



QUEEN

# Queen Street South Citizen Audit Results

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Prepared for the  
One Way Two Way Study Group



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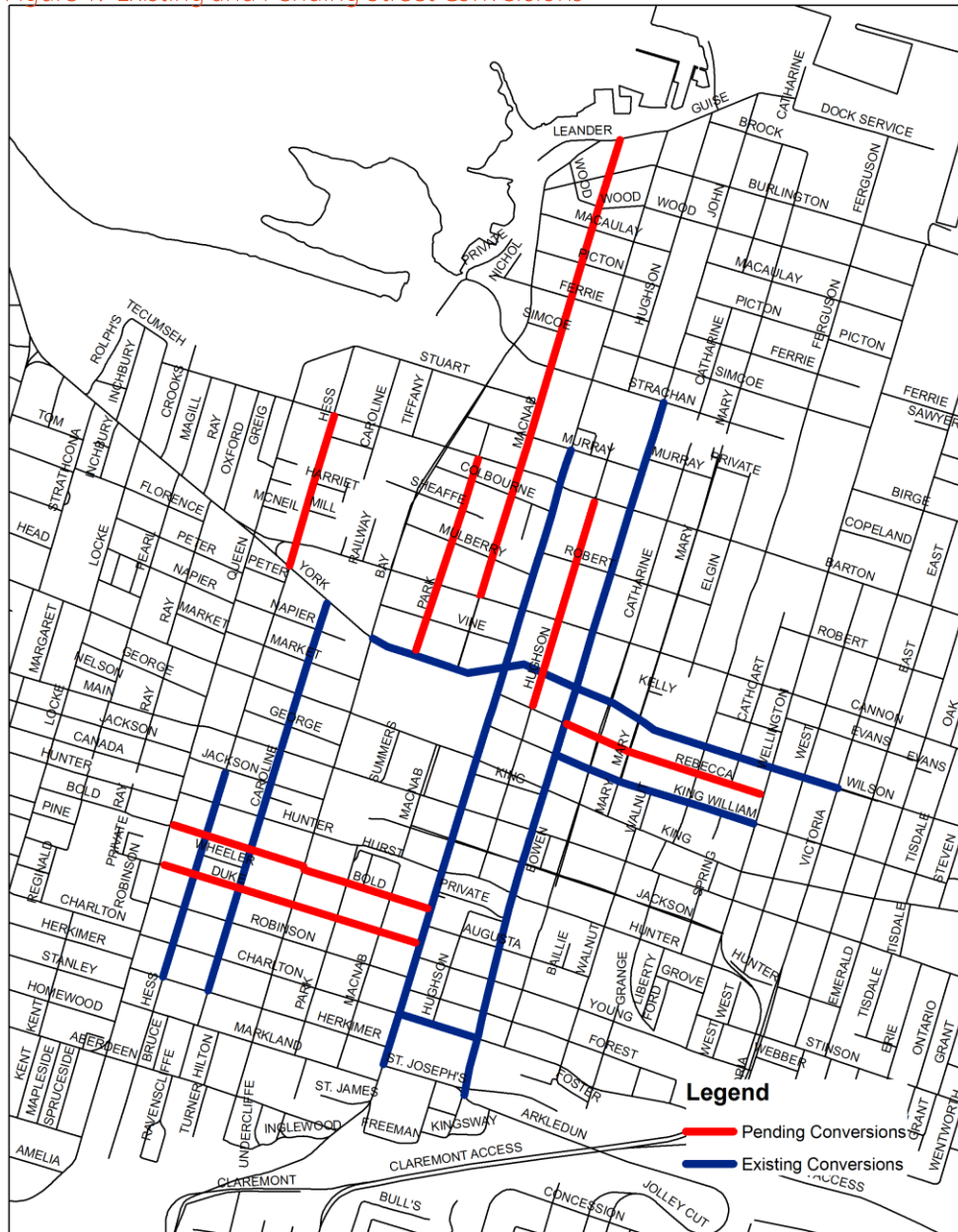
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# 1.0 Introduction

There is increased interest in the City of Hamilton for converting streets to two-way traffic, particularly in the lower-city. Currently, the Downtown Transportation Master Plan lays out a schedule for phased conversion of many downtown streets. However, Cannon and Queen Streets are not part of the conversion plan (Figure 1).

Figure 1: Existing and Pending Street Conversions



Sources: City of Hamilton, Downtown Transportation Master Plan (2001/07), Durand Transportation Master Plan (2002)



Due to community interest in the conversion of Queen and Cannon, the One Way Two Way (OWTW) Study Group was established by the City of Hamilton at the September 12, 2012 Council meeting, where the following motion was approved:

**Establishment of a Ward 1, Ward 2 and Ward 3 One-Way to Two-Way Street Study Group (Item 9.1)**

*Whereas there are over 100 one-way streets remaining in Hamilton;*

*And Whereas increasingly, there appears to be a strong convergence of public opinion in Hamilton in favour of converting one way street conversion to benefit adjacent retail businesses, slow traffic, improve pedestrian movements, and generally increase liveability in neighbourhoods, especially in Downtown Hamilton;*

*And whereas the 2008 City of Hamilton Transportation Master Plan included recommendations on a number of one-way street conversions, which have not yet taken place;*

*And Whereas the one-way street conversions that have taken place (James/John, York/Wilson, Caroline, Hess and Park to be completed soon) have been successful;*

*And Whereas City staff is generally supportive of one-way conversions, but require strong and unequivocal political support to move ahead with adequate financial resources;*

*And Whereas, the majority of one-way streets exist in Wards 1 and 2.*

*Therefore be it resolved:*

- a) *That a Ward 1, Ward 2 and Ward 3 – One-Way to Two-Way Street Study Group be established to study and report on possible one-way street conversions in the downtown area, specifically Cannon Street and Queen Street, to inform the requisite environmental assessments;*
- b) *That staff be directed to prepare a budget for the Study for consideration during the 2013 budget process;*



- c) *That membership of the Study Group consist of the Ward 1, Ward 2 and Ward 3 Councillors and appropriate Public Works staff, and include public consultation with interested individuals and groups including neighbourhood associations, affected residents, Business Improvement Areas and other commercial users, and other interested City Councillors.*
- d) *That staff be directed to investigate and report back on a reverse flow model.*

## 1.1 Citizen Street Audit

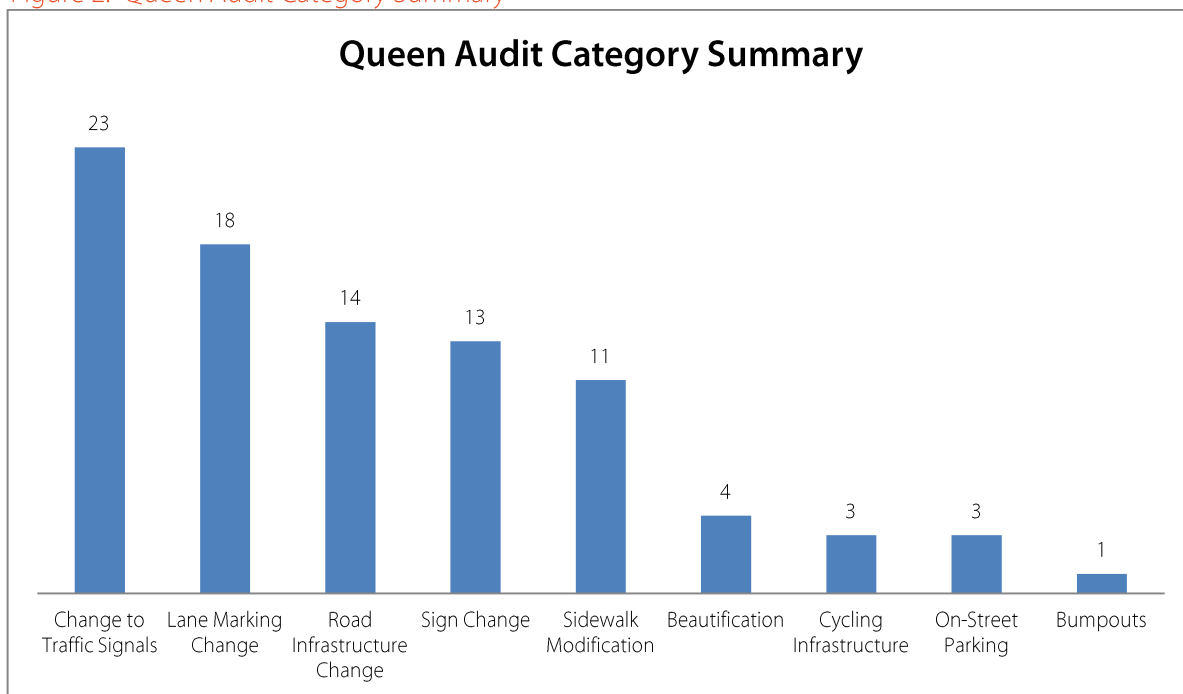
Consistent with the mandate of the OWTW Study Group, citizens gathered on two occasions (April 6 and June 15, 2013) to audit Queen Street from Aberdeen Avenue to King Street to determine what interventions would be needed to convert Queen to two-way traffic. Citizens offered 93 recommendations in 9 distinct categories and included items that sought to make the area safer and friendlier for pedestrians and cyclists. This report summarizes the results of this audit.



## 2.0 Audit Category Summary

Figure 2 shows the overall category breakdown of the types of comments made by participants of the audit. Contributors were largely concerned with those changes that would be required in the event of conversion from one to two-way traffic. Thus, the categories that received the largest contributions were "Change to Traffic Signals", "Lane Marking Change" and "Road Infrastructure Change". However, some of these comments included are not necessarily tied to two-way conversions, such as the inclusion of a pedestrian signal or modification of a road median that encourages unsafe traffic speeds.

Figure 2: Queen Audit Category Summary



## 2.1 Safety Concerns

In addition to the overall categories, several comments mentioned safety issues encountered on Queen Street. Generally, most comments collected in the Queen Street audit included an underlying theme of safety, but the following comments make explicit mention of a lack of safety or a feeling of danger at the given intersection or area (Table 1). These include the highway-style on-ramp present at Queen and Aberdeen and its apparent encouragement of unsafe traffic speeds, or Queen Street's narrow sidewalks which lack any buffer between pedestrian and high-speed traffic. These comments are summarized in Table 1.



Table 1: Comments Concerning Safety

Area	Safety Issue	Comment
Queen (General)	Narrow sidewalks	Sidewalk too narrow. 3 lanes same way encourages speeding.
Queen (General)	Speed	Drivers turning from Queen onto one-way side streets do so very quickly - easily done, since a one-way street allows for a wide, open target. The speed on Queen could be reduced by not having these residential side-streets be one-way, high-speed routes.
Queen (General)	Narrow sidewalks	The sidewalk on the west side of the street is narrow - the high speed traffic rushing to Aberdeen is a little bit intimidating.
Queen and Aberdeen	Road Infrastructure/Speed	Right turn from Queen southbound onto Aberdeen westbound is a highway-style on-ramp instead of a corner. Seems really out of place for an urban intersection.
Queen and Aberdeen	Road Infrastructure/Speed	On ramp not necessary. Drivers should slow down. Would make more welcoming to pedestrians and cyclists, as we'll as safer.
Queen and Aberdeen	Road Infrastructure/Speed	Is the broad right-hand turn from north to west onto Aberdeen necessary? It's like an on-ramp with the cars whizzing past and is very unfriendly from the perspective of someone's standing on the sidewalk.
Queen and Aberdeen	Road Infrastructure/Speed	Should remove right turn ramp to Aberdeen Traffic too fast.
Queen and Charlton	Narrow sidewalks	Convert Charlton into two way for safety. West curb lane too wide and need wider sidewalk. Walking on Queen feels unsafe.
Queen and Duke	Inconvenient or inadequate pedestrian infrastructure	Current traffic lights can be pedestrian activated but the activation is very, very slow. Most pedestrians and cyclists seem to give up thinking it is broken and cross through gaps in traffic.
Queen and George	Inconvenient or inadequate pedestrian infrastructure	Add pedestrian-activated signal at this intersection to facilitate safe pedestrian crossing
Queen and Herkimer	Road Infrastructure/Speed	Remove wide radius curbs. Drivers should slow down before turning.
Queen and King	Speed	Reduce wide-radius curb at SE corner of King to reduce turning speed
Queen and Main	Speed	Reduce wide-radius curb at NE corner of Main to reduce turning speed
Queen and Stanley	Speed	4 lanes encourage speeding. Observed vehicle in curb lane speeding southbound to pass cars going speed limit. Very intimidating to pedestrians.

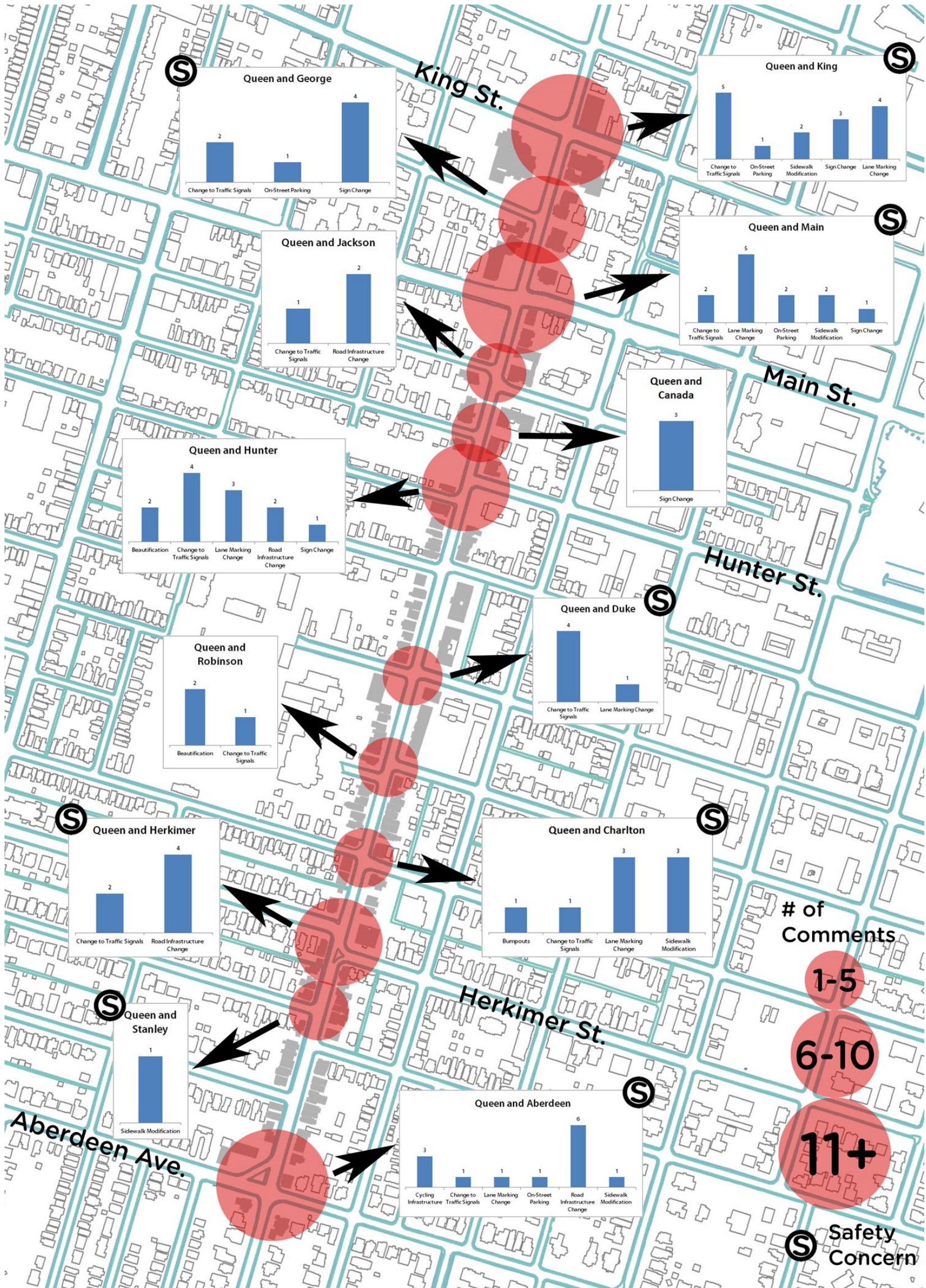


### 3.0 Citizen Audit Results

#### 3.1 Audit Results Map

Figure 3 shows the geographic distribution of the audit comments organized by intersection, number of comments and their major categories. The location of safety concerns is also included. Note that the number of comments under each category may include duplicate comments about a particular intervention. Thus, the total comments gathered by citizens can indicate the variety of interventions as well as the level of interest in a particular intervention and location (represented by the varied circle sizes).

Figure 3: Audit Results Map





## 3.2 Audit Results Summary Chart

Table 2 shows the detailed audit results including the location and added description of the interventions suggested as well as the number of related comments.

Table 2: Audit Results Summary Chart

Intersection	Category	Comments	Sub-Category Comments	Specifics, Location
Queen (General)	On-Street Parking	1	Add curbside parking	Add curbside parking on at least one side
Queen (General)	Sidewalk Modification	2	Widen sidewalk	Widen sidewalk on at least west side
Queen (General)	Sign Change	1	Two-way facing signs	Parking signs will need reorienting to face both ways in the event of conversion
Queen and Aberdeen	Change to Traffic Signals	1	Change traffic signal sequence	Make signaling sequence at this intersection more pedestrian-friendly
Queen and Aberdeen	Cycling Infrastructure	3	Bike Lanes	Add bike lanes on either side of the road
Queen and Aberdeen	Lane Marking Change	1	One lane each direction	Have Queen travel one lane each direction
Queen and Aberdeen	On-Street Parking	1	Add curbside parking	Add curbside parking to at least one side
Queen and Aberdeen	Road Infrastructure Change	6	Remove Median	Remove on-ramp style turn. Traffic too fast and feels unsafe for pedestrians
Queen and Aberdeen	Sidewalk Modification	1	Widen	Widen sidewalks on both sides of Queen
Queen and Canada	Sign Change	3	Add street sign	Add street sign for Canada street
Queen and Charlton	Bumpouts	1	Add Bumpouts	Facilitate pedestrian crossing of Queen using bumpouts at this intersection
Queen and Charlton	Lane Marking Change	3	One lane each direction	Have Queen travel one lane direction and thus have two turning lanes on Charlton, one going northbound, the other southbound. Middle lane on Charlton would continue straight. Curb lane on west side of Queen too wide.



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Intersection	Category	Comments	Sub-Category Comments	Specifics, Location
Queen and Charlton	Change to Traffic Signals	1	Two-way facing traffic lights	Have traffic lights at this intersection facing both ways in the event of two-way conversion
Queen and Charlton	Sidewalk Modification	3	Widen	Widen sidewalks on both sides of Queen
Queen and Duke	Change to Traffic Signals	4	Traffic Signal, 3; Pedestrian Signal, 1	Install two-way facing traffic signals at this intersection in the event of conversion, Improve timing of pedestrian signal.
Queen and Duke	Lane Marking Change	1	Add crosswalk lines	Add crosswalk lines on south side of intersection
Queen and George	Change to Traffic Signals	2	Pedestrian Signal	Add pedestrian crossing signal at this intersection
Queen and George	On-Street Parking	1	Add Taxi Zone	Add taxi zone on Queen at George for Hess St. patrons
Queen and George	Sign Change	4	Add street sign, 3; Two-way facing signs, 1	Add no left turn sign onto George. Have signs face both ways in the event of conversion. Add signage at Queen and George informing them they must turn left at King
Queen and Herkimer	Change to Traffic Signals	2	Traffic Signal, 1; Pedestrian Signal, 1	Add pedestrian crossing signal at this intersection, perhaps complete traffic signals
Queen and Herkimer	Road Infrastructure Change	4	Remove Median, 3; Turning Radius, 1	Remove road median if conversion occurs. Reduce turning radius at median if not. One commenter suggested consideration of roundabout
Queen and Hunter	Beautification	2	Add benches, replace fencing	Remove old chain-link fence at end of Hunter and beautify area to take advantage of scenic view of rail tracks
Queen and Hunter	Change to Traffic Signals	4	Two-way facing traffic lights	Install two-way facing traffic signals in the event of conversion. One comment suggested three-stage lights to better handle jog in road.



Intersection	Category	Comments	Sub-Category Comments	Specifics, Location
Queen and Hunter	Lane Marking Change	3	One lane each direction, left turn lane for Hunter westbound	Have Queen travel one lane each direction with a turning lane for westbound Hunter traffic. Remove one turning lane from Hunter
Queen and Hunter	Road Infrastructure Change	2	Turning Radius, Modify Jog	Curb corner to reduce turning radius, possibly reconfigure intersection to better handle jog in road
Queen and Hunter	Sign Change	1	Two-way facing signs	Have signs face both ways in the event of conversion
Queen and Jackson	Change to Traffic Signals	1	Pedestrian Signal	Add pedestrian crossing signal at this intersection, perhaps complete traffic signals
Queen and Jackson	Road Infrastructure Change	2	Turning Radius	Reduce turning radius on south-west of intersection
Queen and King	On-Street Parking	1	Remove on-street parking	Remove on-street parking from King to Main
Queen and King	Change to Traffic Signals	5	Traffic Signal, 3; bidirectional centre lane, 1; pedestrian signal, 1	Add advanced left-turn signal for north-bound drivers turning west onto King. Bidirectional centre lane (Similar to Sherman access). Add pedestrian-controlled signal. Modify traffic signals to align with proposed one- to two-way transition
Queen and King	Sidewalk Modification	2	Curb-cut	Square off curb at SE corner. Square off curb at NW corner
Queen and King	Sign Change	3	Add street sign	Add no right turn on red sign for traffic going southbound Queen turning right onto King
Queen and King	Lane Marking Change	4	Two lanes southbound, one northbound	Have two lanes for southbound traffic, 1 for northbound. Modify lane markings one/two-way transition at King



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Intersection	Category	Comments	Sub-Category Comments	Specifics, Location
Queen and Main	Change to Traffic Signals	2	Add advanced turning signal, 1; pedestrian signal, 1	Add advanced turning lane for southbound traffic on queen turning left onto Main. Add pedestrian-activated signal
Queen and Main	Lane Marking Change	5	One lane each direction & center turning lane, 2; adjust stop line, 2; remove right turn lane, 1	Have one lane each direction with centre turning lane. Adjust crosswalk stop lines. Remove right-turn only lane from Main onto Queen.
Queen and Main	On-Street Parking	2	Add curbside parking, 1; Remove parking, 1	Add permanent parking lane on E side of Queen S of Main. Remove some parking on Main to facilitate turning east from Queen to Main
Queen and Main	Sidewalk Modification	2	Widen sidewalks, 1; curb-cut, 1	Widen sidewalks at Queen and Main, particularly on SE side. Square off corner on NE side.
Queen and Main	Sign Change	1	Add street sign	Add no right turn on red sign for traffic traveling northbound on Queen turning right onto Main
Queen and Robinson	Beautification	2	Lighting	Improve street lighting in this area
Queen and Robinson	Change to Traffic Signals	1	Reconfigure Traffic Signals	Reconfigure traffic signals at this intersection to allow travel from Robinson west of Queen to Robinson east of Queen
Queen and Robinson	Lane Marking Change	1	Reduce Lane Width	Curb lane on west side of Queen too wide
Queen and Stanley	Sidewalk Modification	1	Widen	Widen sidewalks on both sides of Queen



## 4.0 Conclusions and Next Steps

The Queen Street citizen audit provides a preliminary list of interventions necessary for two-way conversion. In addition, citizens highlighted many elements that deal with overall environmental concerns, most notably pedestrian safety. Moving forward, while most of the interventions tied to two-way conversion will take time to implement, some concern short-term improvements that will help address some of the mobility and safety deficiencies highlighted in the audit. Table 3 outlines some of these short-term improvements.

Table 3: Potential Short-Term Interventions

Intersection	Category	Sub-Category Comments	Specifics
Queen and Aberdeen	Change to Traffic Signals	Change traffic signal sequence	Make signaling sequence at this intersection more pedestrian-friendly
Queen and Canada	Sign Change	Add street sign	Add street sign for Canada street
Queen and Duke	Lane Marking Change	Add crosswalk lines	Add crosswalk lines on south side of intersection
Queen and George	Change to Traffic Signals	Pedestrian Signal	Add pedestrian crossing signal at this intersection
Queen and Herkimer	Change to Traffic Signals	Traffic Signal, Pedestrian Signal	Add pedestrian crossing signal at this intersection, perhaps complete traffic signals
Queen and Hunter	Beautification	Add benches, replace fencing	Remove old chain-link fence at end of Hunter and beautify area to take advantage of scenic view of rail tracks
Queen and Jackson	Change to Traffic Signals	Pedestrian Signal	Add pedestrian crossing signal at this intersection, perhaps complete traffic signals
Queen and Robinson	Beautification	Lighting	Improve street lighting in this area
Queen and Duke	Safety	Inconvenient or inadequate pedestrian infrastructure	Current traffic lights can be pedestrian activated but the activation is very, very slow. Most people- pedestrians and cyclists seem to give up thinking it is broken and cross through gaps in traffic.
Queen (All)	Safety	Traffic Speed	Speed Limit Monitoring