

WELCOME

**PETTIT AVENUE
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 Pettit Avenue

Pettit Avenue...

- is a two-lane, two-way residential collector road
 - extends 1.2 kilometres from Dorchester Road to a dead end south of Doreen Drive
 - is one of four entry points into the neighbourhood from Dorchester Road, and its northernmost connection
 - has an urban cross-section consisting of a concrete curb & gutter, grass boulevard and continuous sidewalk on both sides throughout the study area
 - contains two 45-degree road bends in the northern half of the study area
 - has a standard 8.0 metre road width
 - has a 50 km/h speed limit
 - is not a transit route, but is used by school bus drivers
 - is within 2 km of two (2) fire stations
 - has an all-way stop at Sheldon Street
 - contains Cherrywood Acres Public Elementary School, which is located opposite of Doreen Drive
 - has a school crossing guard at Morrison Street, for children walking to Cherrywood Acres School
 - is in the catchment area for two other elementary schools – John Marshall and Notre Dame
 - contains Glengate Park, which is located on the east side between Crawford Street and Glenayr Avenue
 - allows parking on both sides of Pettit Avenue for most of its length
 - has a new retirement building being constructed at the south end of the study area
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TECHNICAL DATA

Pettit Avenue carries approximately 2,300 cars daily near Dorchester Road and 750 cars daily south of Sheldon Street. These traffic volumes are within the expectations of a collector road.

There is not a collision problem on Pettit Avenue. There has been one (1) documented motor vehicle collision in the previous three years.

Cherrywood Acres School has a large boundary area for children walking to school. Pettit Avenue is also used by children walking to/from John Marshall School and Notre Dame School, both north of Thorold Stone Road. There are crossing guards at three locations to assist children across Thorold Stone Road.

Speed studies were carried out, both in the morning and afternoon. The data identified that the operating speed is **55 km/h** both to the north and south of Sheldon Street. 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. A neighbourhood park abuts Pettit Avenue north of Sheldon Street and an elementary school is located south of Sheldon Street. Given the study results and the existing sensitive land uses on Pettit Avenue, **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.

North of Sheldon Street

- 26 questionnaires were delivered
- 17 responses were received (65%)
- 15 respondents are in support of speed control devices equates to **58% support**
- 2 respondents are not in support of speed control devices

South of Sheldon Street

- 73 questionnaires were delivered
- 43 responses were received (59%)
- 37 respondents are in support of speed control devices equates to **51% support**
- 6 respondents are not in support of speed control devices

The residential component for speed control devices on Pettit Avenue is achieved.



SPEED HUMPS

Speed humps are asphalt mounds constructed on residential streets for the purposes of reducing vehicular speeds. Speed humps are generally round or flat-topped encouraging motorists to drive over them at speeds of 30-40 km/h.

Each speed hump costs approximately \$3,500

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 hump location
- Discourages cut-through traffic

Disadvantages:

- Increases noise with drivers decelerating & accelerating, and with school buses passing over the humps
- Increases emergency vehicle response time

Local Example:

- Preakness Street



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:

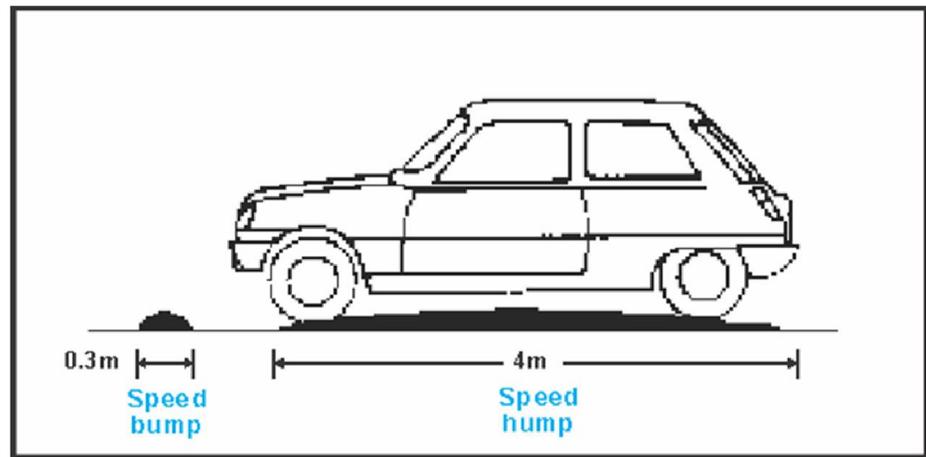
- Angie Drive (off of Kalar Road south of Freshco)



Photo of a portable speed cushion for clarity

SPEED HUMP/CUSHION SPECIFICATIONS

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



	Speed Bump	Speed Hump or 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 Pettit Avenue.

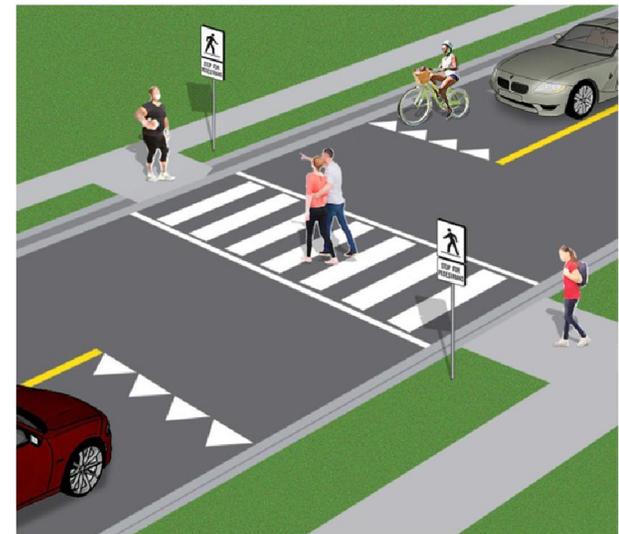
Drivers, including cyclists are legally required to stop and yield the entire roadway for a pedestrian at a pedestrian crossovers.

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:

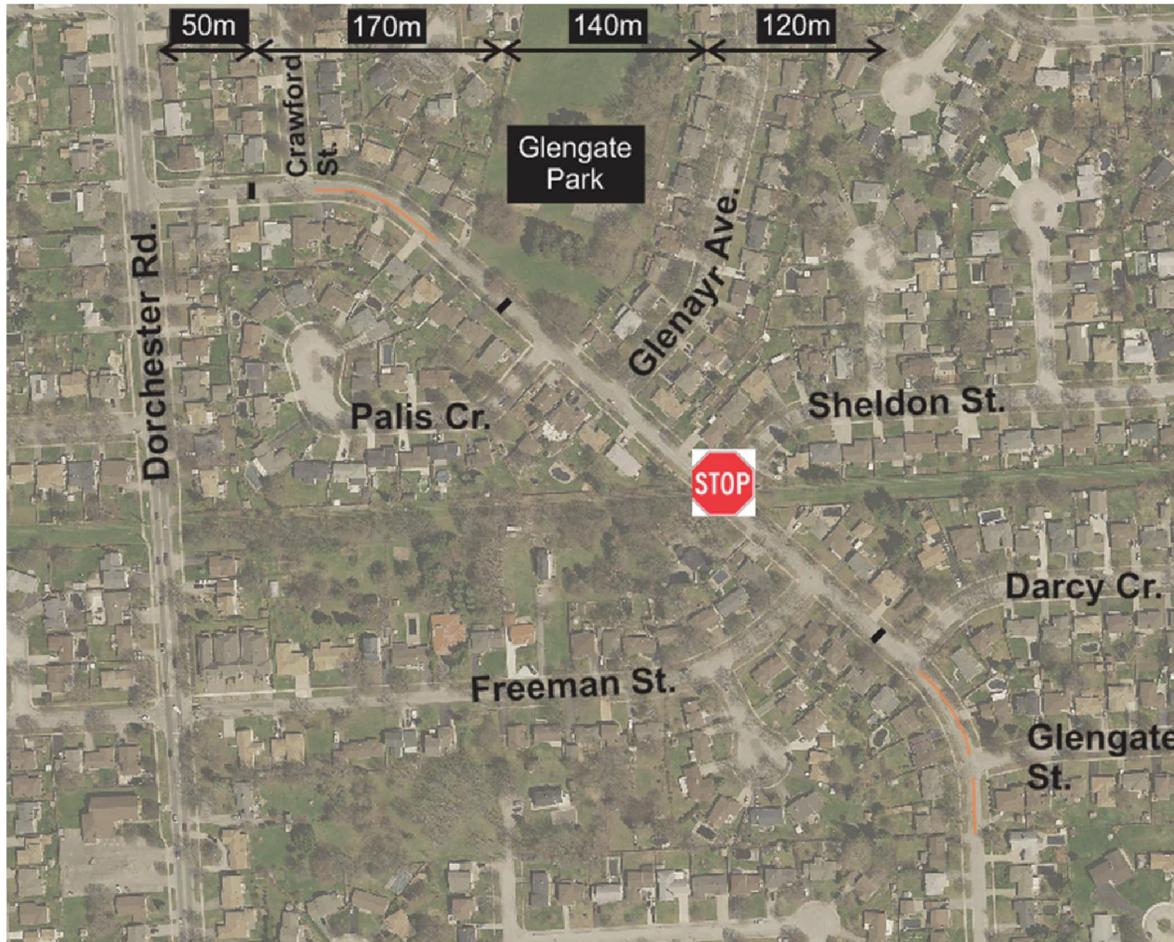
- Devices are most effective if they are evenly spaced so that motorists are not able to speed between them
 - Cannot be placed in front of driveways since signs are posted on both sides of the road next to the device. This way their location is known when the roads are snow covered.
 - Devices are avoid 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 Sheldon Street, 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.



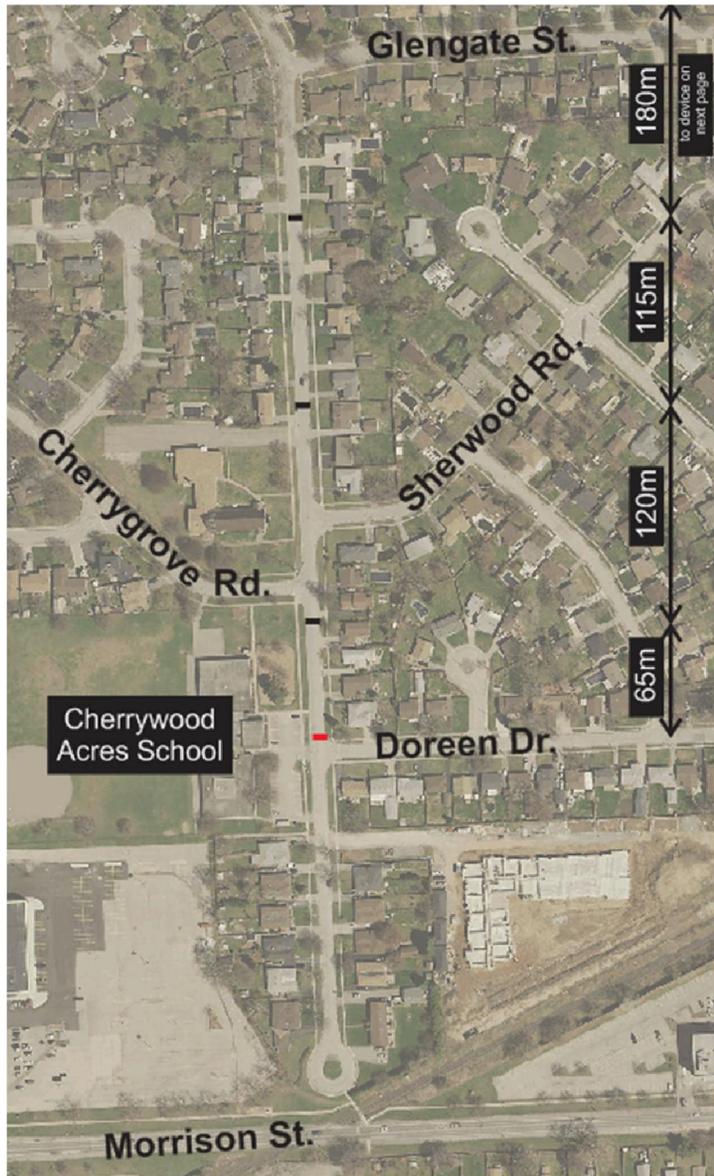
CONCEPT PLAN, NORTHERN SECTION OF STUDY AREA



Three (3) speed cushions are proposed as follows:

1. In front of 4063 Pettit Avenue / side of 6837 Crawford Street
2. In front of 4167 Pettit Avenue / Glengate Park
3. In front of 4343 Pettit Avenue / side of 6605 Darcy Crescent

Paint Centre lines at both road curves



CONCEPT PLAN, SOUTHERN SECTION OF STUDY AREA

Three (3) speed cushions are proposed as follows:

1. In front of 4443 / 4446 Pettit Avenue
2. In front of 4515 / 4520 Pettit Avenue
3. In front of the school / 4604 Pettit Avenue

A pedestrian crossover is proposed on the northern intersection leg of Doreen Drive at Pettit Avenue, directly in front of the school

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, July 7, 2017.**
 - Bring the matter to City Council for approval.
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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

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Transportation Engineering

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