



Infrastructure Services

Prepared for: Council-in-Committee

Report: IS-06-2024

Meeting Date: August 12, 2024

1. Title

Traffic Calming Trial Measures on Farr Avenue

2. Recommendations

That: Council receives Report IS-06-2024 regarding the Farr Avenue Traffic Calming for information purposes, and further

That: Council directs staff to include the cost of Farr Avenue Traffic Calming Trial Measures in the 2025 budget, for consideration.

3. Relation to Council's Corporate Strategic Plan

Priority: Sustainable and managed growth

Initiative: A community...that manages growth responsibly and recognizes existing neighbourhoods by implementing effective planning and policies.

4. List of Stakeholders

Mayor and Council of the Town of Fort Erie
Ratepayers of the Town of Fort Erie
Roadway users in the Town of Fort Erie
Paradigm Transportation Solution Limited
Niagara Regional Police Services

5. Purpose of Report

The purpose of this administrative report is to update Council on the Farr Avenue Traffic Calming Plan development (step 4) as per Traffic Calming By-Law 74-2023, Being a By-Law to Adopt a Neighbourhood Traffic Calming Policy.

6. Analysis

Background

This administrative report outlines the study process and presents the findings on Farr Avenue Traffic Calming for consideration by Council in response to resident concerns about traffic safety and speeding.

Study Process:

The Town's Neighbourhood Traffic Calming Policy sets out an eight-step process to initiate, review, and install traffic calming measures on Town roads. This process includes both technical assessments and public engagement activities. Refer to the eight-step Traffic Calming Policy process in the flow chart (Figure 1 in Appendix 1 attached to this administrative report) for details. The Farr Avenue Neighbourhood Traffic Calming Study completed "Step 4 – Plan Development". The Traffic Coordinating Committee reviewed the initial findings, including the results of the neighbourhood survey, and made a recommendation on the next steps as the process moves to Step 5 – Approval from Council.

Study Corridor:

The study corridor for the Farr Avenue Neighbourhood Traffic Calming Study covers Gorham Road to Ridge Road. The corridor, with land use primarily consisting of single-detached residential, with some retail commercial, multi-residential (senior's home), and institutional (cemetery and school), is shown in Figure 1, provided in Appendix 2 of this administrative report. Key characteristics of the corridor are detailed in Table 1, provided in Appendix 2 of this administrative report. This section of Farr Avenue is classified as a Collector road and part of the local bicycle network, with a segment length of 605 meters, and a two-lane (mostly) rural cross-section with sidewalks only on the north side. The average daily traffic volume is 2080 vehicles, with speeding concerns.

Initial Screening and Technical Assessment:

A desktop review assessed the feasibility of installing physical traffic calming measures on Farr Avenue between Gorham Road and Ridge Road. Based on the Town's Neighbourhood Traffic Calming Policy, this review confirmed that this segment of Farr Avenue between Gorham Road and Ridge Road meets the criteria for a Traffic Calming Plan.

Traffic Coordinating Committee

At two key stages, the Traffic Coordinating Committee (TCC) is crucial to the traffic calming process. First, after the technical assessment (step 3) confirms that the segment qualifies for physical measures, the TCC may recommend initiating the study process, which involves developing a four-stage plan (step 4). The TCC recommended starting this study on December 6, 2023. Consequently, Town staff engaged Paradigm Transportation Solutions Limited to prepare and present the conceptual plan. At the end of step 4, if the neighbourhood survey for trial installation meets the threshold, the TCC may recommend proceeding to the Council for the approval of trial installation of physical Traffic Calming Measures. On June 4, 2024, the TCC supported Concept 1 – a vertical deflection focus for traffic calming measures – and recommended advancing to the Council, thus moving the process to the current Step 5: Council Approval.

Public Engagement Summary:

The summary of Public Engagement Data is available in Appendix 3 of this administrative report. Key comments included support for making streets safer for children, especially in the vicinity of John Brant Public School. Respondents recommended consideration of speed limit signs and School Zone signs along Farr Avenue. Additionally, they suggested implementing all-

way stop control at the Farr Avenue and Park Street intersection, and crosswalks across Park Street for the seniors building (Ridgewood Manor).

The public engagement for the proposed traffic calming measures on Farr Avenue met the required 25% participation threshold from eligible households, as set by the Town's Neighbourhood Traffic Calming Policy. All respondents supported the measures, with a majority favoring Concept 1: Vertical Deflection Focus (Speed Cushions), and the support rate also met the policy's requirements. Given that both the participation and support thresholds were met, the Traffic Coordinating Committee recommended proceeding with the Trial Measures.

Recommended Conceptual Traffic Calming Plan:

1. The proposed traffic calming plan for Farr Avenue includes the following measures:
2. Reduce the speed limit to 40 km/h along Farr Avenue between Gorham Road and Ridge Road.
3. Two Traffic-Calmed neighbourhood Signs installed on Farr Avenue east of Gorham Road and west of Ridge Road N.
4. One permanent Radar Speed Display Device installed on Farr Avenue east of Gorham Road for eastbound traffic.
5. SLOW DOWN Pavement Markings applied to Farr Avenue north of Ridge Road and south of Gorham Road.
6. Five sets of Speed Cushions installed along Farr Avenue.

The detailed locations and descriptions of these measures are provided in Appendix 4 of this administrative report.

Next Steps:

- Obtain funding for 24-month Trial Measures as part of the 2025 Budget
- Future report to Council for approval of interim measures as per policy.
- Finalize the implementation plan for the trial of traffic calming measures for 24 months.
- Begin installation of the trial measures as soon as practical.
- Conduct periodic monitoring and evaluation of these measures throughout the trial period.
- Provide interim and final reports to the Council on the effectiveness of these trial measures.

7. Financial, Staffing and Accessibility (AODA) Implications

Staff have considered accessibility impacts and expect that no new barriers will be created due to the design of the proposed works. Accessibility implications will be considered during the construction phase of the project.

The estimated cost for trial implementation is \$53,100 (excluding HST). This expense is expected to be submitted as a supplementary item to be considered in the 2025 budget. This report provides the council with the technical background necessary to approve the installation of Traffic Calming Trial Measures. If approved, the trial installation will be carried out as soon as possible in 2025 by Town forces.

8. Policies Affecting Proposal

By-law 136-2023 adopted the Council's 2023-20236 Corporate Strategic Plan for the Town of Fort Erie. This event and the recommendations provided conform to the priorities, goals and initiatives as described herein.

By-law 74-2023 adopted the Town's Neighbourhood Traffic Calming Policy.

9. Comments from Departments, Community and Corporate Partners

Although circulated on the proposed Traffic Calming Measures, the Regional Municipality of Niagara, Niagara Regional Police Service, Niagara Emergency Medical Services, School Boards, Bus Services, and Town Fire and Emergency Services did not comment on the proposed measures. The Traffic Coordinating Committee (TCC) has reviewed the findings and the results of the neighbourhood survey, which confirmed community support for the proposed traffic calming measures. Consequently, the TCC recommended moving forward to the Council for approval during their June 4, 2024 meeting.

10. Alternatives

Council can choose not to move forward with the proposed plan, but staff do not recommend that option as this area is a good candidate for the proposed changes.

11. Communicating Results

Updates will be added to the [Let's Talk Page](#) for public viewing when needed.

12. Conclusion

The Town has completed "Step 4 – Plan Development" of the Neighbourhood Traffic Calming Policy for Farr Avenue, from Gorham Road to Ridge Road North.

The proposed 24-month trial of Traffic Calming Measures, including speed limit reduction, traffic-calmed neighbourhood signs, radar speed display devices, "SLOW DOWN" pavement markings, and vertical deflection measures like speed cushions, is anticipated to mitigate safety and traffic concerns on Farr Avenue.

The next steps involve securing the necessary funding as part of the 2025 budget. Following this, a future report will be presented to the Council seeking approval for the Trial Measures in accordance with the Neighbourhood Traffic Calming policy. Then, finalizing the implementation plan, beginning the installation of trial measures evaluation to assess their impact, and providing both interim and final reports to the Council, detailing the effectiveness of these measures.

13. Report Approval

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14. Attachments

Appendix 1 – Traffic Calming By-law 74-2023 -Process Flow Chart

Appendix 2 – Study Corridor for the Neighbourhood Traffic Calming Study and Key characteristics of the study corridor

Appendix 3 – Survey results and public engagement data

Appendix 4 – Farr Avenue Traffic Calming Plan – Concept 1: Vertical Deflection focus