



Hamilton

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 15, 2024
SUBJECT/REPORT NO:	In-Service Road Safety Review of James Street North at York Boulevard/Wilson Street Intersection (PW2424062) (Ward 2)
WARD(S) AFFECTED:	Ward 2
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SUBMITTED BY:	Carolyn Ryall Director, Transportation Division Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

City Council at its meeting on October 2, 2023, provided the following direction via a motion:

That upon the conclusion of the York Boulevard/Wilson Street and James Street North in-service road safety review that the Transportation Division report back to the Public Works Committee with the review’s findings inclusive of costs and a proposed implementation plan in Q1 of 2024.

INFORMATION

On September 28, 2023, there was a fatal collision between a cement truck and a cyclist at the intersection of James Street North and York Boulevard/Wilson Street. The cement truck and the cyclist were travelling eastbound on York Boulevard when the cement truck attempted to make a southbound right turn on James Street and collided with the cyclist. The cyclist lost their life on the scene of the accident. Hamilton Police Services concluded their investigation, and no charges were laid. A map of the location is attached to Report PW24062 as Appendix “A”.

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**SUBJECT: In-Service Road Safety Review of James Street North at York
Boulevard/Wilson Street Intersection (PW24062) (Ward 2)
– Page 2 of 3**

The City of Hamilton approved the Vision Zero Action Plan in February 2019, which is a comprehensive road safety plan to eliminate collisions that involve serious injuries or fatalities. As part of this program, roadway safety improvements should be considered particularly in areas where there is a high volume of vulnerable road users.

Roster consulting services from True North Safety Group was acquired to undertake an In-Service Road Safety Review at the intersection of James Street at York Boulevard/Wilson Street to identify roadway safety measures to improve the overall safety for all modes of travel per direction received by Council.

True North Safety Group reviewed traffic operations and collision statistics for this intersection as well conducted comprehensive field investigations to assist in determining potential roadway safety measures that could be implemented to enhance traffic operation and safety. A detailed summary of existing conditions is included in Appendix “B” to Report PW24062.

The True North Safety Group Summary of Recommendations within the in-service road safety review is attached to Report PW24062 as Appendix “C”. The identified measures are categorized into two categories: Short-term and Medium/Long-term recommendations. The status, action, implementation timing and financing details of all recommendations are outlined in Appendix “D” of Report PW24062.

Short-term actions include relatively inexpensive measures that can be implemented in the short-term without major physical changes to the layout of the intersections and road segments, targeted to be completed between 0-3 years.

Medium-term recommendations include countermeasures that involve minor physical changes to the layout of intersections and road segments, targeted to be completed between 3 to 5 years. Long-term recommendations are more costly and significant in scope which require long-term planning, targeted for completed in 5+ years.

The Short-term actions for the intersection have either already been completed or are scheduled to be completed in 2024. Short-term actions will be funded through existing capital and operating budgets. The Medium/Long term recommendations have been shared with internal partners and collectively are planned to be completed in 2025 subject to capital budget approval.

Combined, the safety enhancements identified in Report PW24062 will serve to better protect all road users and are in alignment with the City of Hamilton’s Vision Zero principles. Safety enhancement measures provide immediate benefits after being implemented; however, it takes several years of data collection to statistically gauge the effect as analysis requires a minimum of three to five years

SUBJECT: In-Service Road Safety Review of James Street North at York Boulevard/Wilson Street Intersection (PW24062) (Ward 2)
– Page 3 of 3

of data to determine reliable intersection and road segment safety performance. The results of roadway safety measures are monitored through the annual review of the collision history for intersections and road segments, as summarized in Annual Collision Reports.

The use of comprehensive in-service roadway safety reviews was expanded in approximately 2022. They are undertaken proactively based on City-wide roadway safety data analysis and reactively, such as in response to a major traffic collision for example. More than 30 in-service roadway safety reviews have been completed to date, with additional reviews currently in progress. While in-service roadway safety reviews are location specific, they are reviewed in an aggregate manner to identify commonalities and trends that can be leveraged to inform changes at other locations as part of the Vision Zero Program.

On October 2, 2023 Public Works Committee directed that when a traffic related fatality or major injury occurs that the Transportation Division report back to the Public Works Committee on potential safety improvements. Information related to incidents of fatal and major injury collisions other than the collision that occurred at James Street North and York Boulevard/Wilson Street will be coupled with future Annual Collision reports.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW24062 – James Street North and York Boulevard/Wilson Street In-Service Road Safety Review Location Map

Appendix “B” to Report PW24062 – TNS In-Service Roadway Safety Review Summary of Recommendations

Appendix “C” to Report PW24062 – James Street North and York Boulevard/Wilson Street: Existing Conditions Summary

Appendix “D” to Report PW24062 – James Street North and York Boulevard/Wilson Street: Implementation Summary