



QUEEN ST. S.

TWO-WAY CONVERSION

JUNE/NOVEMBER 2020

Dates & details
hamilton.ca/queenconversion



Hamilton



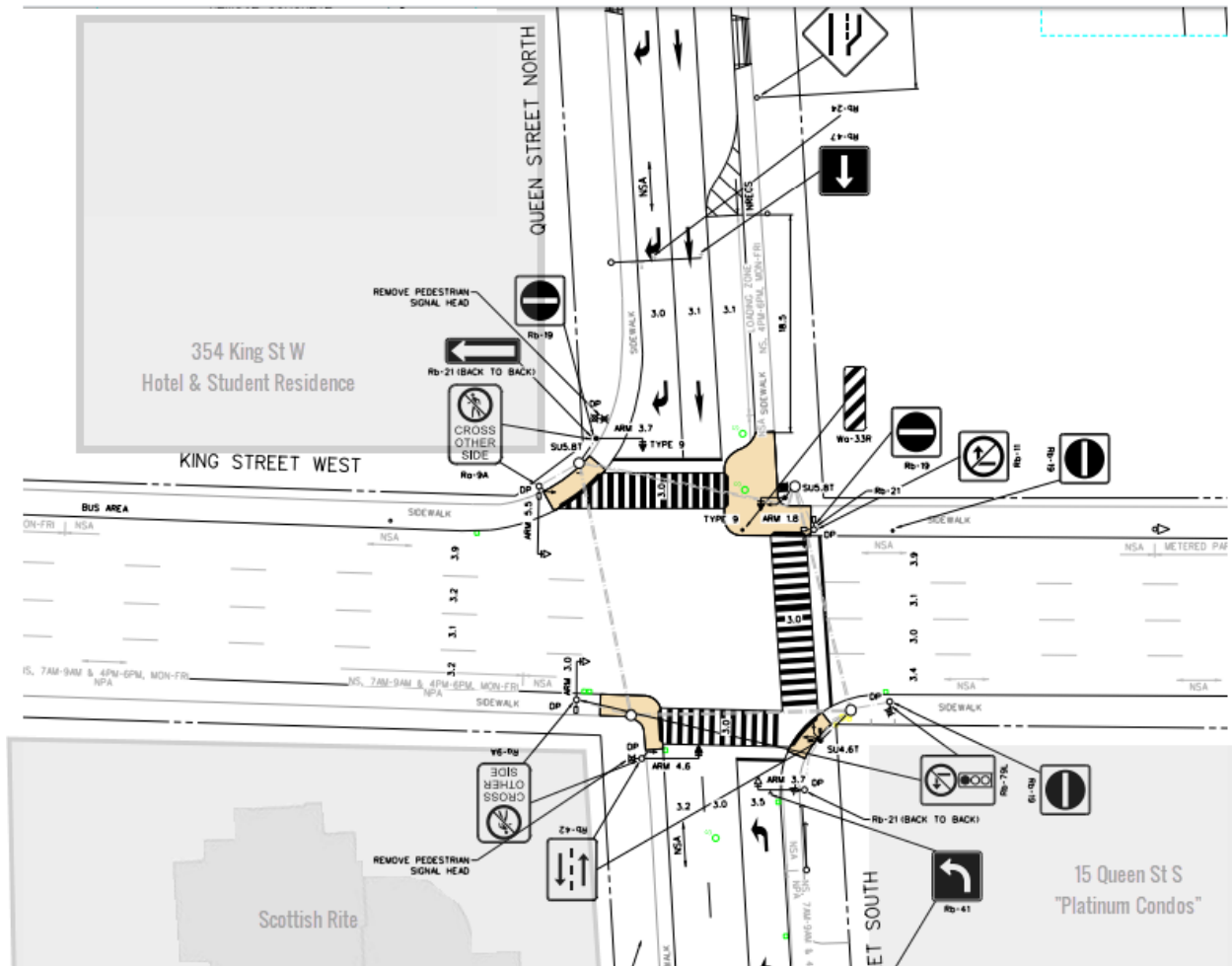
WARD 1 ONLINE INFORMATION SESSION:

Website: www.hamilton.ca/queenconversion

Meeting held June 7, 2020 at 8:00 PM

Host: Councillor Maureen Wilson
Panelists: Mike Fielder, Manager Transportation Operations
Mushfiqur Rahman, Project Manager, Transportation Operations

Link to video: https://www.maureenwilson.ca/queen_st_2020



KING STREET WEST & QUEEN STREET

- Q: Does the bump out not impede sight lines?**
- A:** No, it does not impede site lines.
- Q: Will the bump out on corner of intersection have barrier protection for pedestrians in case a car does not obey sidewalk?**
- A:** No. It will not. There will be signage placed on the bump-out to alert drivers to it.
- Q: Why isn't access to the Scottish Rite a priority?**
- A:** Access to the Scottish Rite is off George St for parking and off of Queen and King for pedestrians. No access restrictions will be put in place as an output of this project.
- Q: So George Street will become a thoroughfare? Is it not too narrow for additional traffic?**

A: George St is slightly wider than Jackson, Canada and Hunter streets - All of which has parking on side of the road. George St has parking restrictions for about a block and a half from Queen St S.

Q: Signalization at Queen and King St

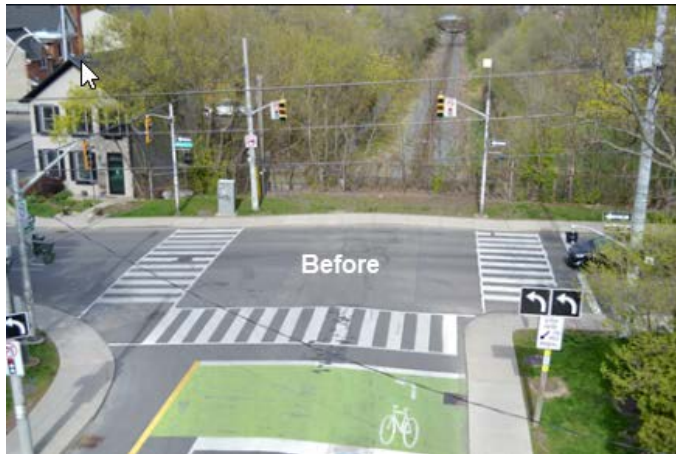
- **Has there been any consideration to eliminating right hand turns on red lights from Queen to King? That would go a long way to improving pedestrian safety at that intersection**
- **Would a pedestrian / cyclist signal followed by a vehicular right turn signal not solve the issue at Charlton and Queen? This works well at King and Bay.**
- **You talk about Vision Zero reducing or eliminating mistakes. Could the west side pedestrian crossing on King and south crossing on Queen at Hunter not be kept and controlled with traffic light timing (halt all vehicle traffic in favour of pedestrians)?**

A: No, due to the volume of traffic, from a capacity and vehicle storage (cueing) perspective this cannot be considered.

Q: **Also look at that right hand turn off of Queen. Looks designed to produce maximum speed when turning right? Can we square off the sidewalk? There is room for only (maybe) 2 people to stand waiting to?**

A: This is needed to permit the safe turning of trucks without cutting the corner and maintaining their lane during the turn.

HUNTER ST W & QUEEN STREET SOUTH



HUNTER ST W & QUEEN STREET SOUTH



Q: Will there be bicycle signals?

A: Additional bicycle signals will be installed at Hunter St for east/west crossing

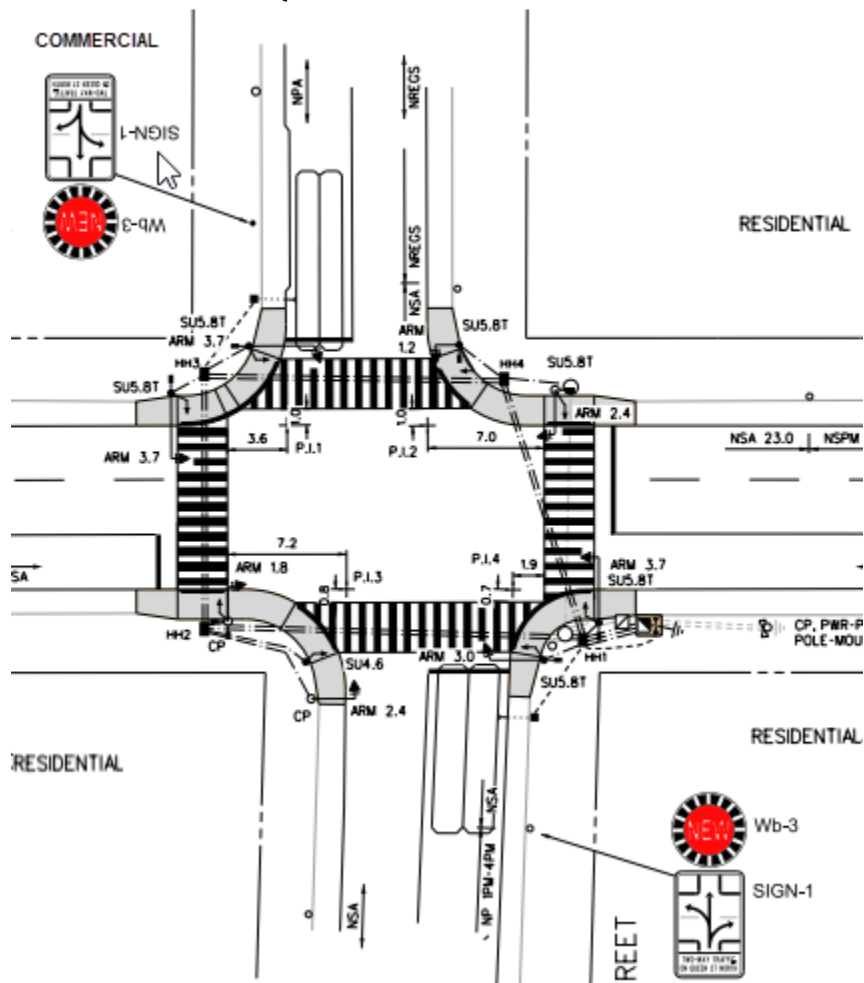
Q: The Hunter Street rail tunnel causes a road bump. Will this bump be flattened?

A: The bump, which rests atop of the CN Rail bridge will be smoothed out as much as possible.

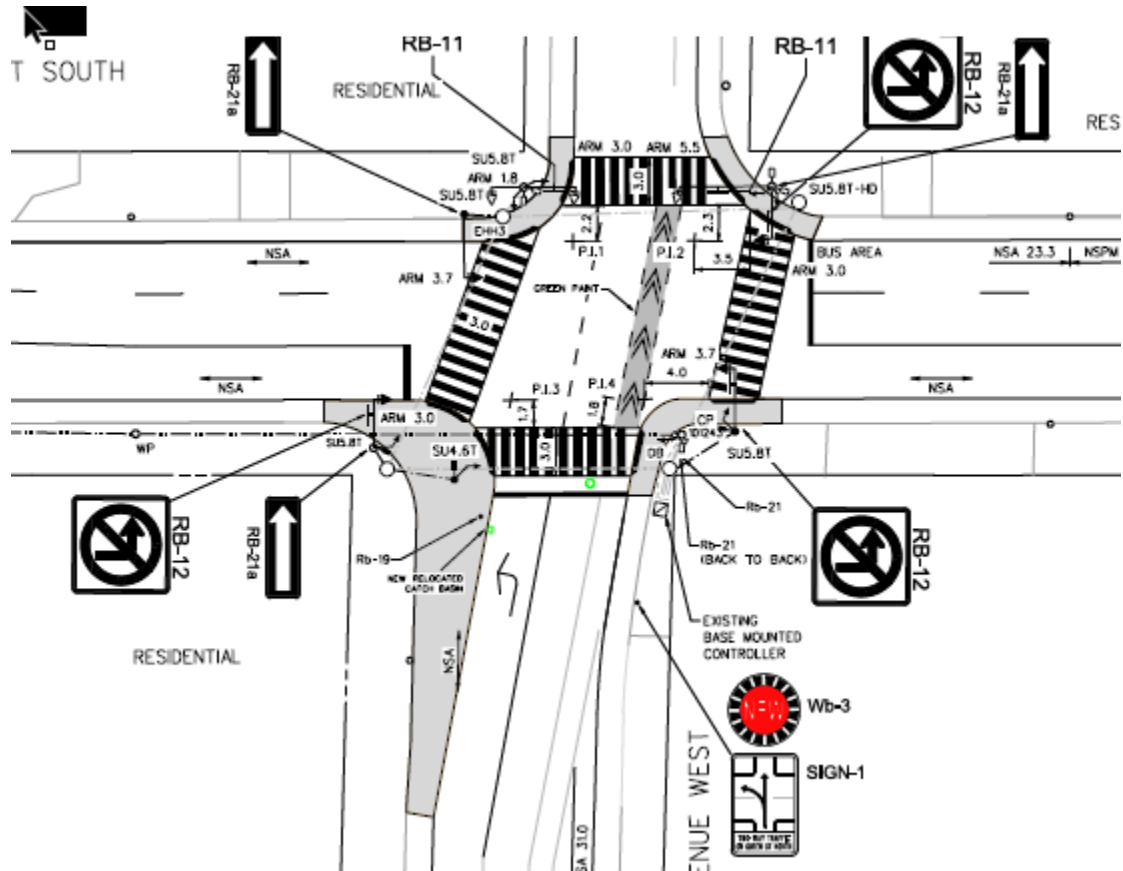
Q: We note there are no left turns onto Hunter W-bound from N-bound Queen; could you please explain this, or perhaps reconsider this restriction?

A: Hunter St W hosts a bike lane, HSR route and future crossing of a cycling greenway, a no left turn was added additional vehicular traffic cutting through to access an alternate route from Locke to King.

DUKE STREET & QUEEN STREET SOUTH



CHARLTON AVENUE WEST & QUEEN STREET SOUTH



CHARLTON AVENUE WEST & QUEEN STREET SOUTH

- Q:** At Charlton how will the sharp corner be handled. Signs knocked down all the time.
- A:** The southeast corner will be bumped out making the corner sharper there-by slowing southbound turns. No northbound turn will be allowed from Charlton on to Queen.
- Q:** Is it correct that westbound Charlton traffic will not be permitted to turn right to head northbound onto Queen? What is the point of two way conversion if turns onto it aren't permitted?
- A:** Unlike the intersections at Charlton and Bay, the intersection at Charlton and Queen is not straight. The diagonal makes it difficult for motorists to view cyclists coming up their right hand side. The turn is restricted to prevent conflict.

HERKIMER STREET & QUEEN STREET SOUTH



HERKIMER STREET & QUEEN STREET SOUTH

Q: How will you be accommodating those who live on Herkimer and rely on the intersection with Queen to leave home during the portion you mentioned would be a temporary full closure as you switch sides?

A: Local access two-way traffic will be allowed while Herkimer is closed. Alternate routes will be signed.

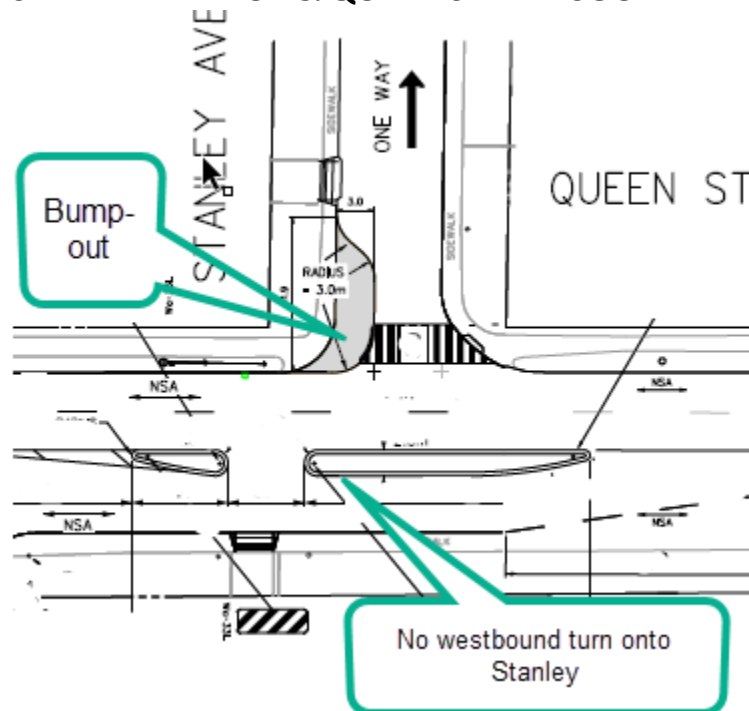
Q: You can turn left from Herkimer onto Bay over a cycle lane - has there been a problem with that?

A: Unlike the intersections at Herkimer and Bay, the intersection at Herkimer and Queen is not straight. The diagonal makes it difficult for motorists to view cyclists coming up their left hand side.

Q: Herkimer Intersection: Concerned that Eastbound traffic on Herkimer (west of Queen) deciding to turn north onto Queen will stall all westbound traffic due to pedestrian crossing, especially during busy work/school days. Is there a left turn lane or area? I see this as a safety detail. This is dangerous for pedestrians as well if cars feel pressured to turn left while the pedestrians are crossing... I have lived here on Herkimer for 25 years and know the traffic patterns well at this intersection.

A: There is no northbound turn from Herkimer on to northbound Queen St S.

STANLEY AVENUE & QUEEN STREET SOUTH

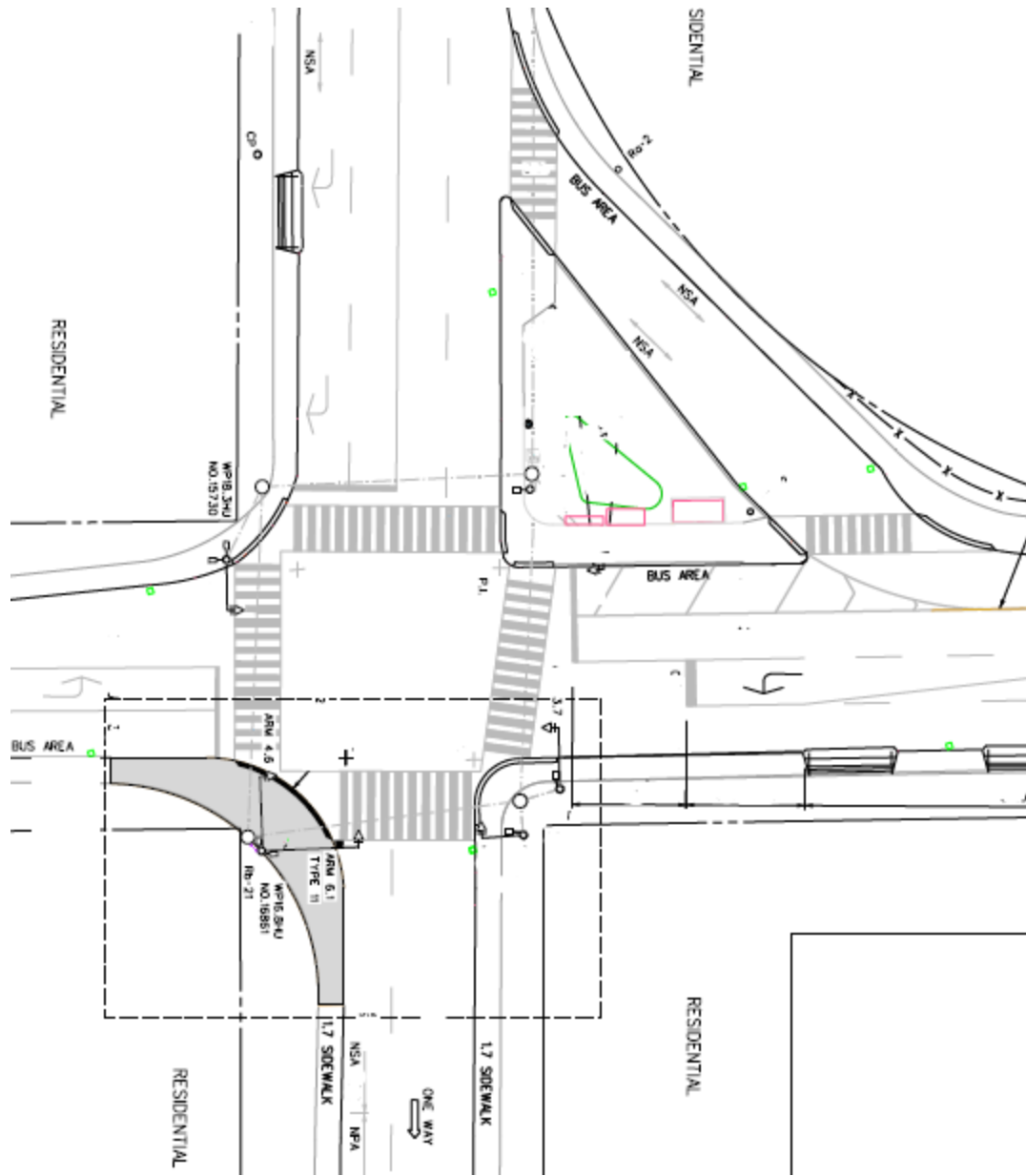


STANLEY AVENUE & QUEEN STREET SOUTH

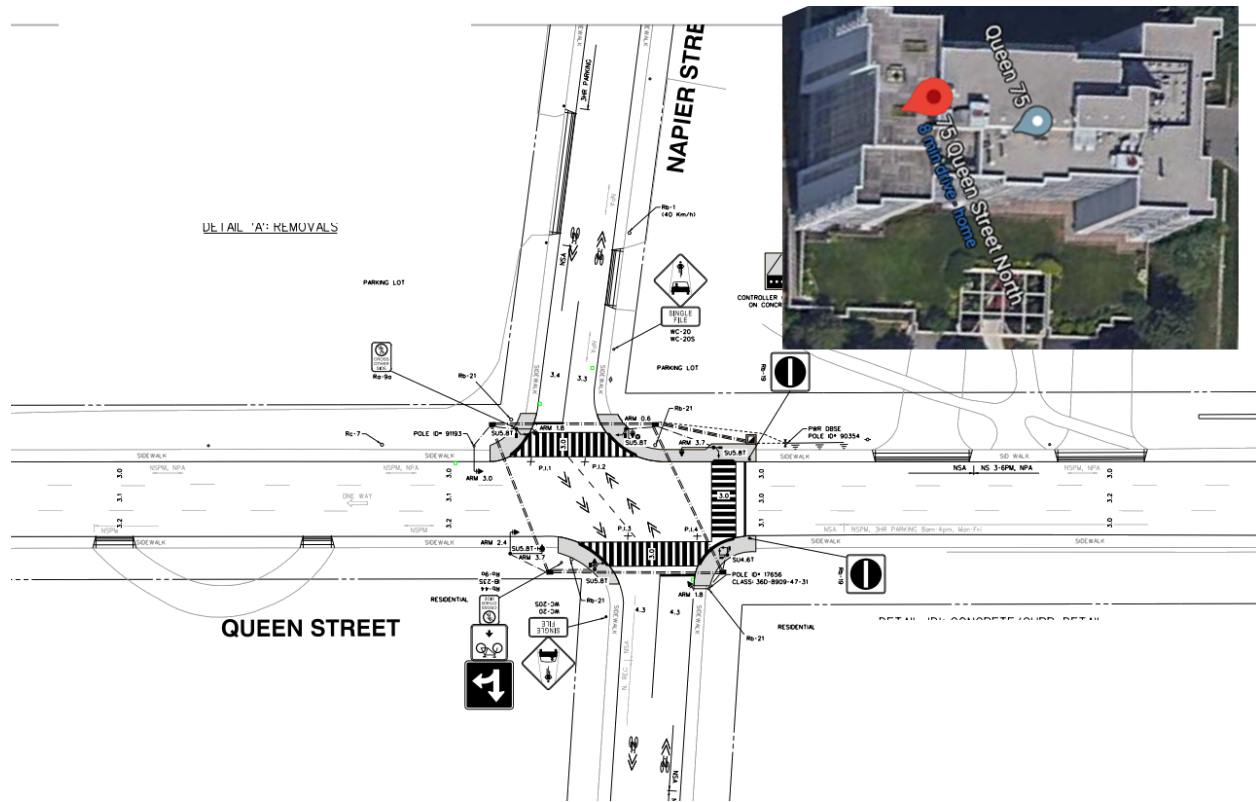
Q: Will westbound access to Stanley Ave still be restricted?

A: Yes, restrictions continue. Bollards will be replaced with a concrete island

ABERDEEN AVENUE & QUEEN STREET SOUTH



QUEEN STREET NORTH & NAPIER STREET



QUEEN STREET NORTH & NAPIER STREET

Questions & Comments

- Our building is on the northwest corner! There is no gap now!
- Considering the new traffic light at Napier; trucks will turn at York and Queen & then proceed one and a half blocks on the one-way part of Queen to be stopped or delayed by the light and then get narrowed down to the one lane of a two-way street.
- 75 Queen St N, which is immediately north of Napier. There are rush hour times of day when we are unable to exit our driveway by car because of the queuing of traffic all the way from York to King St W. W
- Currently Queen is jammed from York to King. There is risk of more collisions in adding a traffic signal. Will this signal have a delay on actuation? Typical pedestrian triggered signals have almost instant response.
- Has the study shown that Napier traffic will increase?
- Have you conducted any accurate field studies to give you an awareness of the conditions we currently experience, so that you can understand the problems you are creating with this proposed change?
- How does the detection on the side street consider the building residents?
- How will the entry and exist of Queen 75 residents with vehicles be effected during rush hours?

- Napier signal not slow down the known truck traffic? Fully loaded trucks take many seconds to accelerate uphill.
- Our building underground parking exits onto Queen going south just north of Napier. How will vehicles exit onto Queen Street when the Napier light is red on Queen and there is a lot of traffic?
- What are the measured vehicle speeds at current Napier and Queen?
- What happened to the plans to redirect the truck traffic from Queen Street? The Toronto bound trucks could travel down York where there is a wider road and less traffic lights. There is easy access to the highway.
- What is the traffic light duration for the Queen and Napier intersection? It looks like traffic moving south on Queen will back up at least to York Street during rush hour.

A: History: Suggested by and voted on by residents during the 2018 Participatory Budget
 “Install a pedestrian activated crosswalk light on Queen Street North at Napier.”

Staff reviewed the request and enhanced the crossing.

The activation of the lights at Queen and Napier streets will depend on one of two actions:

- 1) Pedestrian activated – Pedestrian or cyclist push the activation button to stop northbound Queen St traffic

OR

- 2) If a vehicle is detected on the eastbound or westbound Napier corners then a vehicle detection loops, called inductive-loop traffic detectors, will detect vehicles passing or arriving at a certain point, in this instance approaching the east/west traffic light. An insulated, electrically conducting loop is installed in the pavement.

If there is no direct action on the east/west sides of Napier, then the northbound light will remain green. The Napier signal will only stop northbound traffic for 30 seconds IF a pedestrian/cyclist/vehicle activates the loop. Contrast this with the lights on Queen at King or York that cycle through green, amber and red every so many seconds.

VISION ZERO [VISION ZERO – Traffic Study](#)

Q: Are some of the intersections not becoming too complicated for those unfamiliar with the intersections? There will be bicycles crossing, pedestrians and then the general residential greenery etc. distractions. Seems to increase risk of error of judgement. Is this not a conflict with Vision Zero

A: Vision Zero recognizes that there are several users of a street. Sometimes changes to the street’s design needs to be made to make it safer for all users. Vision Zero acknowledges that human beings make mistakes and that the design of our streets should and can limit these mistakes.

Q: How is Vision Zero addressed other than slower vehicle speeds due to congestion created?

Are triggered on demand crossings going to be added as exist by Juravinski Hospital on Concession.

A: Addition crosswalks have been added at Napier and at Duke St (on demand and

Q: **Can speed bumps be added along Queen St and the speed limit reduced? This will help with pedestrian and cyclist safety. Slowing vehicles down will allow students and elderly to cross more safely.**

Will speed be lowered to 30 kph?

A: Other options to consider when the change is evaluated may include longer pedestrian crossing times, or automated speed enforcement.

Q: REMOVAL OF CROSSWALKS

- I was wondering why the existing crosswalks on the west side of Queen at King and the crosswalk on the south side of Hunter at Queen have been removed.
- I was wondering why some of the existing crosswalks are being removed (e.g., at Hunter, at King).
- Why was the sidewalk removed in the new design? People are likely to continue to cross there, would it not be safer to ensure they can cross safely?
- With zero vision and tagging Frances Murray's question. Can there be no right turns on a red at Queen onto King? Pedestrian signal only for a period of time. Possibility of a crossing guard in both directions?
- Only 2 intersections have crossings on all 4 sides. This forces pedestrians to cross 3 times instead of once in many situations. This makes the plan deficient in terms of the walkability if the neighbourhood. Were school crossing guard planners consulted in these decisions?
- Why is the West side pedestrian crosswalk at King and Queen being removed? The bus stop is on the north west corner, so that seems fairly inconvenient for pedestrians? Could we not signalize turns and pedestrians separately like the left turn from Bay to King? Given the two new developments currently under construction at King and Queen, there will be a significant number of pedestrians on this corner in the coming years and so it only makes sense to design for that now.

A: These crosswalks are being removed to eliminate conflicts between pedestrians, cyclists and vehicles at these intersections, particularly at Queen at King. For Queen at Hunter the removal of the crosswalk is to give priority to cyclists and still maintain pedestrian crossings without being delayed by cyclists or vehicle movements.

Q: Existing street width and sidewalk width? Why won't the sidewalks be replaced with current AODA standard widths? Current sidewalks old standard.

A: All of the intersections will be AODA compliant. The replacement of sidewalks was not included in the approved scope of work. The street and sidewalk width remain the same. This is not a full reconstruction.

Q: Any plan to add pedestrian presence in crosswalks to allow for very slow and handicapped

pedestrians? To prevent light change until intersection clear of crosswalk. Meant pedestrians clear of roadway. friend in wheel chair had issues with count down timer being too fast.

A: Safe crossing times is considered with all pedestrians in mind. Should there be locations where people do not believe that they have enough time to cross safely, this can be examined and adjusted if deemed necessary

Q: Was a pedestrian crossing considered along Queen somewhere between Aberdeen and Herkimer? Why is this not part of the approved design?

A: No this wasn't identified by completion of the approved functional design. The City will be reviewing the function of Queen St after conversion to determine if there are any further adjustment needs.

Q: Will side streets have restricted access to prevent traffic diversion onto those streets?

A: Stanley, Charlton and Hunters Street will restrict left westbound turns.

Q: On the double lane portion of Queen St. between Aberdeen and King St. is any segment of the curb lane going to be designated with parking?

A: In non-rush peak times there will be parking on the west side of Queen between Duke and Bold. No stopping at any time between Aberdeen and Herkimer, both sides.

Q: How will traffic signal phasing be adjusted to match traffic patterns as they adapt?

A: The signal timings are all based upon time of day and volume and coordinated with other signals and other corridors.

Q: What left turn prohibitions and advance greens are planned?

A: Left turn is prohibited at northbound approach of Queen/ Hunter, Queen/ Charlton, and eastbound approach of Queen/Herkimer intersections.
There will be a leading northbound left green phase at King/Queen intersection.
The southbound left turn is activated phase at Queen/ Herkimer intersection. If southbound left turning vehicles are detected, they will get advanced green ahead of south and north through movement.
There will be an advanced bike signal at Queen/ Hunter intersection.

Q: Was there any consideration to making Queen St. only a single lane each direction? As a pedestrian on Queen St a concern has always been the narrow curbside southbound lane.

A: This was considered as part of the functional design process but was not recommended or approved.

Q: How will school children pedestrians be handled?

A: The Queen Street conversion plans have been shared with area schools. Should schools reconvene in the fall, area schools will be provided with details of any rerouting and these will be sent home with all attending children. School crossing guards will be relocated or added, if and when deemed necessary.

Q: **How do first responders route around full intersection closure?**

A: Emergency services review the plans prior to implementation in order to assess potential challenges. In the case of Queen, the majority of will be open at all times with the exception of Queen at Herkimer - Emergency vehicles will access Queen and its side streets just like they do elsewhere in the city.

Q: **TRUCK ROUTE**

- **Does Queen St need to remain a truck route? The constant truck traffic is a huge safety concern.**
- **Does the long-term plan still include truck traffic being routed south bound on Queen Street?**
- **I heard a rumour that transport trucks will be diverted and no longer allowed to travel on Queen St. Is it true?**

A: The City of Hamilton is presently reviewing truck routes throughout the entire city. The last time the city's truck routes were studied, and changes made was in 2010. The city is consulting with many stakeholders and residents in the review. There is a truck route sub-committee to guide this work and it continues. The status of Queen Street North will be studied and determined then.

CONDO PROJECTS

- **With so many condo projects being built along Queen and King - do the conversion plans take into account their proposed exits and entrances to their underground parking lots?**
- **How much extra traffic will condos entail?**
- **Does the plan take into account the on-street delivery and moving vans spaces needed? Both for existing apartment buildings on Queen S and for new condos?**
- **How much condo-related traffic will be funnelling through Jackson W or Ray S or smaller streets to north of them? (For example: Main W at Bay large condo/apartment complex - delivery/moving vans basically take out an entire lane of Main St from Caroline to Bay every day)."**
- **Both locations Queen and King and Main and Queen. Towers at each intersection.**
- **Was the conversion at Queen and King based on Vrancor's approved development of six and ten storeys, or the proposed 12 and 25-storeys. If the former, how might over 1,000 new residents, many of them students eager to get to Hess Village, change the intersection design?**
- **Will the traffic study carried out by Vrancor for its Queen and King development need to be redone given this change to the street?**
- **Will this new traffic conversion serve to restrict the expansion plans for the Vrancor projects on Queen St. N.? i.e. 35 stories high instead of the original 10 story building that was proposed.**
- **Currently during rush hour, along Queen St. North, traffic gets backed up to Napier St. at least. And after large events at Copps, the traffic gets backed up to York St and even onto York street. Have you studied traffic impacts for these two scenarios?**

A: A request was sent to Transportation Planning to comment on the questions above.

The density of the proposed development will generate pedestrian and transit activity, which will be discussed with Public Works post-construction (if approved).

To address your concern about the proposed changes to the development at 354 King St W and its impact on Queen St, and adjacent streets please email Sr. Planner, Andrea Dear (andrea.dear@hamilton.ca) Include UHOPA-20-003/ZAC-20-008 in the subject line.

Q: **Platinum Condo Project Effect**

- **How will construction timelines be impacted due to the ongoing construction at King/Queen? Currently there are lane/crosswalk impacts at the south-east corner?**
- **The East side lane between Main and King is currently closed, including the sidewalk, due to construction of the Platinum condos. Will that construction closure be completed by the conversion date? This makes the removal of the West crosswalk even more inconvenient, if not.**
- **How does this work with current development south east corner that has blocked one lane? How does this accommodate handicapped?**

A: The Queen project is being coordinated with the on-going development. This work will happen towards the end of the project but is dependent upon the development works.

Q : **I still cannot understand why this conversion does not continue north to Barton.** It's very strange to omit that chunk...why would you leave that small portion as one way? I know there will be talk of the truck route as the reason why, but I would like to know what is being done to change that.

A: The expenditure of any public money must be approved by Hamilton City Council. In November 2017 passed a motion to permit the conversion of Queen Street and set a budget for the work. That motion directed staff to convert Queen from Aberdeen to Main with permission to work with the LRT Office to include the Main to King block if and when possible. In 2019, the LRT office reported that it was possible to extend the conversion of Queen from one-way to two-way without frustrating any LRT designs. As a result, in March 2019, Hamilton City Council approved the conversion to King St. West.

Q: **So this is an experiment?**

A: In the 1950s Hamilton City Council heeded the advice of an American transportation engineer who stated that an efficient transportation system was a multi-lane one-way transportation system. Almost overnight Hamilton expanded and converted much of its road system from two-way to one-way. This has damaged Hamilton's neighbourhoods and the local businesses along these one-way corridors. While one-way highways cut through residential neighbourhoods can make for efficient movement, they create speedways that hurt people and businesses. The city's present schedule of street conversions from one-way to two way are set out here: - -

Q: **Will funding not be impacted by the current City fiscal situation?**

A: Hamilton City Council approved the conversion of Queen Street from one-way to two way, from

Aberdeen to Main (with the possibility to King) in November 2017. According to the direction of Council, the monies have been set aside and assigned a project account.

Q: How will Contractor material and equipment laydown areas be designated? or with these be on private property?

A: No laydown areas are required, except temporary within work areas. Private property will not be used for this.

Q: Is it possible to send me information regarding a recording of the presentation?

A: The video may be found at <https://youtu.be/iuTzvED15Fw>

Q: Please let me know when and how to access the answers.

A: The answers will be emailed to the participants and will be loaded to maureenwilson.ca

C: I couldn't log on to register

A: Hopefully, that was an anomaly. It was our first attempt at online meeting. Mistakes were made. We can only get better.

C: Once again I feel discriminated against as I do not have the latest technology to do virtual meetings, so my opinion does not count.

A: Face-to-face meetings are the preferred route any time a community information meeting is needed. Under current pandemic restrictions, we chose to proceed with an online meeting accessible through a computer, tablet or where one could dial-in by phone.

C: This meeting is great! Lots of information. Thanks everyone!

A: Thank you for participating!

Should you happen to have questions further questions about the project please see contact

Mike Field, MIES CAMP, Manager of Transportation Operations 905.546.2424 Ext. 4576 |
Mike.Field@hamilton.ca

Mushfiqur Rahman, MASC, P.Eng., PTOE, Senior Project Manager of Transportation Engineering |
905.546.2424 Ext. 4391 Mushfiqur.Rahman@hamilton.ca