WELCOME

OLIVER STREET
SPEED CONTROL REVIEW
NEIGHBOURHOOD OPEN HOUSE

City of Niagara Falls
Municipal Works – Transportation Services

NiagaraFalls CANADA

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 Oliver Street.

Oliver Street between Welland Street and Gunning Drive:

- is a two-lane, two-way local residential road;
- has a straight and level road alignment;
- has a concrete sidewalk separated by a grass boulevard on the northeast side and an asphalt trail separated by a grass boulevard on the southwest side;
- contains light standards on the southwest side to provide illumination during the night time period;
- is a transit route (Route 106/206 and Route 112);
- allows parking on the southwest side of the road during the daytime period;
- prohibits stopping on the northeast side of the road from Monday to Friday, 8:00 A.M. to 4:30 P.M.;
- contains all-way stop control at both ends of Oliver Street, intersecting Welland Street and Gunning Drive, respectively;
- has a school crossing guard at the intersection of Welland Street and Oliver Street;
- contains Sacred Heart Catholic Elementary School, located on the northeast side of the road;
- contains Chippawa Lions Park, located on the southwest side of the road;
- has a pavement width of approximately 9.0 metres;
- is in close proximity (1 block away) from Fire Hall;
- Oliver Street extends approximately 500 metres from Bridgewater Street to MacKenzie Drive; and
- has a 50 km/h speed limit.

TECHNICAL DATA

Oliver Street carries approximately **960 cars daily** between Welland Street and Gunning Drive. These traffic volumes are within the expectations of a local road.

There is not a collision problem on Oliver Street. There have been no reported collisions related to excessive vehicle speeds in the previous three years.

Speed data collected in the field identified that the operating speed is **51 km/h** in the vicinity of Sacred Heart Catholic Elementary School. Per City policy, the warranting criteria for the installation of traffic calming devices is met when at least one of the following applies:

1. Operating speed exceeds the speed limit by more than 10 km/h; or
2. Operating speed exceeds the speed limit and there is at least one pedestrian generator abutting the road.

Given that an elementary school abuts Oliver Street, **the technical component for speed control devices is fulfilled.**

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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 the school, Chippawa Lions Park, and residences between Welland Street and Gunning Drive.

Oliver Street between Welland Street and Gunning Drive

- 4 questionnaires were delivered
- 3 responses were received (75%)
- 2 respondents are in support of speed control devices which equates to **50% support**

Given that a simple majority of residents support traffic calming, **the residential support component for speed control devices is fulfilled.**

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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:

- Prevents drivers from exceeding the speed limit while not requiring them to fully stop
- 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**

*Photo of a portable speed cushion for clarity

Disadvantages:

- Increases noise with drivers decelerating & accelerating over the humps

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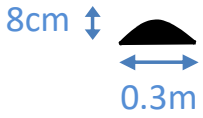
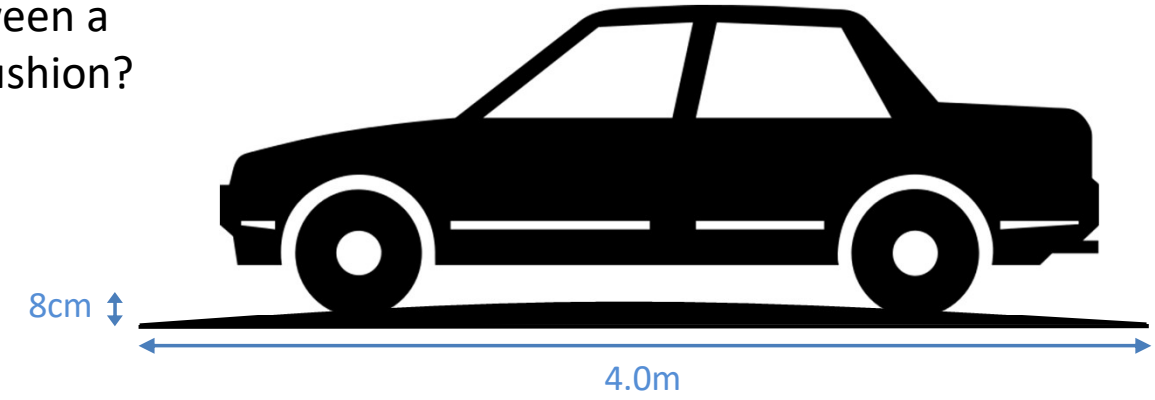
SPEED CUSHION SPECIFICATIONS

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



Speed Bump



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

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GUIDING PRINCIPLES

Speed control devices are located based on the following:

- Devices are most effective if they are evenly spaced, ideally 100 metres apart, 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.

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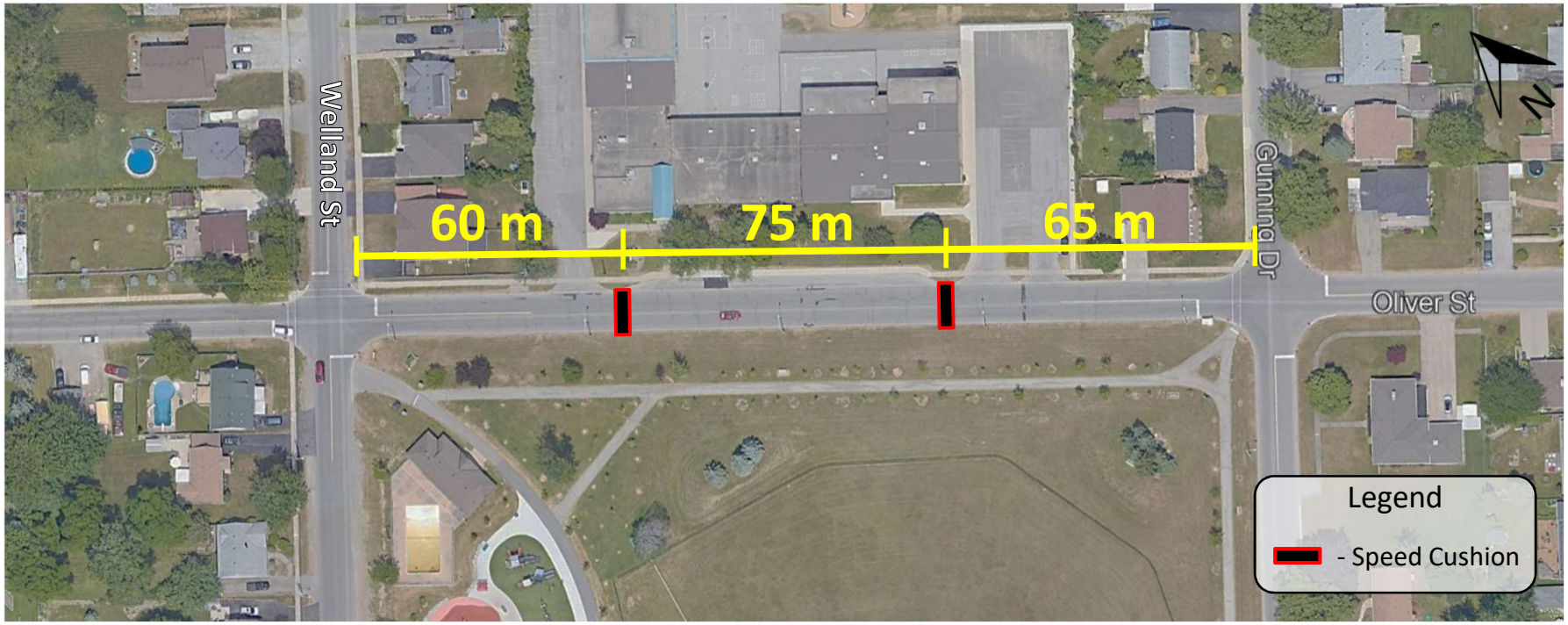
CONCEPT PLAN



Two Speed Cushions are Proposed as Follows:

1. 60 metres east of Welland Street
2. 65 metres west of Gunning Drive

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 **Monday, October 4, 2021.**
- Bring the matter to City Council for approval, and include this project in the 2022 Capital Budget Deliberation
- Pending approvals, construction is expected to occur in early summer 2022

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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
City Hall Departments
Transportation Services
Transportation Engineering

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