

WELCOME

**MEWBURN ROAD
SPEED CONTROL REVIEW
NEIGHBOURHOOD OPEN HOUSE**

City of Niagara Falls
Transportation Services

February 22, 2018

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.

BACKGROUND & EXISTING CONDITIONS

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

Mewburn Road between Mountain Road and Scholfield Road

- is a two-lane, two-way residential collector road
- extends 460 metres from Mountain Road to Scholfield Street
- is one of three entry points into the neighbourhood from Mountain Road
- has a semi-urban cross-section consisting of shoulders and ditches on both sides and a continuous sidewalk on the east side is flanked by residential properties which include two condominium complexes, a motel, several detached residential properties and vacant land
- west side is flanked by vacant land
- contains a sharp curve at the junction with Scholfield Street
- has a 6.7 metre road width
- has a 50 km/h speed limit
- is not a transit route, but is used by school bus drivers
- intersection of Mewburn Road and Mountain Road is controlled by a roundabout
- QEW freeway is parallel with Mewburn Road
- allows parking on both sides of Mewburn Road
- Is a collector bike route

TECHNICAL DATA

Mewburn Road carries approximately 1,420 cars daily between Mountain Road and Scholfield Street. These traffic volumes are within the expectations of a minor collector road.

There is no collision problem on Mewburn Road. There have been no reported motor vehicle collisions in the previous three years.

Speed studies were carried out both in the morning and afternoon. The data identified that the operating speed is **68 km/h** along the study portion of Mewburn Road. The City considers a speeding problem when the operating speed exceeds the speed limit by a minimum of 10 km/h. Given the operating speeds of motorists utilizing Mewburn Road **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 Mountain Road and Scholfield Street.

Mewburn Road between Mountain Road and Scholfield Street

- 52 questionnaires were delivered
- 31 responses were received (60%)
- 28 respondents are in support of speed control devices equating to **54% support**
- 3 respondents are not in support of speed control devices

The residential component for speed control devices on Mewburn Road 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 \$5,000

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:

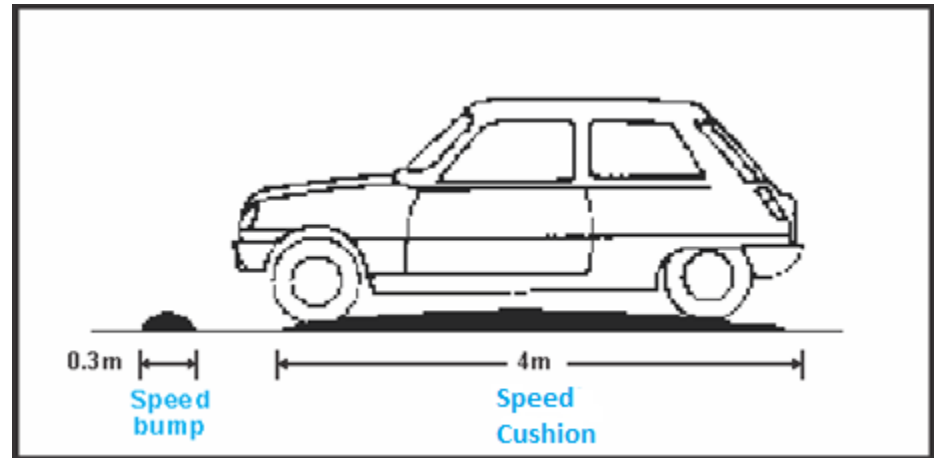
- Angie Drive (off of Kalar Road south of Freshco)



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

GUIDING PRINCIPLES

Speed control devices are located based on the following:

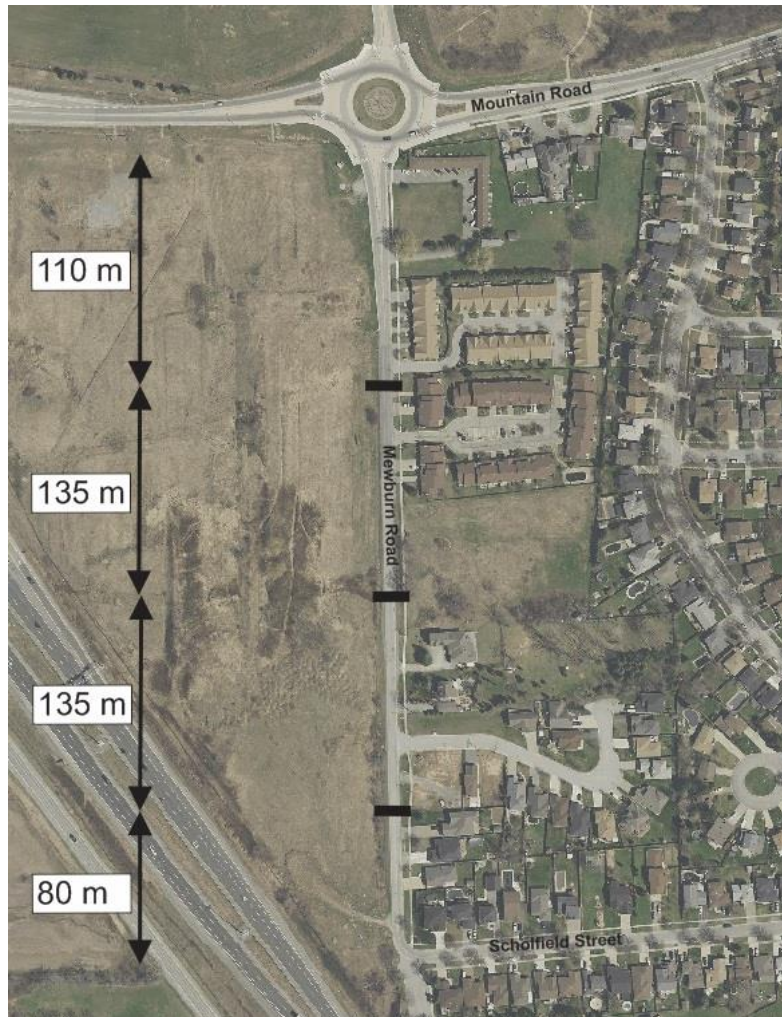
- Devices are most effective if they are evenly spaced so that motorists are not able to speed between them
- Cannot be placed in front of driveways since signs are posted on both sides of the road next to the device. This way their location is known when the roads are snow covered.
- Devices are avoid on road curves.
- Avoid placing them where utilities, manholes, valves, catch basins, etc. are located; and ensure positive drainage is maintained

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, NORTHERN SECTION OF STUDY AREA



Three (3) speed cushions are proposed as follows:

1. In front of 2684/2720 Mewburn Road
2. In front of 2700 Mewburn Road
3. In front of 2878 Mewburn Road

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, March 2, 2018.**
- Bring the matter to City Council for approval.

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

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Transportation Engineering

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