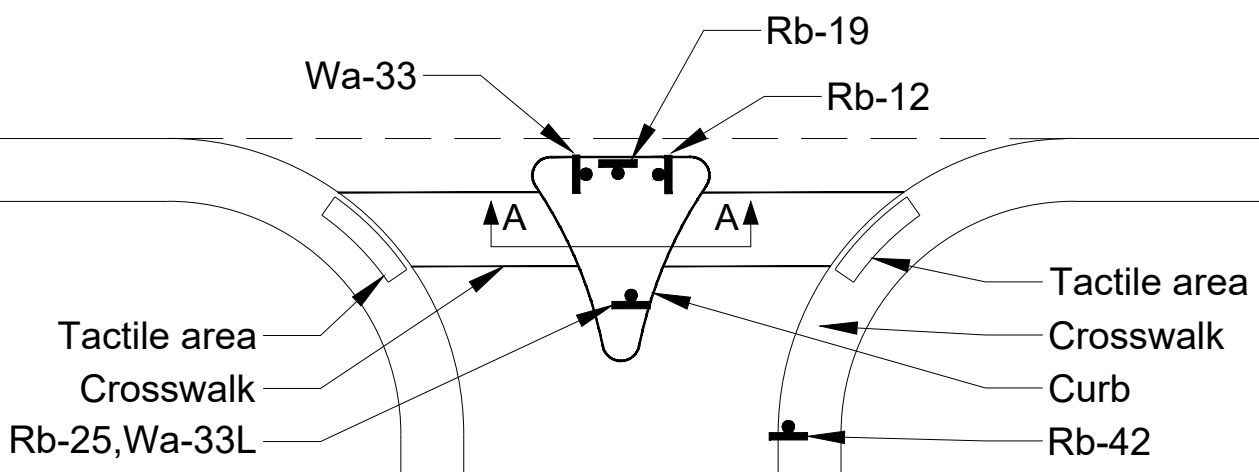
Ward 3 – Complete Streets

Raised Intersection

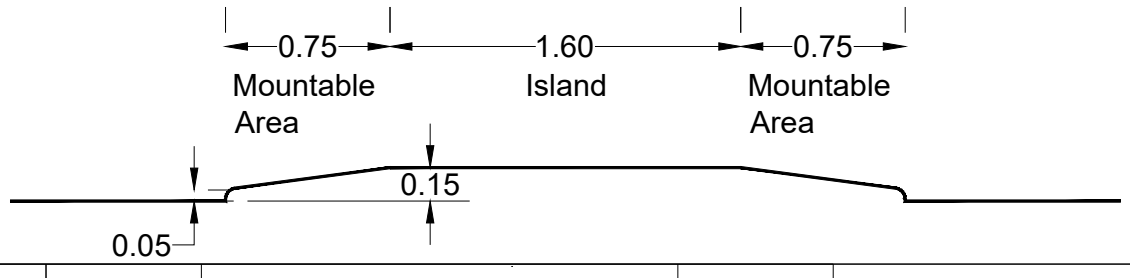
DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	04 OF 09

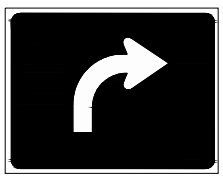
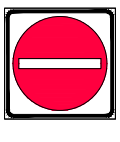
NOT TO SCALE





A-A



	Rb–42		Wa–33
	Rb–19		Wa–33L
	Rb–12		Rb–25

- Depressed/mountable curb to accommodate truck turning movements
- Optional crosswalks as per MUTCDC, GDGCR
- Minimum island size 6sq.m. for pedestrian refuge

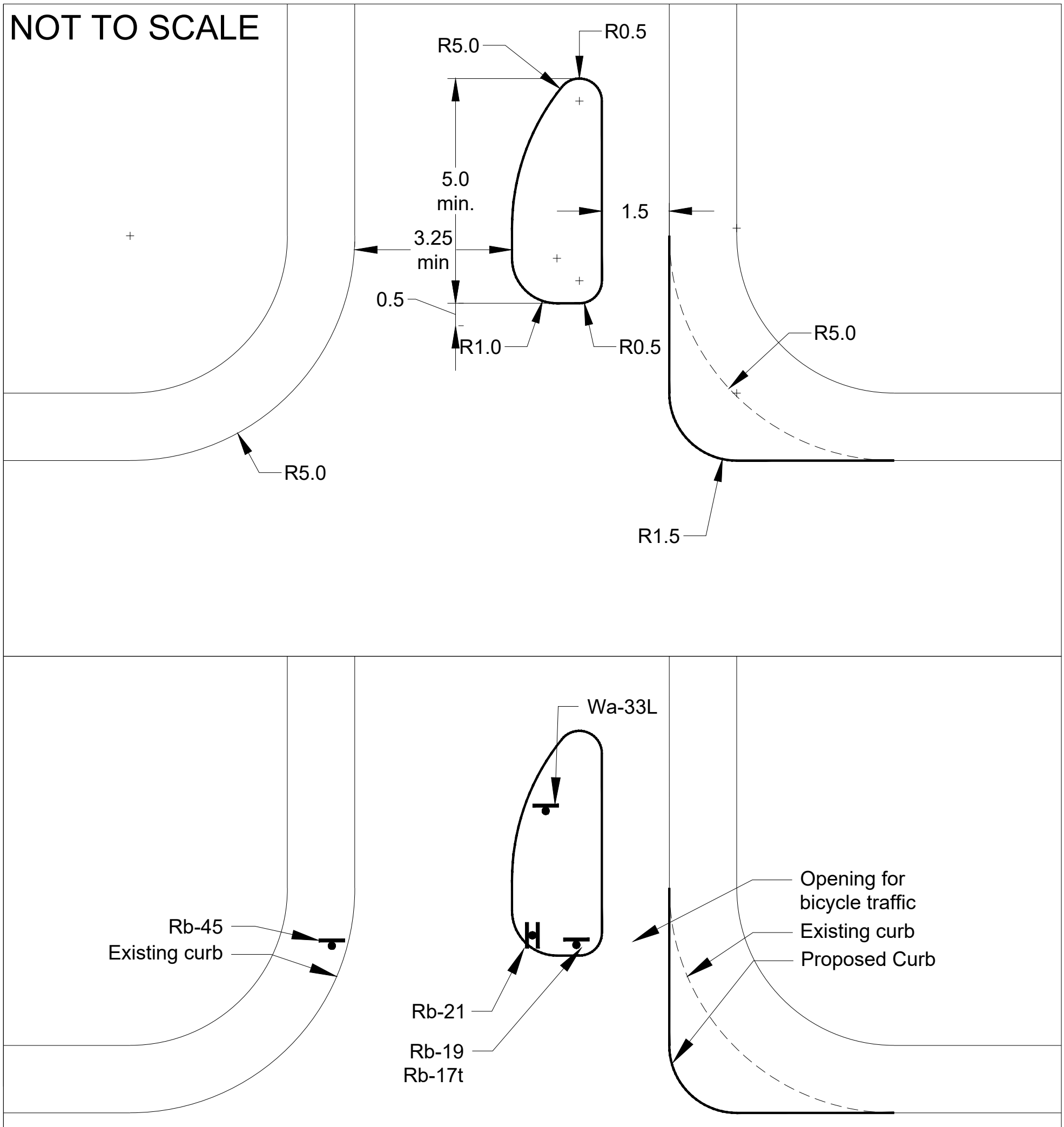
wsp

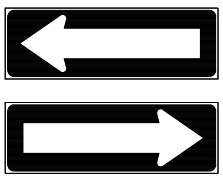
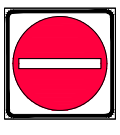
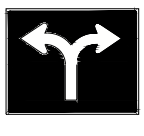
Ward 3 – Complete Streets

Right In Right Out Island

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	05 OF 09

NOT TO SCALE



	Rb–21		
	Rb–19		Wa–33L
	Rb–17t		Rb–45

- Bicycle opening width 1.5-1.8m as per OTM Book 18
-

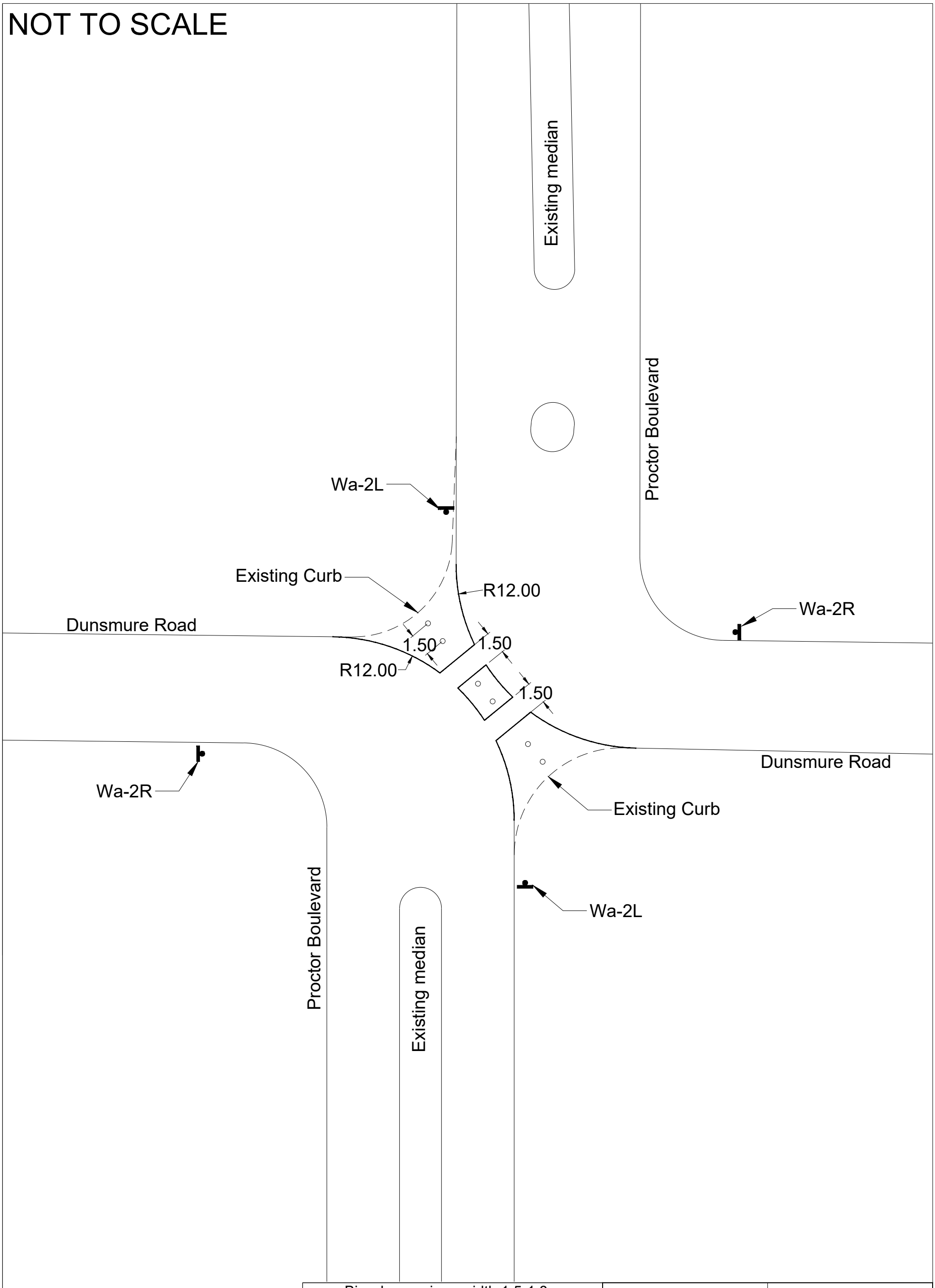
wsp

Ward 3 – Complete Streets

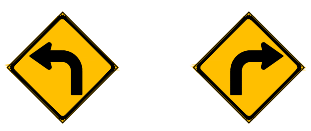
Directional Closure – Exit Only

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	06 OF 09

NOT TO SCALE



- Bicycle openings width 1.5-1.8m
- Stopping to be restricted along the diverter. Exact location will be determined during detailed design stages
- Optional: Landscaping/bollards at 1.5m typical spacing
- Additional Parking Prohibited signage may be required



Wa-2R
Wa-2L

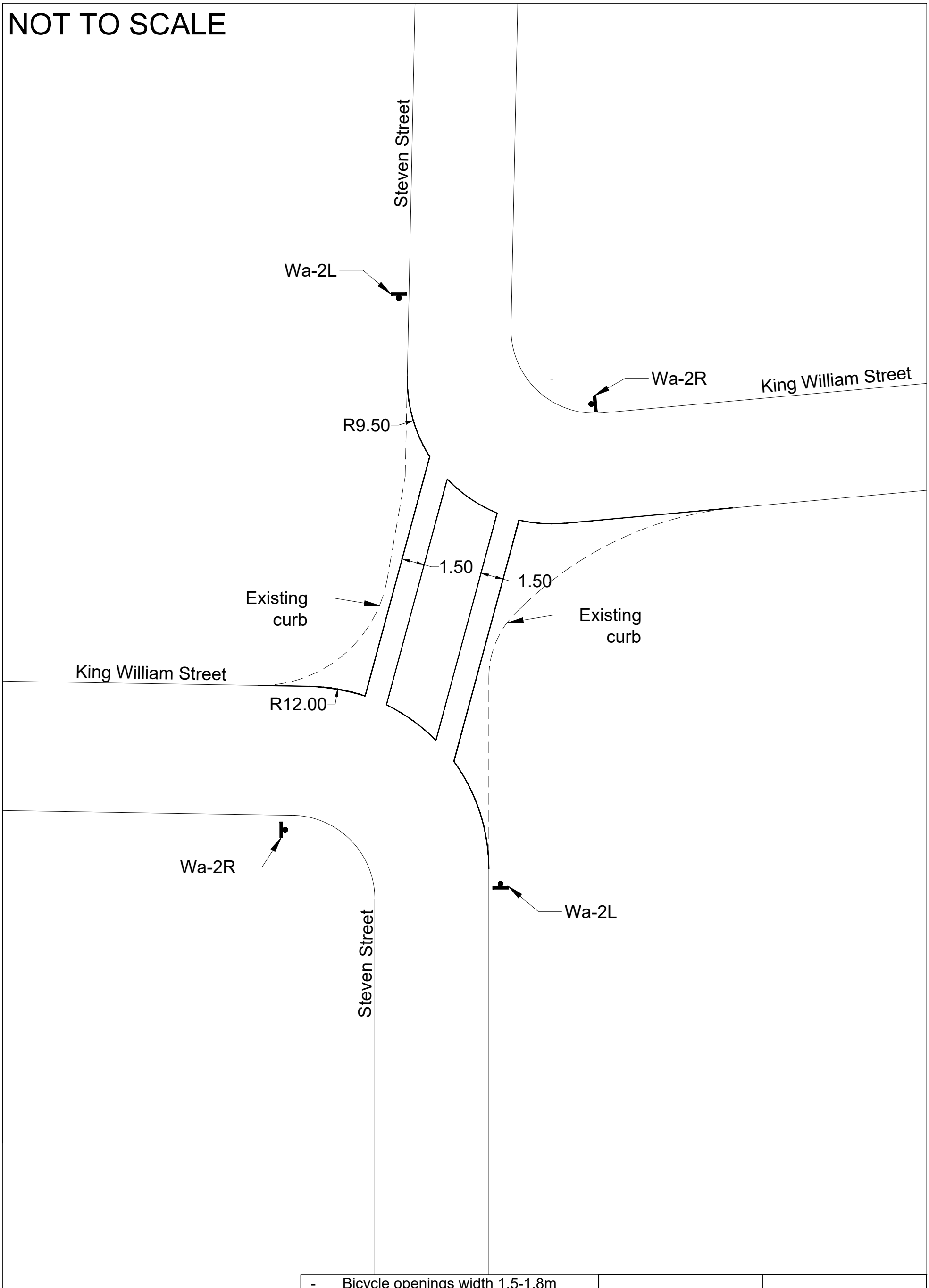
wsp

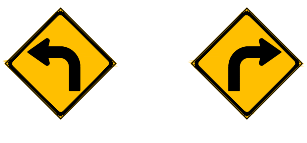
Ward 3 – Complete Streets

Diagonal Diverter – Dunsmure/Proctor

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	07 OF 09

NOT TO SCALE





Wa–2R
Wa–2L

- Bicycle openings width 1.5-1.8m
- Stopping to be restricted along the diverter. Exact location will be determined during detailed design stages
- Optional: Landscaping/bollards at 1.5m typical spacing
- Additional Parking Prohibited signage may be required

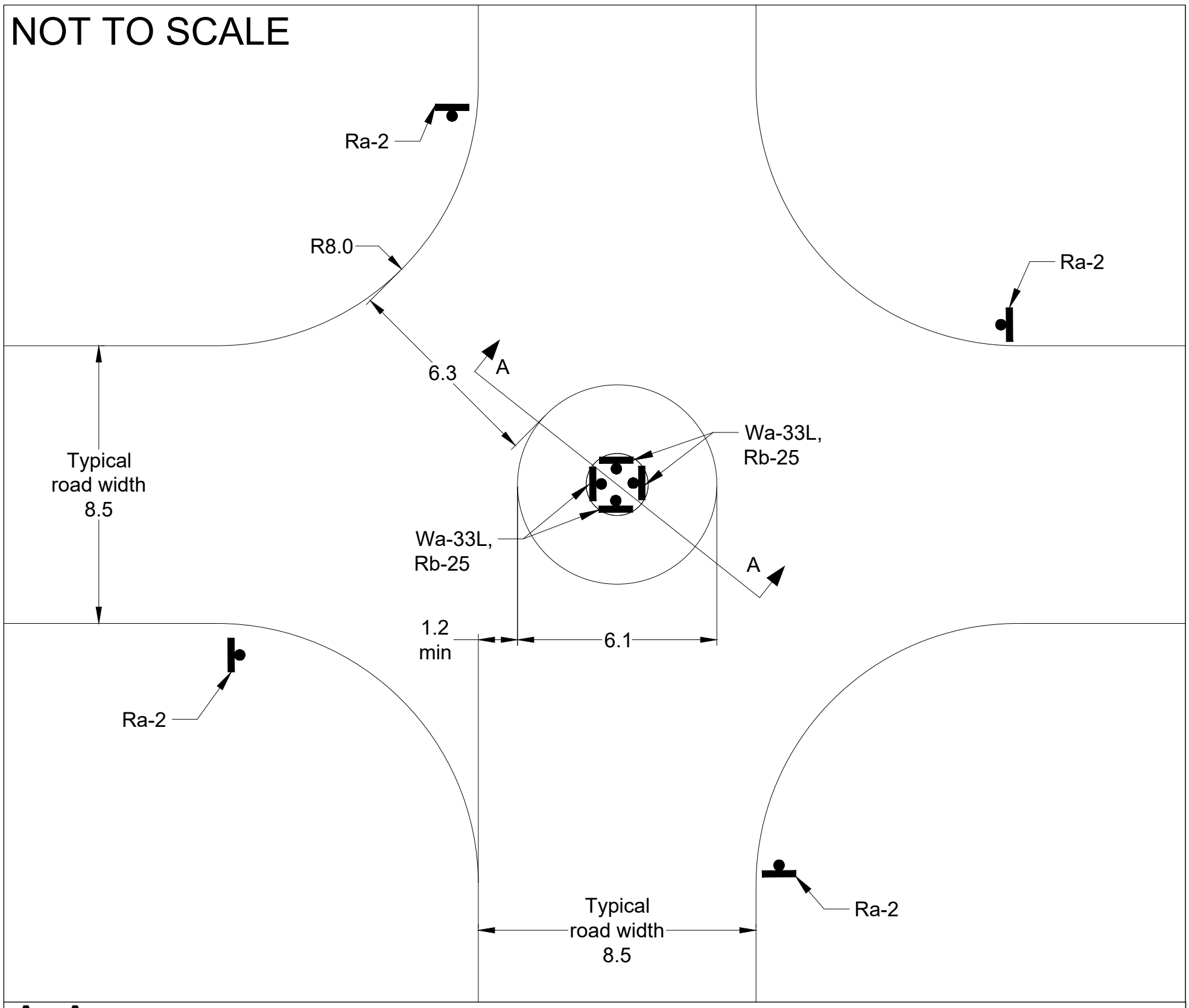
wsp

Ward 3 – Complete Streets

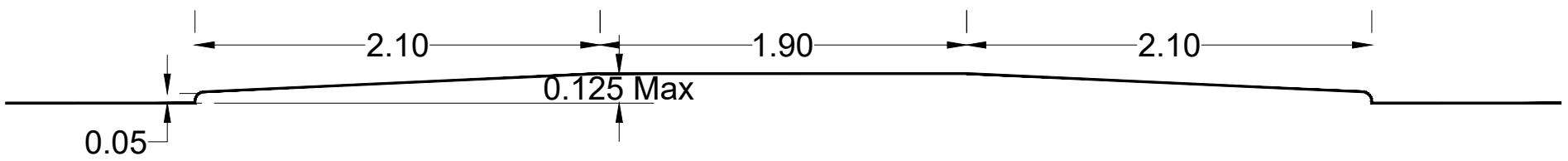
Diagonal Diverter – King William/Steven

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	08 OF 09

NOT TO SCALE



A-A



	Ra–2
	Rb–25
	Wa–33L

- Minimum 5.9m opening to be provided
- Minimum traffic circle diameter - 5.6m
- Landscaping can be located on main circle, sightline should be considered
- Initial design, final dimensions and specifications will be determined in advanced design stages

wsp

Ward 3 – Complete Streets

Traffic Circle

DESIGN	MY	DRAWN	MY	CHECKED	JS
DATE	October 21,2022	DRAWING NUMBER		SHEET	09 OF 09