

WELCOME

**FORESTVIEW BOULEVARD  
SPEED CONTROL REVIEW  
NEIGHBOURHOOD OPEN HOUSE**

City of Niagara Falls  
Transportation Services



# NEIGHBOURHOOD TRAFFIC REVIEW OBJECTIVES


A Neighbourhood Traffic Review should be undertaken in consideration of the following goals:

- Enhance the quality of life and livability in City of Niagara Falls' neighbourhoods through the use of traffic management measures, such as speed humps, that reduce or control the impact of vehicle traffic;
- Change the culture of neighbourhood street use from 'cars first' to 'people first';
- Create neighbourhood environments that support and encourage the use of non-auto modes of travel such as cycling, walking and transit; and,
- Develop a transportation system that recognizes and accommodates to the greatest extent possible, the multitude of activities that take place along the roadway.

The process should involve:

- Public consultation and input in all aspects of the process;
- A process that is fair, balanced and equitable and reflects the needs of all users; and
- A process that reflects the City of Niagara Falls funding capabilities.


Specific objectives of the Neighbourhood Traffic Review are to:

- Improve safety and convenience for all users of the street;
  - Reduce the number and severity of collisions;
  - Reduce the volume and/or speed of motorized traffic;
  - Reduce the volume of traffic that has neither its origin or destination within the residential neighbourhood;
  - Minimize effects on the adjacent or nearby local residential streets; and
  - Reduce motor vehicle emissions.
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# BACKGROUND & EXISTING CONDITIONS

The City received a request from a resident to review the speed of traffic and consider speed control devices on Forestview Boulevard

Forestview Boulevard between St Michael Avenue and Parkside Road

- is a two-lane, two-way residential collector road
  - Forestview Boulevard extends 1 kilometre from Garner Road to Kalar Road
  - Forestview Boulevard is one of two entry points into the neighbourhood from Garner Road and one of three from Kalar Road
  - has an urban cross-section consisting of a concrete curb & gutter, grass boulevard and continuous sidewalk on each side throughout the study area
  - contains a minor curvature just east of Kelsey Crescent
  - has a 9.2 metre pavement width
  - has a 50 km/h speed limit
  - is not a transit route
  - traffic circle control at St Michael Avenue
  - all-way stop control at Parkside Road
  - has two school crossing guards at Forestview Boulevard and Parkside Road
  - contains Deerfield Neighbourhood Park, located on the south side of the road between St Michael Avenue and Kelsey Crescent
  - Permits Parking on each side of the road during the daytime period
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# TECHNICAL DATA

Forestview Boulevard carries approximately 1,500 cars daily in the vicinity of Deerfield Neighbourhood Park, between St Michael Avenue and Parkside Road. These traffic volumes are within the expectations of a minor collector road.

A collision problem has not been found on Forestview Boulevard. There have been no reported motor vehicle speed related collisions in the previous five years.

Forestview Public School has a large boundary area for children walking to school. Forestview Boulevard is used by children walking to/from the school.

Speed studies were carried out over several days. The data identified that the operating speed is **55 km/h** in the vicinity of Deerfield Neighbourhood Park. The City considers a speeding problem when the operating speed exceeds the speed limit where there is at least one pedestrian generator abutting the road. Given that a neighbourhood park abuts Forestview Boulevard **the technical component for speed control devices is fulfilled.**



# PUBLIC CONSULTATION

Given that a speeding problem was identified, Staff solicited the input of the neighbourhood on their preference for speed control devices. The area of solicitation encompasses residences between St Michael Avenue and Parkside Road.

## Forestview Boulevard between St Michael Avenue and Parkside Road

- 27 questionnaires were delivered
- 14 responses were received (52%)
- 14 respondents are in support of speed control devices equates to **52% support**

Therefore, the residential component for speed control devices on Forestview Boulevard has been achieved.



# SPEED CUSHIONS

Speed cushions are a modified speed hump that has openings to allow vehicles with wider wheelbases, such as a fire truck or an ambulance, unencumbered passage. A driver of a passenger vehicle will have one side of their vehicle pass over the hump. Speed cushions are generally round or flat-topped encouraging motorists to drive over them at speeds of 30-40 km/h.

Each speed cushion costs approximately \$5,500

## Advantages:

- Reduces speed of motorists to less than 40 km/h
- Have the advantage of being self-enforcing
- May reduce number & severity of collisions
- Safer conditions for cyclists and pedestrians
- A parking restriction is not required at the speed cushion location
- Discourages cut-through traffic
- **Does not slow down emergency vehicles (due to wider wheelbases) as drivers can pass through the gaps**

## Disadvantages:

- Increases noise with drivers decelerating & accelerating over the humps

## Local Example:

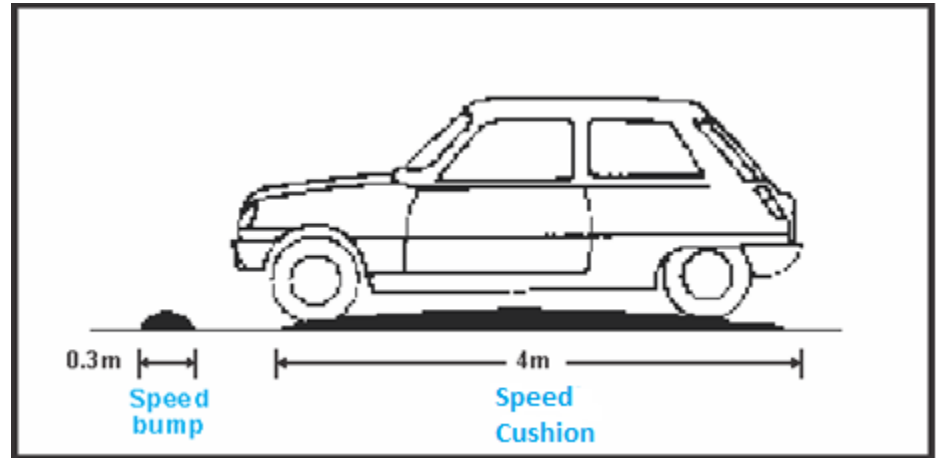
- Angie Drive



Photo of a portable speed cushion for clarity

# SPEED CUSHION SPECIFICATIONS

What is the difference between a speed bump and a speed cushion?



	Speed Bump	Speed Cushion
Height	8 centimetres	8 centimetres
Length	30-40 centimetres	4 metres
Causes...	Abrupt vertical motion	Gentle rocking motion
Encourages speeds of...	10 km/h or less	30-40 km/h
Legal on Public Roads?	No	Yes

# PEDESTRIAN CROSSOVER

The Ontario Government is allowing municipalities to install new types of crossovers. Below is an illustration of a crossover that would be appropriate on Forestview Boulevard.

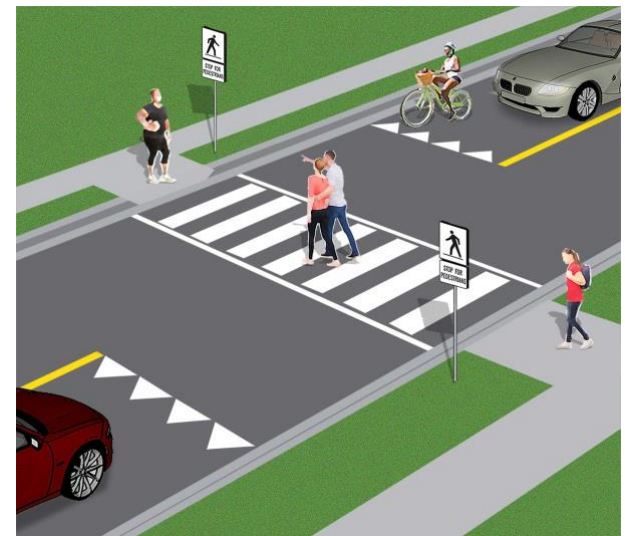
Drivers, including cyclists are legally required to stop and yield the entire roadway for a pedestrian at a pedestrian crossovers.

Only when pedestrians have completely crossed the road and are safely on the sidewalk can drivers and cyclists proceed.

Drivers are not required to stop at the pedestrian crossover if there is not a pedestrian wishing to cross the road.

There are two (2) other versions of the new crossovers that have flashing beacons, but these are typically installed on higher volume roads.


Cost to install signs and markings is approximately \$2,500.





# GUIDING PRINCIPLES

Speed control devices are located based on the following:

- Devices are most effective if they are evenly spaced so that motorists are not able to speed between them
  - Cannot be placed in front of driveways since signs are posted on both sides of the road next to the device. This way their location is known when the roads are snow covered.
  - Devices are avoided on road curves.
  - Avoid placing them where utilities, manholes, valves, catch basins, etc. are located; and ensure positive drainage is maintained
  - Devices are unnecessary near the existing all-way stop at Parkside Road, since drivers are required to stop at this intersections by law.
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# NEIGHBOURHOOD SPEED WATCH PROGRAM

The Neighbourhood “Speed Watch” Program is an educational safety program designed to raise awareness of the speed drivers are traveling. A group of two or more concerned residents volunteers a few hours of their time to operate the equipment and identify speeding vehicles in the neighbourhood. The Neighbourhood “Speed Watch” Program is intended to give motorists a “friendly reminder” of the speed in residential areas.



# CONCEPT PLAN




Speed cushions are proposed as follows:

1. In front of 8583/8595 Forestview Boulevard
2. West leg of Forestview Boulevard at Dilalla Crescent

One raised crosswalk and PXO is proposed:

1. East leg of Forestview Boulevard at Kelsey Crescent

# NEXT STEPS

- Your input is important! Please take the time to comment on the study findings and recommended plan by either completing the comments sheet or getting in touch with one of the project team members.
  - Talk to your neighbours who could not attend tonight and encourage them to provide their support for the speed control plan.
  - Staff will incorporate and/or address the comments and suggestions received from this neighbourhood meeting in the final plan.
  - Comments are requested by **Friday, May 10, 2019.**
  - Bring the matter to City Council for approval.
  - Include Forestview Boulevard in the 2020 Capital Budget Deliberation
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# THANK YOU FOR ATTENDING

- The display boards and comment form from tonight's meeting will be posted on the City's website by the end of the week.

[www.niagarafalls.ca](http://www.niagarafalls.ca)

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