

WELCOME

**FINGLAND STREET
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.
- 

BACKGROUND & EXISTING CONDITIONS

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

Fingland Street ...


- Extends for two blocks between Morrison Street and Drummond Road
 - Is a two-lane, two-way local residential road
 - Abuts the hydro electric canal is on the northwest side of the road, barricaded with fencing
 - Has a straight and level road alignment
 - Can be accessed from Drummond Road and David Avenue; its connection with Morrison Street is an outlet only
 - Extends diagonally between Drummond Road and Morrison Street
 - Has a concrete sidewalk separated by a grass boulevard south-east side of the road
 - Contains light standards on the northwest side to provide illumination during the night time period
 - Is exclusively residential in nature
 - Allows parking on both sides of the road during the daytime period
 - Has a 9.0 metre pavement width
 - Has a 50 km/h speed limit
- 

TECHNICAL DATA

Fingland Street carries approximately 415 cars daily between Morrison Street and Drummond Road. These traffic volumes are within the expectations of a local road.

There is not a collision problem on Fingland Street. There have been no reported motor vehicle collisions in the previous five years.

Speed studies were carried out over several days. The data identified that the operating speed is **61 km/h**. The City considers a speeding problem when the operating speed exceeds the speed by **10 km/h**. **Therefore, the technical component for speed control devices is fulfilled.**




PUBLIC CONSULTATION

Given that a speeding problem was identified, Staff solicited the input of all residents that have frontage on Fingland Street. The following results were obtained:

Fingland Street between Drummond Road and Morrison Street

- 22 questionnaires were delivered
- 17 responses were received (77%)
- 14 respondents are in support of speed control devices (64%)
- 2 respondents suggested an all-way stop at David Street (9%)
- 1 respondent is not in favour of speed control devices (5%)

Therefore, the residential component for speed control devices on Fingland Street has been achieved.



TRAFFIC INFILTRATION

- Residents also provided comments that drivers are using Fingland Street to shortcut between Drummond Road and Morrison Street
- Drivers can save 15 seconds by using Fingland Street as opposed to going through the Drummond Road & Morrison Street signals, depending on whether the driver can get a green signal
- Using Fingland Street is 200 metres shorter than driving through Drummond Road & Morrison Street
- During the morning peak period, 44 out of 49 drivers entered onto Fingland Street through Drummond Road proceeded straight through to Morrison Street
- During the afternoon peak period , 73 out of 86 drivers entering the neighbourhood through Drummond Road proceeded straight through to Morrison Street
- There is no legal means that can prevent someone from using a road other than prohibiting a class of vehicle, such as a heavy vehicle without a bona fide destination on the road.

HEAVY VEHICLE PROHIBITION



- Several residents commented that truck drivers are using Fingland Street as a shortcut.
- The City uses a truck prohibitive system. Signs are required to inform truck drivers they cannot use that road.
- Staff is recommending that heavy vehicles be prohibited on Fingland Street.
- Signs are required for it to be enforceable. Only the police can ticket drivers that disobey the sign.
- **"Heavy Vehicle"** means a commercial motor vehicle having a registered gross weight greater than 4,500 kilograms, but does not include a passenger vehicle, an emergency vehicle, a school bus, any vehicles owned and operated by Niagara Falls Transit, a privately-owned commercial motor vehicle making a delivery to or a collection from a bona fide destination which cannot be reached via a highway or highways upon which heavy vehicles are not prohibited by this by-law and taking the most direct route to such a destination or part of a highway upon which heavy vehicles are not prohibited by this by-law

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:

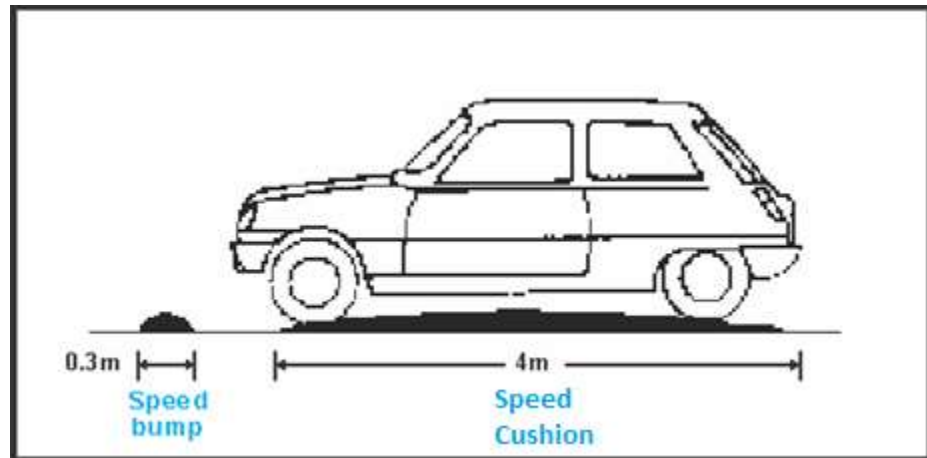
- Pettit Avenue between Dorchester Road & Morrison Street



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 ideally 100 metres apart so drivers do not have the opportunity to gain 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
- As Fingland Street is quite wide, the devices will extend up to or close to the edge of pavement, so drivers will have at least one set of tires go over the cushion



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 6170/6160
2. In front of 6118/6110
3. In front of 6070
4. In front of 6030/6022

Flexible delineators are proposed at the southeast corner of Drummond Road & Finland Street to reduce the corner radius

EXAMPLE OF FLEXIBLE DELINEATORS



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, December 6, 2019.**
 - Bring the matter to City Council for approval, and include this project in the 2020 Capital Budget Deliberation
 - Pending approvals, construction is expected to occur in early summer 2020
- 

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

- Project team members

John Grubich, C.E.T.

- Traffic Planning Supervisor
- (905) 356-7521 ext. 5214
- jgrubich@niagarafalls.ca

Santiago Restrepo

Assistant Traffic Technician
(905) 356-7521 ext. 3345
transtu1@niagarafalls.ca

