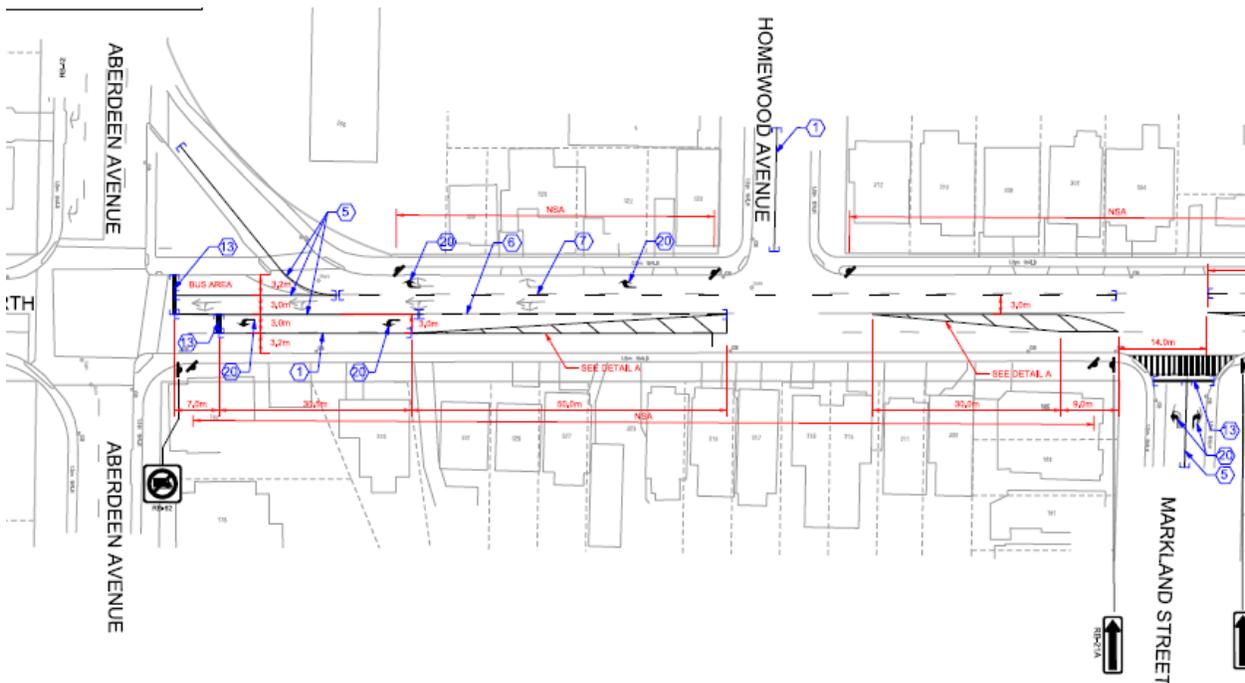


Queen St S Conversion One-Way to Two-Way Conversion Aberdeen to Main – Intersection by Intersection

DRAFT PLAN

Q: Why is Queen being converted?

A: It is community driven, many have asked for traffic calming and the conversion will assist this goal. Previous City Council (2014-2018) voted for this motion. (See conversion chronology)



ABERDEEN AVE

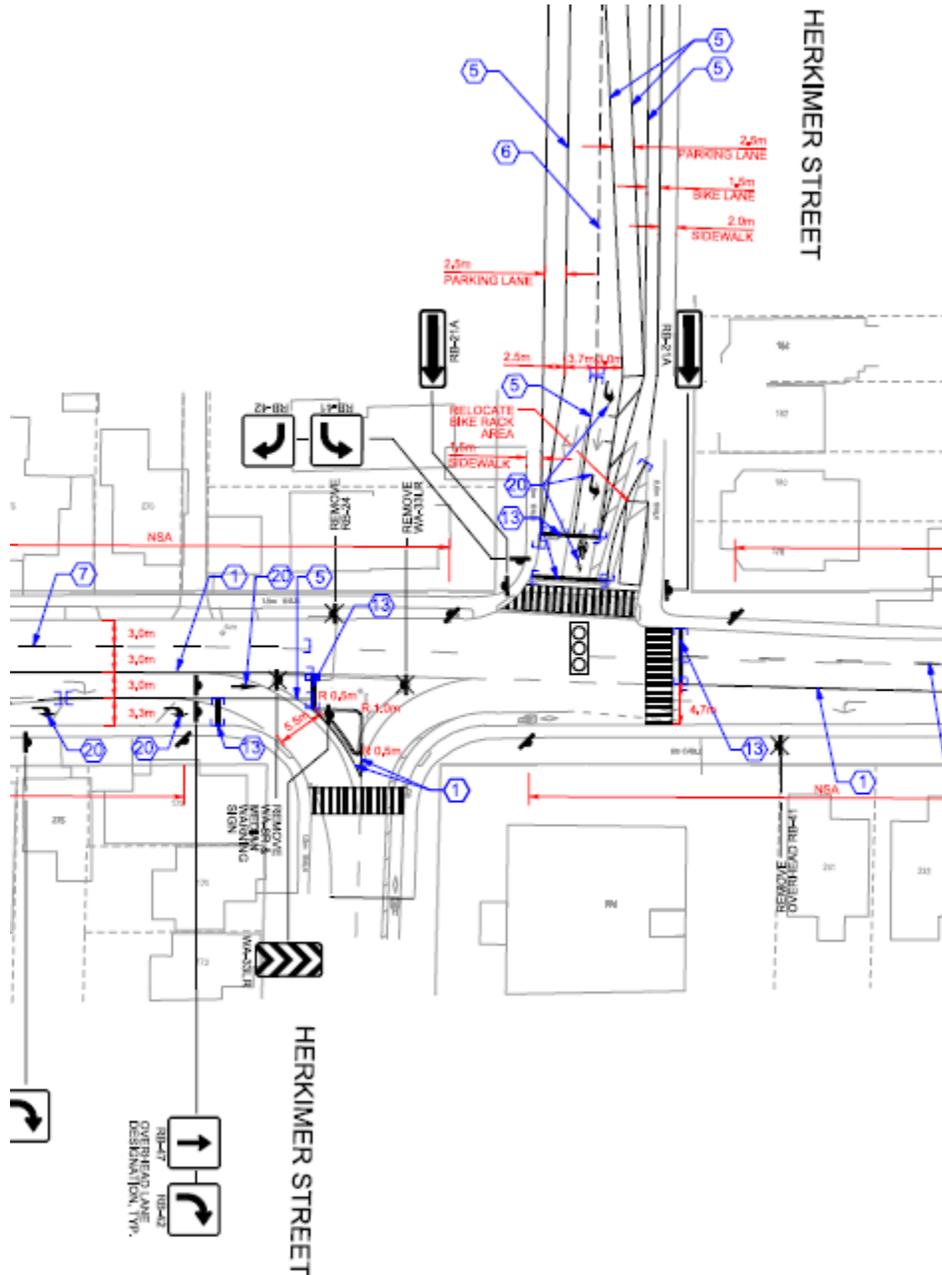
- Pavement markings have already taken place at Queen St S and Aberdeen Ave (southbound)
- Aberdeen and Queen is essentially done, few tweaks to length of light - Aberdeen and Queen has the longest advanced green light in the morning.

Resident Suggestions, Comments & Questions:

Q: Can the right turn from Queen to Aberdeen be made into a regular right hand turn instead of slip lane with a yield to Aberdeen traffic?

A: There is a hydro chamber under the current grassy triangle that cannot be moved. Changing the current configuration based on that structure is not within scope.

- No changes to curb radii



HERKIMER ST

- Existing island will remain but made smaller. There is a water chamber underneath that will stay at this point, as cost to move is beyond the scope of the council moved budget
- The pedestrian crossover will be replaced with a traffic signal
- Three pedestrian crosswalks – east, west, and north sides of intersection.

Resident Suggestions, Comments & Questions:

Q: Why is the south pedestrian crossover absent?

A: The pedestrian crossing of Queen St S at Herkimer St has always been difficult because of the offset design of the intersection. Staff reviewed several options for this junction.

If pedestrians were able to cross at Queen Street on the south side of Herkimer, they would come in direct conflict with heavy northbound to eastbound movement from Herkimer

Pedestrians would conflict with the heavy northbound to eastbound right turn movement as well as the eastbound to southbound right turns from Herkimer. The eastbound to southbound right turns would cross the south side crosswalk at 90 degrees and motorists would likely not recognize that pedestrians are in the crosswalk and have the right-of-way, which creates a serious conflict point. Anytime the operation of a traffic signal creates the potential for confusion between pedestrians and drivers there is a reduction in the level of safety. The Roadway Safety group has looked at this location through a Vision Zero lens with pedestrian safety being the highest priority. Based on the evaluation, it is their direction that the design provided is the best available design to provide safety for pedestrians.

Q: Why is the median being left at Herkimer?

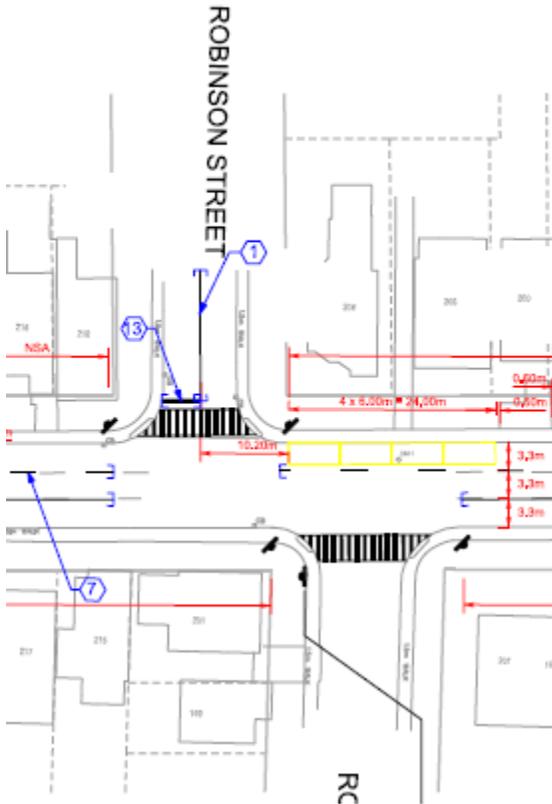
A: Safer to prevent cars from sideswiping each other.

S: Add a pedestrian scramble walking signal (Note: under consideration by staff already)

group will be completing an evaluation of collisions on roadways converted to two-way operations in 2019.

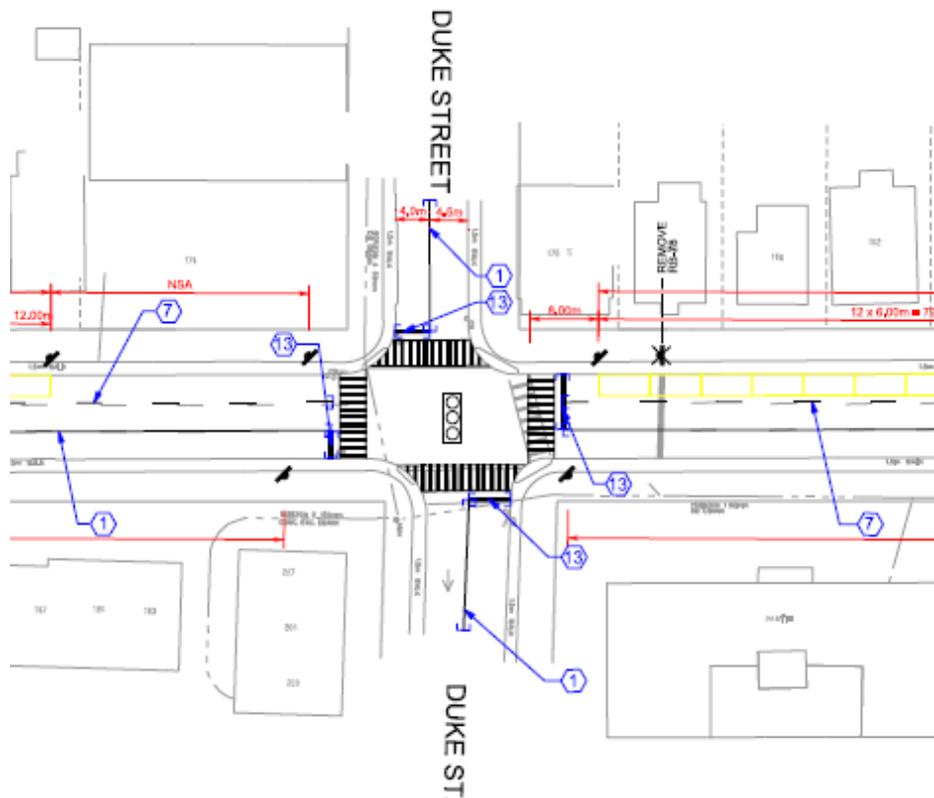
Q: Will an advance green be necessary to turn from southbound Queen onto eastbound Herkimer?

A: Yes, we are providing a southbound advance green operation for left turns



ROBINSON ST

- No changes to curb radii



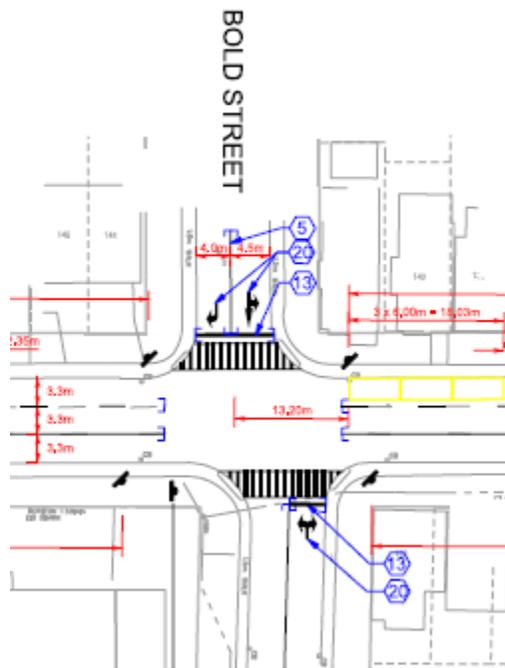
DUKE ST

- Fully signalized traffic light
- No changes to curb radii

Resident Comment:

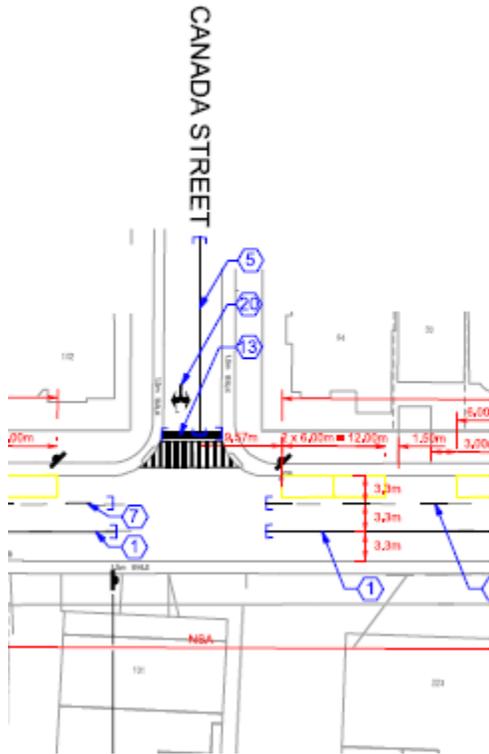
C: Timed traffic light would hold traffic at that corner longer, sound and light would interfere with living standard

C: Apartments on east side of Queen St between Duke and Robinson have frequent emergency services at their two locations – Emergency vehicles will block northbound motorists



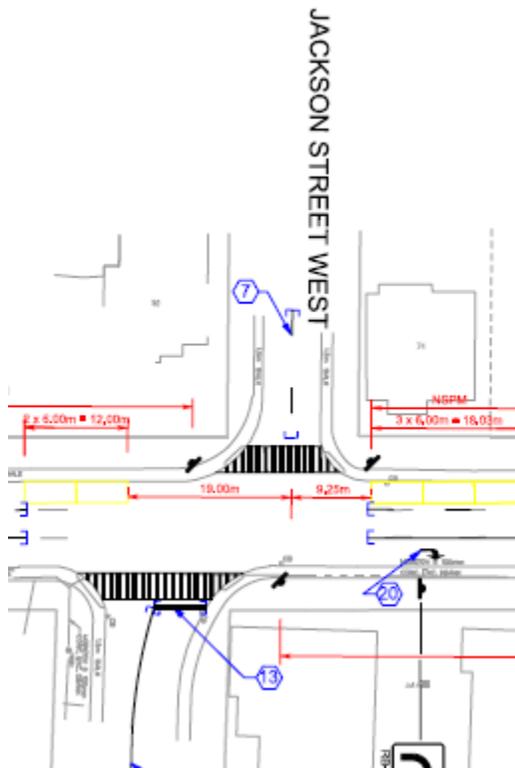
BOLD ST

- No changes to curb radii



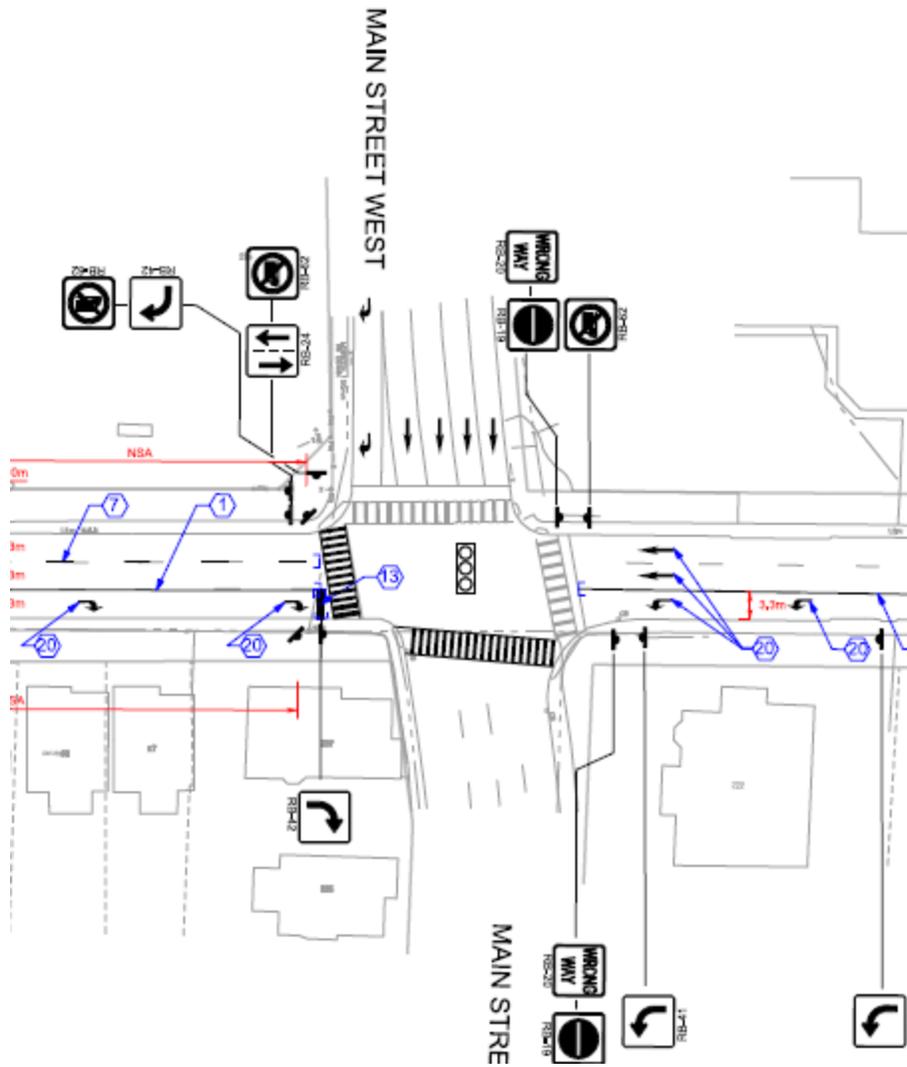
CANADA ST

- No changes to curb radii



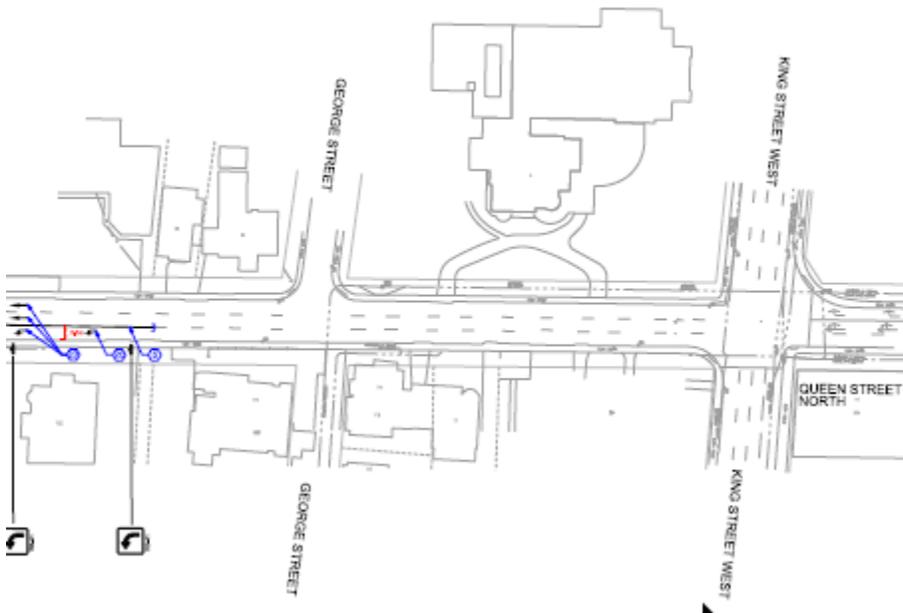
JACKSON ST

- No changes to curb radii



MAIN ST W

- The traffic signal will need modifications for the new northbound traffic
- No right turns on red
- Opposing lane southbound from King left turn only.
- No changes to curb radii



MAIN to KING

- Initially thought to be impacted by LRT, however, that is currently be revisited

PARKING

Charlton to Main St.

- Off-peak parking on south bound (west side) of Queen St S ONLY.
- No parking 4-6 PM
- Estimate 36 spots between Charlton and Main

Aberdeen to Markland

- No parking expected
- Resident comments
- Parking on east side between Aberdeen and Markland needed, aske to rethink this

Q: What about parking?

A: There will be a reduction in parking. Currently there are 51 parking places, after conversion, there will be approximately 36 after the conversion

Future considerations

- Dynamic speed signs for Queen to remind motorists of their speed
- Photo-radar – to be reviewed when it is permissible,

Addition Questions:

Q: Has EMS response times been considered?

A: Yes, EMS has been consulted.

Q: What about when traffic is detoured from the highway and the volume becomes unbearably heavy?

A: Not much can be done but we will look at that.

Q: Has south of Aberdeen been considered, it is a speedway?

A: That section is outside the scope of this of this council directed project

Q: What about the future growth of the City, there are several developments happening soon?

A: The planning department considers these factors when evaluating development areas

Q: Have you considered 1 southbound lane?

A: Yes, it was considered and decided that it is needed due to volume.

Q: Can a new HSR route be considered as part of this?

A: That is outside the scope of this project.

Q: Is there crash data available?

A: Not yet but there will be soon.

Q: Who are the users? What are the metrics? How are these decisions being guided without the metrics?

A: We do not have the metrics, this is being done to improve safety and at the request of the Councillors.

Q: Can something be done about the sidewalks?

A: That is out of scope for this project.

General Comments

- Do not remove parking on Duke.
- Remove all parking on Queen because it is bad for driver sight lines.
- This conversion is happening without it being part of a Master Plan.
- This is going to be a road to nowhere without the extension to King St.
- Speeding on Queen is awful, enforcement and traffic calming are needed.
- Community is thankful this is happening.
- We need speed enforcement!

Definition:

Radii - Corner radii directly impact vehicle turning speeds and pedestrian crossing distances. Minimizing the size of a corner radius is critical to creating compact intersections with safe turning speeds. While standard curb radii are 15 metres, many cities use corner radii as small as 5 metres. In urban settings, smaller corner radii are preferred and actual corner radii exceeding 15 metres should be the exception

REGULATIONS:

REGULATION	SECTION	SECTION IN PLAN
OVERHEAD WIRE	10.1	10.1
OVERHEAD WIRE	10.2	10.2
OVERHEAD WIRE	10.3	10.3
OVERHEAD WIRE	10.4	10.4
OVERHEAD WIRE	10.5	10.5
OVERHEAD WIRE	10.6	10.6
OVERHEAD WIRE	10.7	10.7
OVERHEAD WIRE	10.8	10.8
OVERHEAD WIRE	10.9	10.9
OVERHEAD WIRE	10.10	10.10
OVERHEAD WIRE	10.11	10.11
OVERHEAD WIRE	10.12	10.12
OVERHEAD WIRE	10.13	10.13
OVERHEAD WIRE	10.14	10.14
OVERHEAD WIRE	10.15	10.15
OVERHEAD WIRE	10.16	10.16
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OVERHEAD WIRE	10.97	10.97
OVERHEAD WIRE	10.98	10.98
OVERHEAD WIRE	10.99	10.99
OVERHEAD WIRE	11.00	11.00

