

# Welcome!



## Right-of-Way and Road Classification Review

The City is seeking the public's feedback on updated road classifications and Right-Of-Way widths across the City.



## How to Get Involved

1. Comment on the Feedback Panels
2. Fill out a Feedback Form
3. Sign-up for Email Updates  
[transportation@hamilton.ca](mailto:transportation@hamilton.ca)
4. Visit the Project Webpage at:  
[engage.hamilton.ca/roadclassandrowstudy](https://engage.hamilton.ca/roadclassandrowstudy)
5. Complete the online survey:



6. Contact Staff

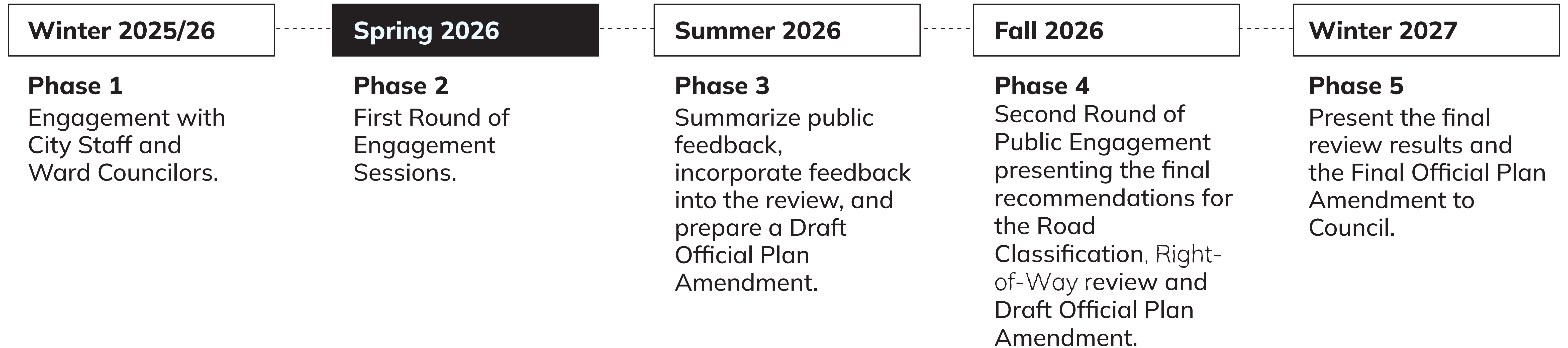
**Titi Onabanjo** 905-546-2424 ext. 3438  
[Transportation@hamilton.ca](mailto:Transportation@hamilton.ca)

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# Right-of-Way and Road Classification Review



## Project Timeline:



# Right-of-Way and Road Classification Review



## Project Purpose:

- Review the classification of roads across the city to ensure alignment with their function, surrounding land use and traffic conditions
- Review the Right-of-Way widths required to support all users, including active transportation, transit and vehicles, as well as utilities and streetscape elements
- Identify opportunities to optimize roadway space for current and future needs
- Recommend updates to the City's Official Plan to incorporate the results of the review into the City's policies

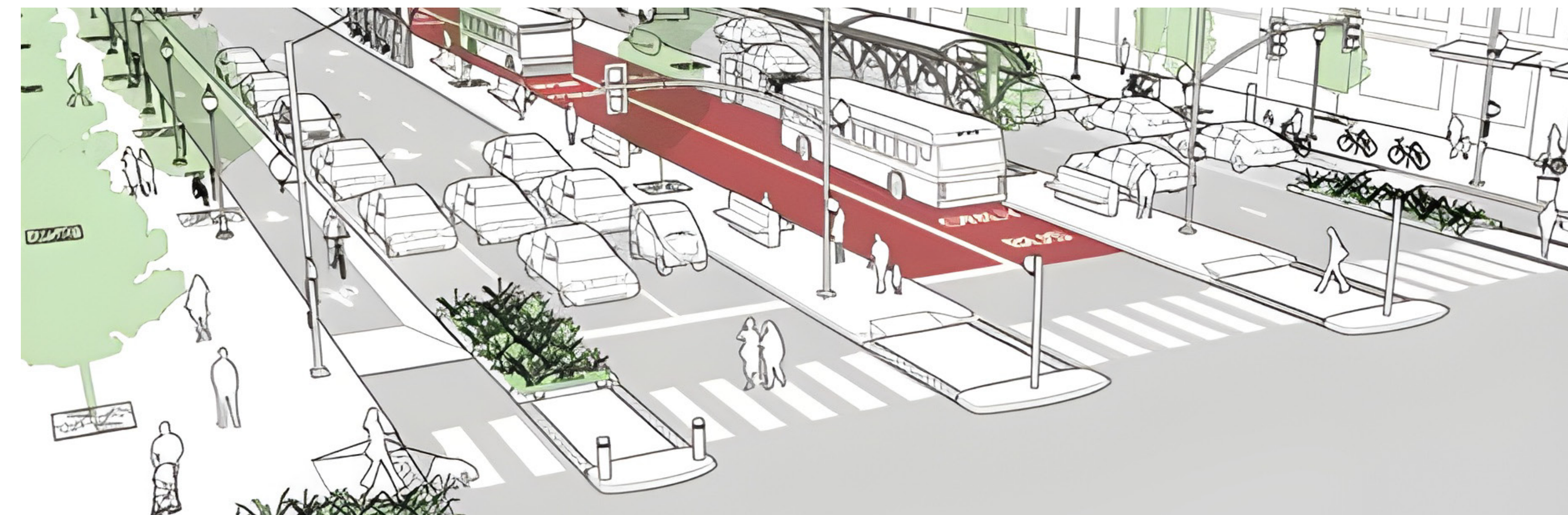
## Why is this important?

### The changes will help ensure that:

- The road network meets the City's future needs
- Right-of-Way dedication requirements are clear and consistent
- Road designs reflect the character of surrounding communities while balancing mobility, property access and placemaking
- Streets are safe, comfortable and accessible for everyone, including pedestrians, cyclists, transit users and vehicles

### What does Right-of-Way mean?

Right-of-Ways are the publicly owned space needed for things like vehicle lanes, utilities, sidewalks, trees, bus stops, etc.



# Right-of-Way and Road Classification Review



## What is the Road Classification System?

Functional classification categorizes roads based on their intended purpose, such as moving traffic or providing land access:

Urban Hamilton Official Plan	Rural Hamilton Official Plan	Land Access	Traffic Volumes	Trucks	Bicycle Lanes	Sidewalks
Provincial Highway	Provincial Highway	Provincial MTO	Provincial MTO	Provincial MTO	Provincial MTO	Provincial MTO
Parkways	Parkways	Controlled	High	Permitted	No	No
Major Arterial Road	Arterial Road	Generally controlled	High	Permitted	May be in place	Both sides (urban)
Minor Arterial Road	Arterial Road	Some control	Moderate	Permitted	May be in place	Both sides (urban)
Collector Road	Collector Road	Direct	Moderate	Generally restricted	Usually in place	Both sides (urban)
Local Road	Local Road	Direct	Low	Restricted		Both sides (urban)

## Purpose of Functional Road Classifications:

- Provide a consistent framework linking land use, street design guidelines, traffic management, and long-term priorities.
- Balance mobility and land access to guide planning, design, and operations.
- Ensure streets are designed to safely support all users, including walking, cycling, taking transit and driving.
- Align speed limits, access and road use to improve safety and reduce serious injuries and fatalities, supporting Vision Zero goals. Establish appropriate right-of-way widths to support current and future Complete Street elements.



# Right-of-Way and Road Classification Review



## Arterial Roads ( Major / Minor )

Designed to carry higher volumes of traffic across the city. These are the main routes for moving people and goods across the city. They have frequent transit service (such as major bus routes), cycling facilities like protected bike lanes and a mix of nearby shops, services and businesses.

### Major Arterial Road



York Boulevard

### Minor Arterial Road



Cannon Street West

### Rural Arterial Road



Nebo Road



# Right-of-Way and Road Classification Review



## Collector Roads

Connects neighborhoods to the City's major and minor arterial roads. They balance both mobility and access, allowing travel between destinations while also providing direct access to homes and businesses. These roads typically carry moderate level of traffic and often include transit routes and cycling facilities. They are commonly located in mixed use areas, serving schools, residential communities and local businesses.

## Local Roads

These are roads with lower levels of traffic that provide direct access to homes. They are typically used for shorter trips, and they prioritize walking and biking.

### Collector Road (Urban) - Herkimer Street



### Collector Road (Rural) - Jerseyville Road



### Local Road (Urban) - Park Street

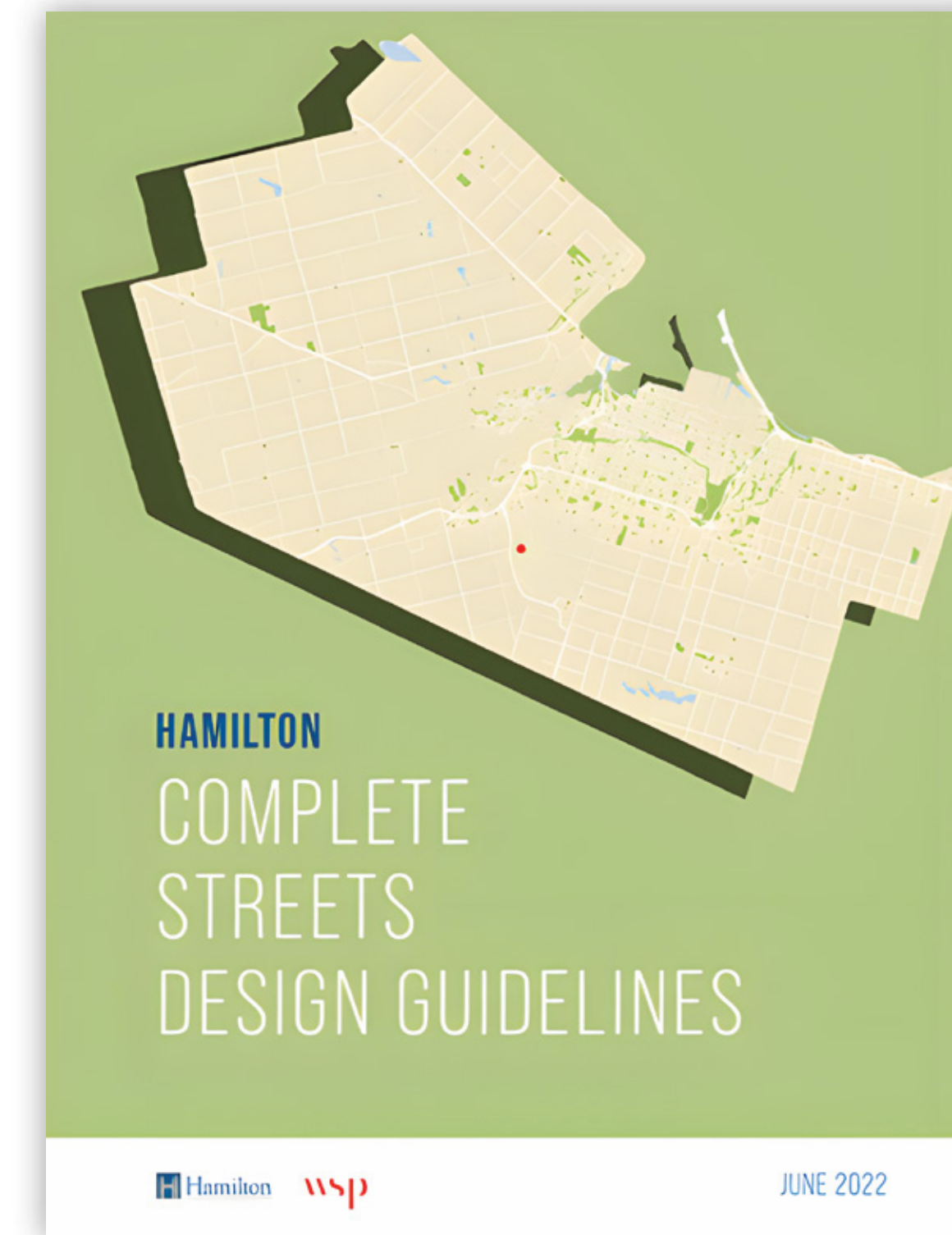
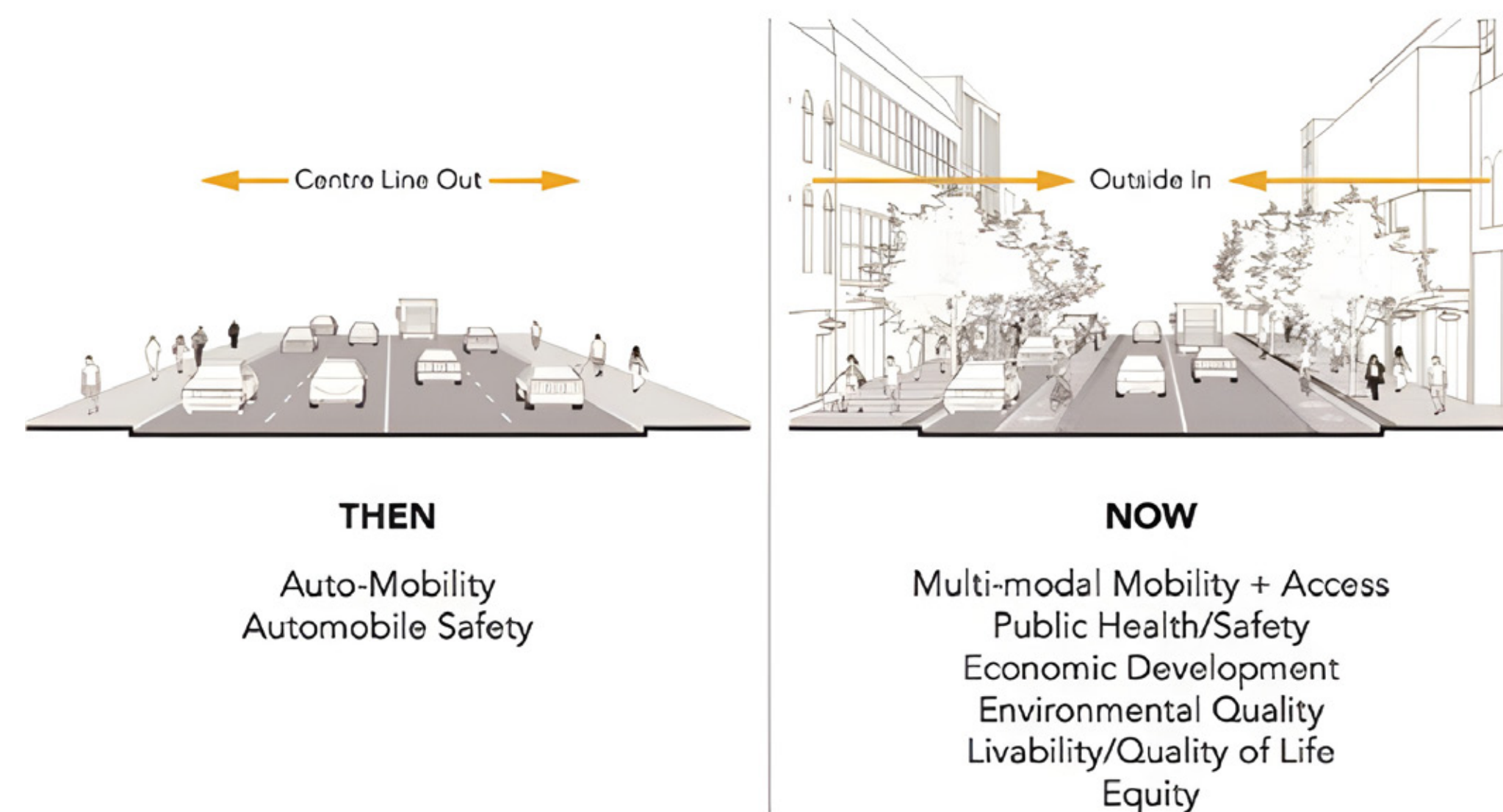


# Right-of-Way and Road Classification Review



## What are Complete Streets?

- Streets for Everyone: All ages, abilities and incomes
- Tailored to surrounding context and function - prioritizes active modes, public space and ecological functions
- Complete Street types are informed by the Road Classification and context – helps define Right-of-Way widths
- Tied to Safe Systems and Vision Zero approach



## Complete Streets Design Manual

In July 2022, City Council endorsed the Complete Streets Design Manual, which is used by City staff when designing and recommending changes to streets. The manual includes the following:

- Design guidance for various types of streets to address transportation requirements and public space functions.
- A focus on enhancing road safety.
- An Audit Tool for balancing design considerations.



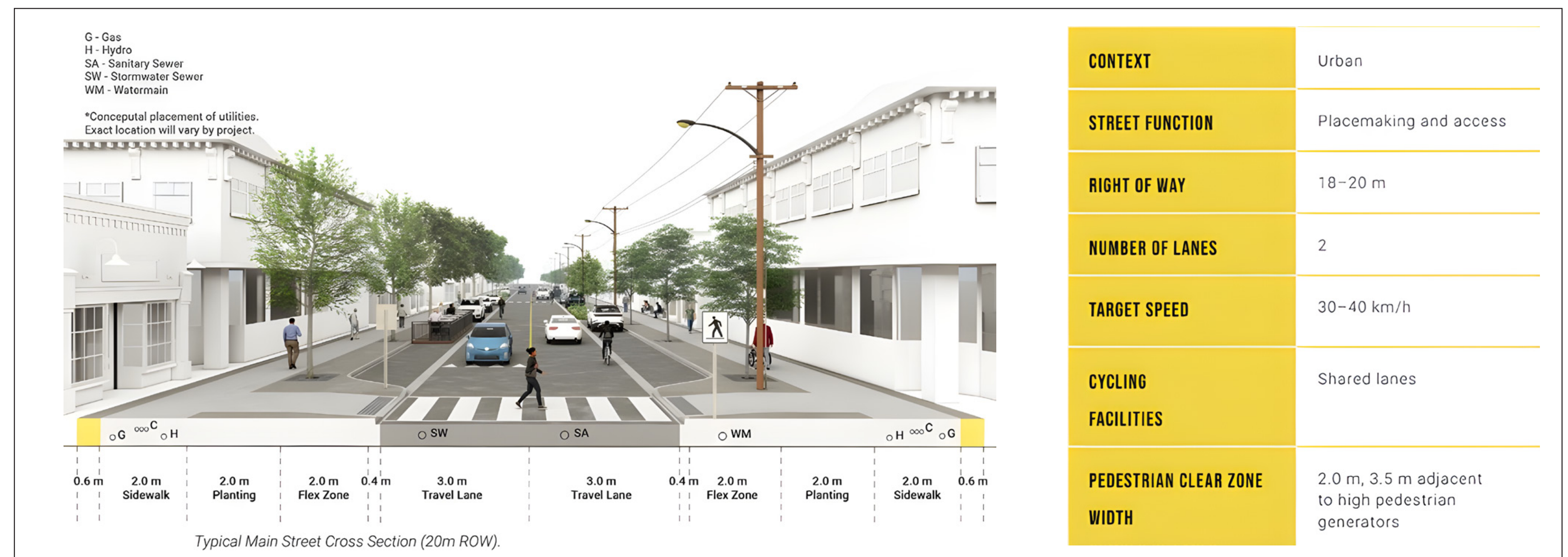
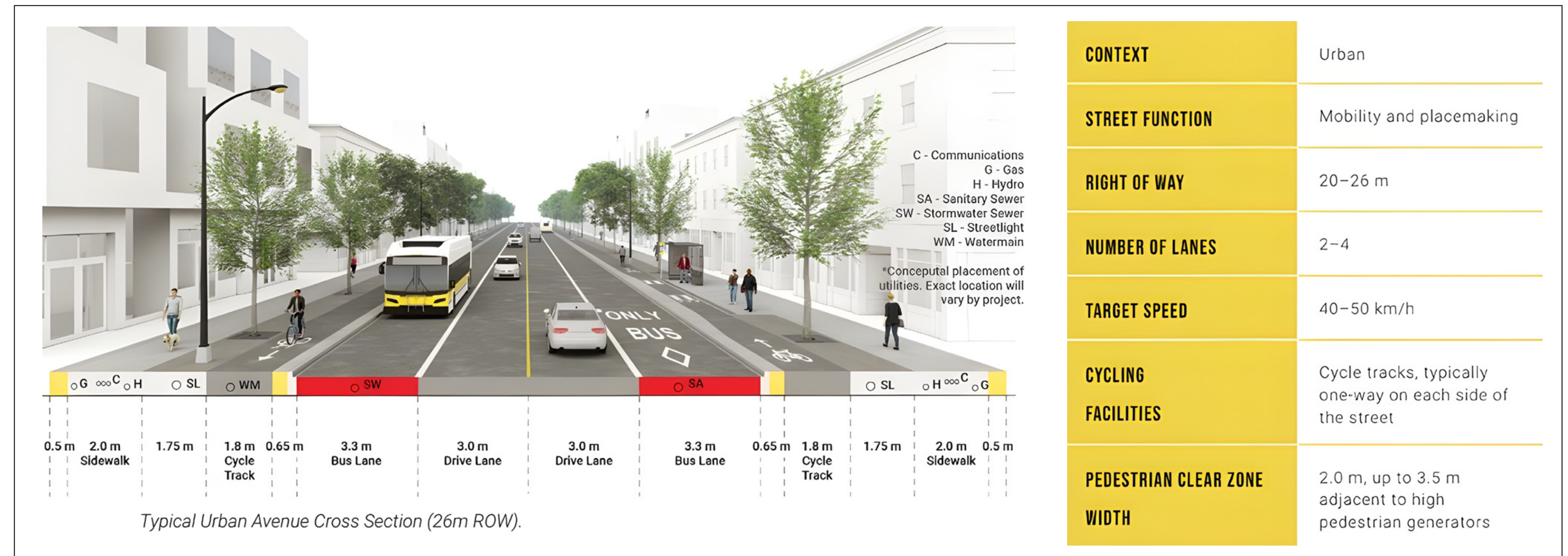
# Right-of-Way and Road Classification Review



## Types of Complete Streets:

The Complete Streets Design Manual identifies 8 different types of streets that have different design approaches recognizing that different streets have different priorities, depending on location, context, and role within the transportation system.

- Urban Avenues
- Transitioning Avenues
- Main Streets
- Connectors
- Neighbourhood Streets
- Industrial Streets
- Rural Roads
- Rural Settlement Roads



# Right-of-Way and Road Classification Review



## How Do Complete Streets and Road Classifications Work Together?

- Road Classification = The mobility purpose of the road
- Complete Street Typology = The design of the road
- Complete Street Typology assists in determining designated Right-of-Way
- Right-of-Way widths are harmonized between the (Urban and Rural) Official Plans and the Complete Streets Design Guidelines
- The Barton Street Functional Design Study is an example of a single road classification having multiple complete street typologies overlaid depending on the context of a particular section of the street.

- The Minor Arterial functions as either Transitioning Avenue, Urban Avenue, or Main Street, depending on the context.



Official Plan Road Classification	Corresponding Complete Streets Typologies	Typical ROW (m)
Urban Major Arterial	Transitioning Avenue	36 (36.576)
Urban Minor Arterial	Transitioning Avenue Urban Avenue Main Street	20-36 (20.117-36.576)
Urban Collector	Urban Avenue Connector Main Street Industrial Street	18-30 (18.000-30.000)
Urban Local	Neighbourhood Street	15-20 (15.000-20.117)
Rural Arterial	Transitioning Avenue Rural Road Industrial Street	26-36 (26.213-36.576)
Rural Collector	Connector Rural Road Rural Settlement Road	20-36 (20.117-36.576)
Rural Local	Neighbourhood Street Rural Settlement Road	20-26 (20.117-26.213)

**NOTE:** The portion of Barton Street between Locke Street and James Street is classified as a Collector per Schedule C of the Urban Hamilton Official Plan, allowing for a “Connector” typology to be applied.



# Right-of-Way and Road Classification Review



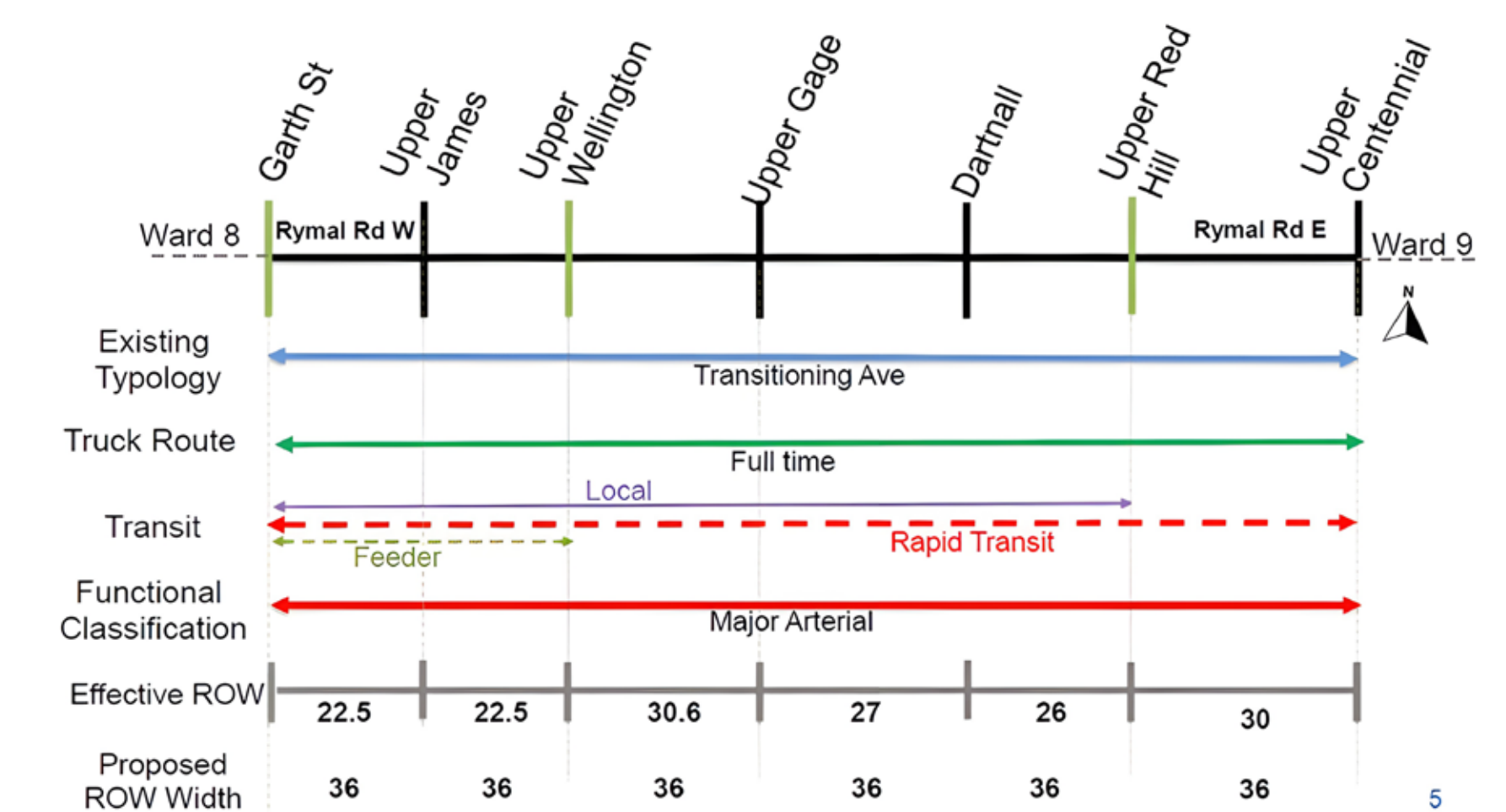
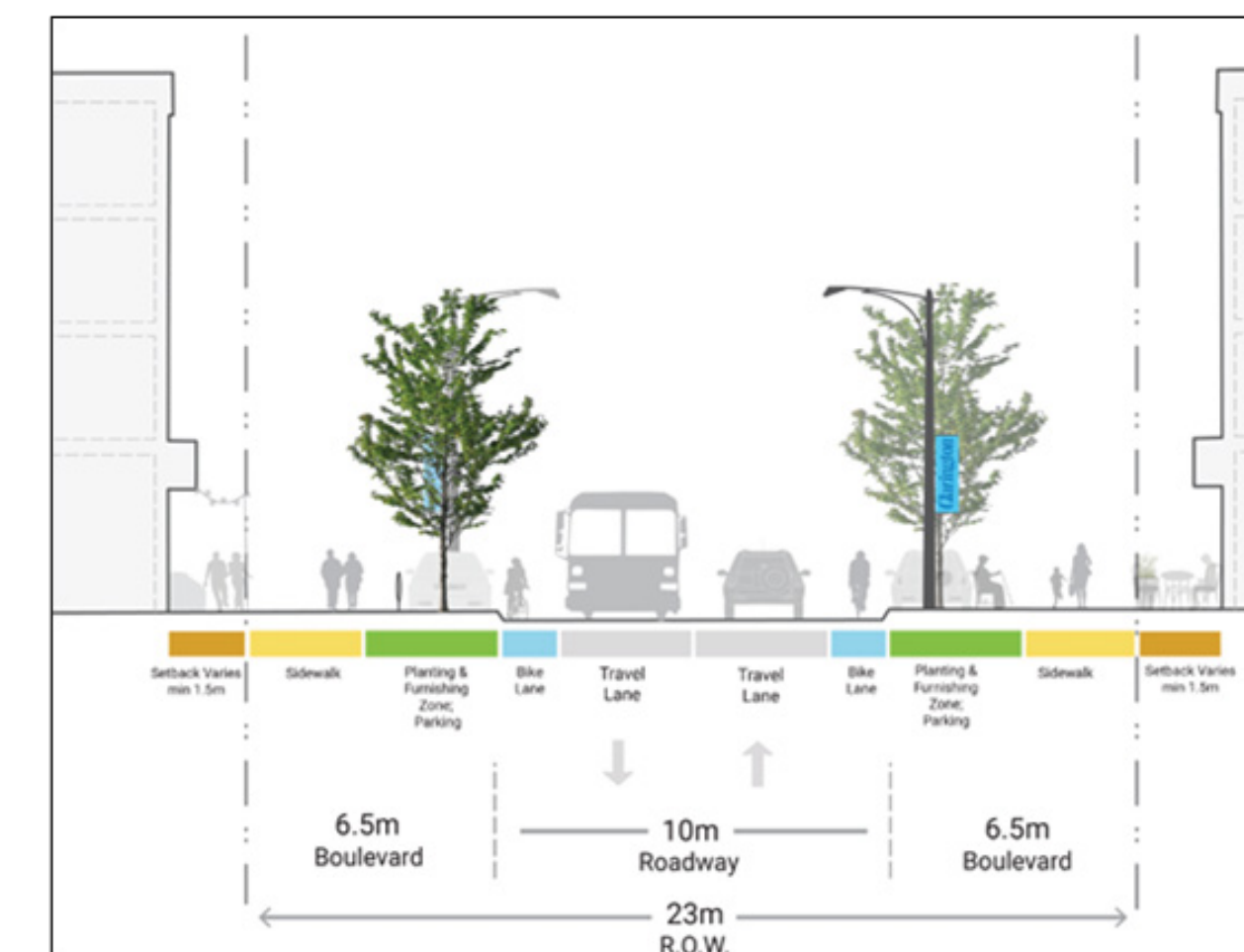
## Why review Right-of-Ways?

- Right-of-Way refers to the public lands for roads, sidewalks, boulevards and utilities.
- Widths vary by Road Classification, Complete Street Typologies and Land Use context.
- Rights-of-Way are also used for stormwater management, greenspaces and placemaking amenities to contribute to the quality of life of communities.



## Competing Priorities

The Right-of-Way serves many functions and there is a need for clearer guidance on how to accommodate and prioritize different street elements and functions within this space, especially in situations where widening is not possible.



# Right-of-Way and Road Classification Review



Feedback ( Right-of-Way )

**When street space is limited on major roads, which elements should be prioritized?**

Please use the stickers provided:

**GREEN** – most important

**YELLOW** – somewhat important

**RED** – least important

Vehicle travel lanes	Transit lanes / transit priority	Protected cycling facilities	Wider sidewalks	On-street parking	Street trees / landscaping	Loading / goods movement space

Additional Comments:



# Right-of-Way and Road Classification Review



Feedback ( Safety )

**What are the most common safety concerns on City streets?**

Please use the stickers provided:  
**GREEN** – most important  
**YELLOW** – somewhat important  
**RED** – least important

Speeding	Unsafe Intersections	Lack of Safe Crossings	Narrow or Missing Sidewalks	Lack of Cycling Infrastructure	Transit Stop Conditions	Other

Additional Comments:





# Thank You for attending this Open House!

Your participation is an important contribution to  
the Right-of-Way and Road Classification Review.

