

Meeting Date, Time, and Location

Wednesday, June 4th, 2025, at 12:00 p.m. – 2:00 p.m., Conference Room 1
Meeting Start: 12:05 pm
Meeting End: 1:54 pm

Members

Attendees:

Jordan Frost, P.Eng – Acting Director of Infrastructure Services – Chair
 Tom Lewis – Councillor Ward 5
 Ann-Marie Noyes – Councillor Ward 6 (Alternate)
 Jennifer Pennell-Ajie – EA to the Director of IS & Division Coordinator – Secretariat
 Ryan Lemay – Acting Manager of Engineering
 Nic Chevalier – Manager of Roads and Fleet Division
 Robert Judd, P.Eng – Municipal Engineer – Infrastructure Renewal
 Yashesh Gandhi, EIT – Transportation Engineer in Training
 Aaron Hair – Project Manager of Policy – Planning & Development Services
 Manny Rataul – Regional Municipality of Niagara – Public Works (Online)
 Staff Sgt. Mike Ryan – NRPS

Regrets:

Chris McQueen – CAO
 Jenny Cornelius – Municipal By-law Enforcement Officer
 Petar Vujic – Regional Municipality of Niagara – Public Works
 Kevin Beauchamp – Manager of Communications
 Darren Attree – Administrative Assistant, Engineering (alternate Secretariat)

Guests:

n/a

1. **Review of Previous Notes of Meeting – February 19th, 2024**

The notes from the previous Committee meeting were shared with members beforehand; no concerns were raised.

2. **Delegations**

2.1. N/A

3. **Review of Outstanding Items**

3.1. See attached **Appendix 1** for the spreadsheet for review of outstanding items

4. **New Requests**

4.1. Parking

- 4.1.1. **Accessible Parking on Erie Rd** – Request from the Accessibility Committee to install on-street accessible parking spaces on Erie Rd.

Resolution: Staff are reviewing appropriate areas to add an on-street accessible space. The original request was to install a space by the Crystal Chandelier Café. However, staff noted that the restaurant does have ample parking on their site to install accessible parking, and the newly upgraded municipal parking lot also has accessible spaces that is not too far away. Staff are reviewing a potential space in front of 4028 Erie Rd as there is already a curb depression there. This will require staff to remove 2 spaces to create one accessible space at this location.

- 4.1.2. **424 Ridge Rd** – Business owner requested to get on-street parking installed by this address for their clients. The zoning of the building does not require the owner to provide parking on-site for commercial businesses, only the residents of the building.

Resolution: Staff reviewed this request and the road width and parking restrictions on this road prevents any solution at this time to accommodate on street parking.

4.2. Traffic Signage

- 4.2.1. **Stop Sign at King St and Walden Blvd** – Review the stop sign placement at King and Walden.

Resolution: Staff reviewed this stop sign and while it is technically not needed at that intersection, consensus was to leave the sign in place at this time, as it is not causing any issues currently at that intersection.

4.3. Traffic Calming & Other Requests

- 4.3.1. **Speed limit changes on Rural Roads** – The Roads and Fleet Manager would like to review several rural roads for speed and classification changes. Appendix 2 provides a list of the proposed roads.

Resolution: Staff put forth to Council the following recommendation:

Recommendation:

That: Council accepts and approves the proposed speed limit changes as presented in Appendix 2 of the Traffic Coordinating Committee Meeting held on June 4, 2025.

- 4.3.2. **Hibbard St** – Request came in from residents on Hibbard St between Ridge Rd and Prospect Point Rd N to reduce the traffic volume and speed of drivers who use that road to cut through.

Resolution: Staff will monitor the situation as construction in the area is wrapping up. Over the summer staff will install traffic counters in order to get traffic counts and speeds to determine whether the road requires further action.

June 4, 2025 – Traffic Coordinating Committee

- 4.3.3. **Bowen Rd at Winger Rd** – Request came in from a resident the NW corner lot that there have been a couple of car accidents that have ended up on their property and she is concerned with the safety of her family. Would like this area to be reviewed for speed concerns. Bowen Rd (80km/hr Regional Rd) and Winger Rd (50km/hr Town Rd).

Resolution: Staff will monitor the traffic on Winger Road and ensure that speed signs are correct. The Niagara Region will ensure that signs on Bowen Rd are installed correctly for speed limits and stop approach signs are at the correct distance.

- 4.3.4. **Memo** – Traffic Calming Overview (Appendix 3) – Update on bollards on Concession Rd.

Resolution: Staff reviewed the changes made on Concession Road. The preliminary data has showed that the overall changes on this road have made a positive impact, and volumes and speeds have been reduced.

- 4.3.5. **Memo** – All Way Stop Warrant – Rebstock and Elmwood – Appendix 4

Resolution: As per the staff memo, the All Way Stop at this intersection is appropriate. Staff will review the placement of the stop signs at the corners and move them closer to the white stop bars where possible and trim any Town owned vegetation to clean up sightlines.

- 4.3.6. **Memo** – Erie Rd Curve Signage – Appendix 5

Resolution: Staff will install new signage as per the memo.

- 4.3.7. **Memo** – Traffic Calming Overview – Appendix 6

Resolution: Staff reviewed the updates for the traffic calming program.

5. **Streetlight Requests**

5.1. Streetlight Summary

- 5.1.1. No new requests have been received at this time.

6. **Requests for Enforcement (NRPS)**

6.1. List of Enforcement Areas for the NRPS

- 6.1.1. **Ridge Rd S by Crystal Ridge Arena** – Request for speed enforcement in this area.

- 6.1.2. **Transport Truck Traffic on Local Roads** – Reports of trucks using Town Roads and Hwy 3 to avoid the QEW MTO Enforcement.

June 4, 2025 – Traffic Coordinating Committee

7. **Correspondence**

7.1. N/A

8. **New Business**

8.1. New Business

8.1.1. June 2nd – 6th is Crossing Guard Appreciation Week!

8.1.2. The Region has installed a new Community Safety Zone on Garrison Road between Sunset Drive at GFESS High School and Garrison Road Public School. The flashers were removed, and new static zones were installed. The ASE cameras have been installed as well. (Region Report [PW-12-2025](#))

8.1.3. Councillor Noyes requested for staff to review the area around AC Douglas Park in Black Creek to add new streetlights around the park. She also requested that staff look into installing a light inside the park.

8.1.4. Councillor Noyes requested that the Niagara Region look into the traffic flow on Stevensville Road at Safari Niagara. When it is busy at the zoo and they use their overflow parking lot it can get very busy, and it is hard to turn left into or out of the zoo.

8.1.5. Councillor Noyes requested that the Niagara Region review the different speed limits along Stevensville Road.

9. **Next Meeting**

9.1. **Wednesday, September 17th from 12pm – 2:00pm – Room 1**
Wednesday, December 3rd from 12pm – 2:00pm – Room 1

| Description of Item | Assigned Div/ Meeting Date | ISSUE | Action Required | Status | Action By: | Date: |
|---|-------------------------------|--|--|---------|--|--|
| OUTSTANDING ITEMS OF BUSINESS | | | | | | |
| Parking Issues + Signage | | | | | | |
| High Street - 4.1.1 - 04DEC2024 | ENG | A resident has raised concerns about parking on both sides of High Street during events at Douglas Heights, which reduces traffic to one lane. Request is to consider prohibiting parking on the west side and implementing formal markings on the east side for improved traffic flow and safety. | Staff will monitor the activities over the 2025 season to see if any further measures are needed. It has come to the attention of staff that the parking issue may have taken place due to a very specific one-off event at Douglas Heights, which drew more people there than usual. | Pending | Gather more data on frequency and impact of events before a final decision is reached. Staff to liase with Douglas Heights. Staff have also been made aware that Douglas Heights will be going through an expansion. Staff will continue to monitor the situation. No further complaints have come in to staff since the original one. | 2024-12-04 2025-02-19 2025-06-04 |
| On-street parking at Post Office in Stevensville - 4.1.2. - 19FEB2025 | ENG | A request came in through Councillor Noyes and the Accessible Committee to review the parking options and add an Accessible Parking Space at the Post Office in Stevensville. | Councillor Noyes clarified at the meeting that the request was not to have a designated accessible parking space, but rather to eliminate the parking space directly in front of the post office on the road as it impedes the cut out in the sidewalk if a car is parked there, that acts as a ramp up to the door of the post office. Mr. Frost was concerned that then we might be encouraging people to walk out into the road and live traffic without a crossing, or safety measures in place. Staff will review the options in that area and consult with legal on this potential change. | Pending | Staff to review on-street parking on that road. | 2025-02-19 2025-06-04 |
| Traffic Signage + Speed Limit Signs + School Zones + Think of Us Signs, Etc. | | | | | | |
| Elmwood and Rebstock - 4.2.2. 19FEB2025 | ENG/ROADS | Request to look at the intersection for safety. Requester states that cars do not stop here. Intersection is already a 4-way stop. | Staff will deploy the traffic counters and turn counters to monitor the traffic flow at this intersection before making any recommendations for changes. Roads staff will investigate the overgrown trees on the properties at the intersection to determine whether they are private or town trees and work to have the brush cut back if needed to create better sightlines. | Pending | Staff to deploy counters in the warmer weather Staff presented a Memo - Appendix 4 to the June 4, 2025 regarding upcoming changes. Staff will install the new signs in the coming weeks. Once installed, this item will be closed. | 2025-02-19 2025-06-04 |
| Parking on South Mill behind John Brant School - 4.1.1. - 19FEB2025 | ENG | Request from By-law to review the parking rules on South Mill. | Staff will monitor the area and work on solution to alleviate traffic congestion around this school and other schools in Town. A couple of ideas include “Drive to Five” where the area around a school is mapped out for safe and legal parking within a 5 mins walk of the school. Parents and caregivers would then drive to those zones and walk the rest of the way to the school with the children. Also proposing a “Walking School Bus” to the schools. Where students would gather at a meeting place in the neighbourhood and meet a responsible adult who would then walk the group to the school. | CLOSED | Staff to continue to monitor and work on long term solutions. By-law 41-2025 amended the parking restrictions on this road. | 2025-02-19 2025-04-28 |
| Speeding Issues | | | | | | |
| NRP Addressing ongoing issues | | | | | | |
| Albany Street - 4.3.1 - 04DEC2024 | ENG | A resident has raised concerns about continued speeding on Albany Street despite intersection realignment and signage improvements made during the King Street Capital project | Staff will monitor now that construction is complete and bring forth any recommendations if needed. | Pending | Committee to monitor speeds on Albany now construction is complete. Traffic counters are scheduled to be deployed in June 2025. | 2024-12-04 2025-06-04 |
| Speed limit on Michener between Ridgeway Rd and Schooley - 4.3.1. - 19FEB2025 | ENG | A resident has raised concerns about continued speeding on Michener and would like to lower the speed limit to 50 km/hr in that area. | Staff will deploy traffic and speed counters in the area to study the speeds. Once data is analysed, it will be brought back to the group for discussion and recommendations. | Pending | Staff will deploy counters when the weather is warmer. Staff have proposed to move the 60km/hr sign west to start at Schooley Road. | 2025-02-19 2025-06-04 |

| Description of Item | Assigned Div/ Meeting Date | ISSUE | Action Required | Status | Action By: | Date: |
|--|-------------------------------|--|--|---------|---|-------|
| OUTSTANDING ITEMS OF BUSINESS | | | | | | |
| Street lighting + Traffic Light Requests | | | | | | |
| Lewis Street and Kee Lane - 5.1.1. - 19FEB2025 | ENG | Resident would like us to install a new streetlight at this corner for safety reasons. | <i>This meets the Town's policy to have a streetlight at every intersection as Kee Lane is a Town owned classified roadway. Staff will review the existing pole with CNP to see if the pole is able to accommodate a new light. Once determined if the pole can accommodate a light, staff will contract to have one installed. If further infrastructure is needed. A budget will have to be reviewed for possible installation.</i> | Pending | Staff will contact CNP to see if light can go on existing pole. | |

Proposed Speed Limit Changes

| Road Name | To | From | Existing Speed Limit (km/h) | Proposed Speed Limit (km/h) | Description |
|-------------------------|---------------------------|---------------------------|-----------------------------|-----------------------------|--|
| Bertie Street | Sunset Drive | Ridge Road North | 60 | 50 | Granular Road – Propose reducing the speed limit on all granular roads |
| Bowen Road | Stevensville Road | Point Abino Road North | 70 | 60 | Propose reducing the speed to align with other similar rural road sections |
| Bridge Street | Ridgemount Road | Ridge Road North | 70 | 50 | Granular Road – Propose reducing the speed limit on all granular roads |
| Burger Road | Gilmore Road | Fox Road | 70 | 50 | Propose reducing the speed to align with the other sections of this road |
| Eagle Street | Stevensville Road | Ridgemount Road | 70 | 60 | Propose reducing the speed to align with other similar rural road sections |
| Fox Road | Point Abino Road North | Ott Road | 70 | 60 | Propose reducing the speed to align with other similar rural road sections |
| Fox Road | Burger Road | Point Abino Road North | 70 | 50 | Granular Road – Propose reducing the speed limit on all granular roads |
| Gilmore Road | Holloway Bay Road North | Ott Road | 70 | 50 | Granular Road – Propose reducing the speed limit on all granular roads |
| Holloway Bay Road North | Michener Road | Highway 3 (Garrison Road) | 60 | 50 | Propose reducing the speed to align with other similar rural road sections |
| Holloway Bay Road South | South End of Road | Michener Road | 60 | 50 | Propose reducing the speed to align with other similar rural road sections |
| House Road | Gilmore Road | Netherby Road | 60 | 50 | Granular Road – Propose reducing the speed limit on all granular roads |
| Jarvis-Courtwright Lane | Central Avenue | Klauck Street | 50 | 30 | Narrow laneway – Propose reducing the speed limit for safety |
| Jarvis-Dufferin Lane | Central Avenue | Klauck Street | 50 | 30 | Narrow laneway – Propose reducing the speed limit for safety |
| Michener Road | Schooley Road | Elmwood Avenue | 70 | 60 | Propose reducing the speed to align with the road sections to the east |
| Ott Road | Highway 3 (Garrison Road) | Bowen Road | 70 | 60 | Propose reducing the speed to align with the road sections to the north |
| Townline Road | Ridgemount Road | Niagara River Parkway 7 | 70 | 60 | Propose reducing the speed to align with other similar rural road sections |



Re: Concession Road Traffic Calming – Bollard Spacing Adjustment and Next Steps

From Chris McQueen <CMcQueen@forterie.ca>

Date Tue 4/29/2025 10:48 AM

To Yashesh Gandhi <YGandhi@forterie.ca>

Cc Mark Schmitt <MSchmitt@forterie.ca>; Jordan Frost <JFrost@forterie.ca>; Jennifer Pennell-Ajie <JPennellAjie@forterie.ca>; Robert Judd <RJudd@forterie.ca>; Nicholas Chevalier <NChevalier@forterie.ca>

Excellent - thanks everyone for problem-solving this and coming up with a good alternative solution.

Great work
Chris

From: Yashesh Gandhi

Sent: Tuesday, April 29, 2025 10:43 AM

To: Chris McQueen

Cc: Mark Schmitt; Jordan Frost; Jennifer Pennell-Ajie; Robert Judd; Nicholas Chevalier

Subject: Concession Road Traffic Calming – Bollard Spacing Adjustment and Next Steps

Hi Chris,

Following recent concerns raised by the Fire Department and observations from Town staff, a review was conducted regarding the flexible bollards installed as part of the Traffic Calming measures on Concession Road. The primary concern pertains to the clearance between bollards and the ability of the Town's fire apparatus to navigate the roadway without hitting them.

The Fire Chief has reported that during recent fire training exercises and response calls, the apparatus experienced minimal clearance when passing through the bollards, with one incident resulting in contact with a post. While the current spacing of approximately 3.0 metres was based on standard fire truck dimensions of 2.59 metres, it has become evident that the margin is insufficient to allow for maneuvering by larger emergency vehicles in the Town's fleet.

As a result of these findings, the Roads Department will be directed to temporarily remove the side bollards on Concession Road. The centre bollard will remain in place during this interim period. The side bollards will be reinstalled following a slight outward adjustment of 0.3 metres, increasing the overall clearance to approximately 3.3 metres (on either side of the travelled lane).

New base templates will be ordered to accommodate the revised spacing. Once these are received, the side bollards will be reinstalled at the updated spacing.

Staff will continue to monitor the installation and ensure that both traffic calming effectiveness and emergency access requirements are maintained moving forward.

Regards,
Yashesh.

Yashesh Gandhi

Transportation Engineer in Training

Town of Fort Erie

Infrastructure Services - Engineering

1 Municipal Centre Drive, Fort Erie, ON L2A 2S6

p: 905-871-1600 ext. 2421

forterie.ca | YGandhi@forterie.ca



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Interoffice Memorandum

Infrastructure Services

June 04, 2025
File No. 360509

To: Traffic Coordinating Committee
From: Yashesh Gandhi, Transportation Engineer in Training
Subject: **ELMWOOD AVE AND REBSTOCK ROAD – ALL WAY STOP WARRANT
RECOMMENDATION AND NEXT STEPS**

Overview

At the request of Traffic Coordinating Committee, Engineering Staff reviewed the Intersection of Elmwood Avenue and Rebstock Road in response to a resident concern regarding driver non-compliance with the Stop Controls. Currently, the intersection is controlled by all-way stop signs. This memo evaluates whether the intersection meets the requirements for all-way stop control based on the Ontario Traffic Manual (OTM) Book 5 Warrants.

Traffic Counts and speed data (see Table 1) were collected for all approaches of the Intersection. Traffic Counters were deployed from Wednesday, May 14, 2025 to Tuesday, May 20, 2025. This memo summarizes the findings and provides recommendations based on the analysis.

Analysis

- Road Classification: Rebstock Road is classified as a Collector; Elmwood Avenue is a Local Road.
- Speed Limit: speed limit is 50 km/h for both.
- Intersection Configuration: The intersection is slightly skewed.(see figure 1)
- Collision History: A review of the past five years of collision data from the MTO's ARIS system indicates no recorded collisions at this intersection.

Figure 1 below shows the location of the Intersection. Average daily traffic and 85th percentile speed is noted below in table 1.



Figure 1 Intersection Location

ELMWOOD AVE AND REBSTOCK ROAD – ALL WAY STOP WARRANT RECOMMENDATION AND NEXT STEPS

Table 1 Traffic Data Summary

| Road Section | Average Daily Traffic | 85 th Percentile |
|-----------------------|-----------------------|-----------------------------|
| NB Lane Elmwood Ave | 197 Vehicles per day | 49 Km/hr |
| SB Lane Elmwood Ave | 362 Vehicles per day | 49 Km/hr |
| WB Lane Rebstock Road | 386 Vehicles per day | 51 Km/hr |
| EB Lane Rebstock Road | 332 Vehicles per day | 49 Km/hr |

Warrant Criteria – OTM Book 5 (Local Roads)

All-way stop control may be considered at intersections on minor or local roads when all three of the following conditions are met:

- The total vehicle volume on all intersection approaches exceeds 200 vehicles per hour for each of the highest four hours of the day.
- The combined vehicle and pedestrian volume on the minor street exceeds 75 units per hour (vehicles plus pedestrians wishing to enter the intersection) for each of the same four hours.
- The volume split does not exceed 70/30, meaning the minor street must contribute at least 30% of the total intersection volume over the four-hour period.

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| ALL-WAY STOP CONTROL WARRANT | | | | | | | | | |
| MTO VOLUME CRITERIA | | | | | | | | | |
| ELMWOOD AVE / REBSTOCK RD TRAFFIC STUDY | | | | | | | | | |
| File: 2025 | | | | | | | | | |
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Figure 2 Warrant Criteria

Recommendation

The minimum vehicle volume criteria are satisfied, indicating that current traffic volumes and intersection operations support the existing all-way stop control. As Elmwood Avenue meets the minor street threshold and the intersection is already operating under all-way stop control, it is recommended that the existing stop signs be maintained to ensure continued operational efficiency and safety consistency.

As well as enhanced police enforcement is also requested to reinforce driver compliance with the stop control.

ELMWOOD AVE AND REBSTOCK ROAD – ALL WAY STOP WARRANT RECOMMENDATION AND NEXT STEPS

Additionally, Engineering Staff recommend that stop sign placement on Elmwood Avenue be changed so that the stops signs are within 1.5 metres of the intersection (as per OTM standard).

I trust this information is of assistance.



Yashesh Gandhi E.I.T.
Transportation Engineer in Training

YKG
ecc.

Ryan Lemay, C.E.T., rcca, Acting Manager, Engineering Division
Robert D. Judd, P.Eng., Municipal Engineer – Infrastructure Renewal



Interoffice Memorandum

Infrastructure Services

JUNE 04, 2025
File No. 360509

To: Traffic Coordinating Committee
From: Yashesh Gandhi, Transportation Engineer in Training
Subject: **ASSESSMENT OF ROADWAY ALIGNMENT SIGNAGE,
FOR ERIE ROAD BETWEEN LAKEWOOD AVE AND ROSEWOOD AVE**

Background

This memo provides an assessment and recommendation for roadway alignment signage near a reverse (horizontal) curve on Erie Road near Rosewood Avenue. The review was followed by a reported accident involving a vehicle registered in Saskatchewan that failed to navigate the curve and struck the garage and tree located at 401 Lakewood Avenue.

Analysis

Town's Engineering Staff assessed Roadway Alignment signage for the reverse curve on Erie Road near Rosewood Avenue. Forward curve is simply a curve or turn to the right or left, and the reverse curve doubles back, requiring the driver to turn first to the right and then to the left, or vice versa.

The road alignment includes two consecutive (horizontal) curves (reverse curve), potentially challenging for unfamiliar drivers due to lack of signage and curve definition.

Curve Geometry

- First Curve Radius ≈ 70 m
- Second Curve Radius ≈ 70 m
- Posted Speed Limit: 50 km/h
- Non-freeway and Urban Area
- Superelevation: none.

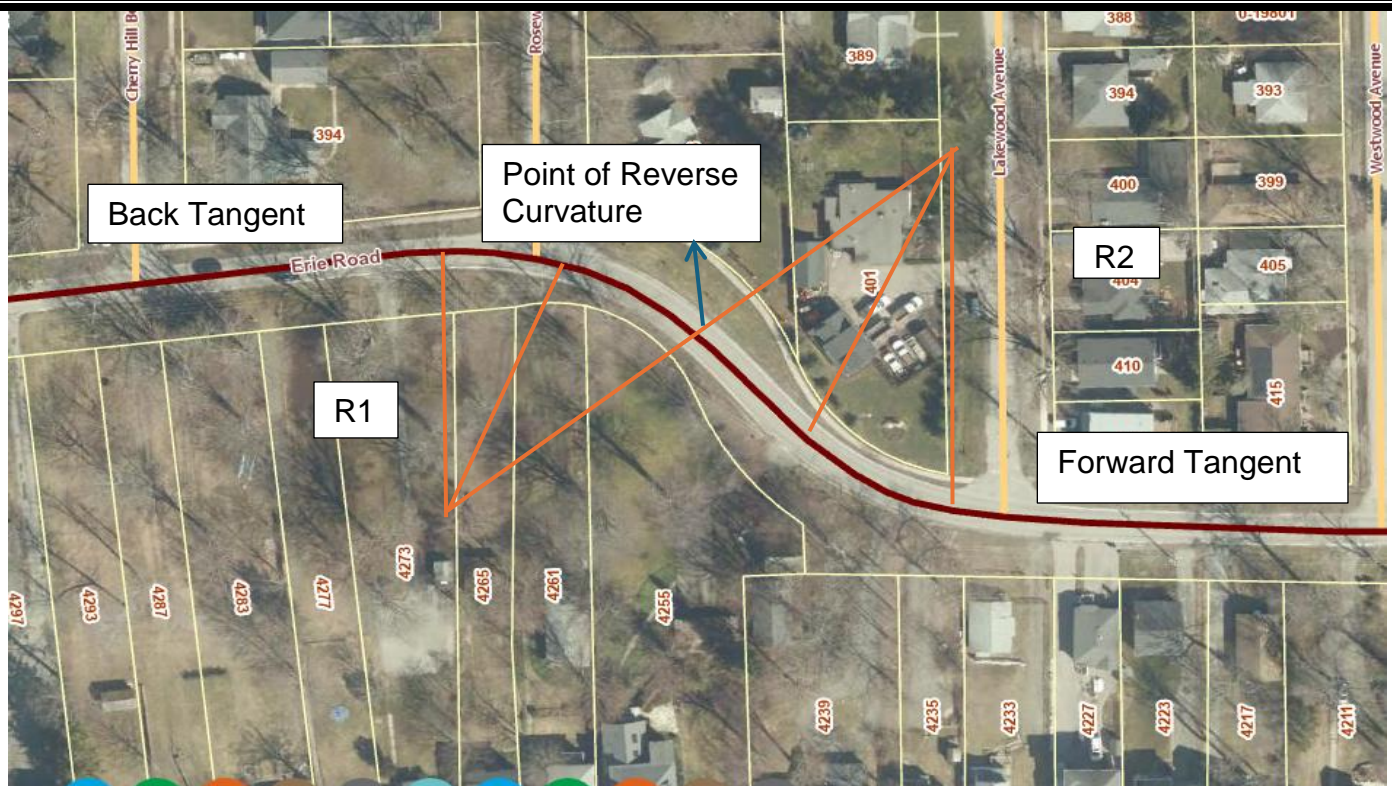


Figure 1 Point of Curvature and tangents

Advisory Speed Determination:

An advisory speed is a recommended maximum speed at which drivers should safely travel through a specific road feature such as a sharp curve under normal driving conditions. It is not a legal speed limit, but it helps alert drivers to drive more cautiously where the road layout may be unexpected or more difficult to navigate, especially for those unfamiliar with the area.

The advisory speed was estimated using the following formula:

$$S = \sqrt{15R(0.01e + f)}$$

where: e = superelevation rate, %

f = coefficient of side friction

S = speed of the vehicle, ft/s

R = radius of curvature, ft

Figure 2 Advisory Speed Calculation formula

Assessment of the Road Alignment Signage – ERIE ROAD

Using this formula, 30 km/hr advisory speed (rounded down to nearest 10) is noted. Superelevation rate is 0 % and side friction coefficient is 0.16 (wet pavement). Radius is 70 metres.

| Posted Speed (Initial Speed) (km/h) | Turn/Curve Advisory Speed (Final Speed) (km/h) | | | | | | | |
|---|---|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| | 100 | 90 | 80 | 70 | 60 | 50 | 40 | 30 or less |
| 100 | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-101 | Wa-101 |
| 90 | | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-101 |
| 80 | | | Wa-103 Wa-105 | Wa-103 Wa-105 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-101 |
| 70 | | | | Wa-103 Wa-105 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-102 Wa-104 | Wa-101 |
| 60 | | | | | Wa-3 Wa-5 | Wa-2 Wa-4 | Wa-102 Wa-104 | Wa-101 |
| 50 | | | | | | Wa-3 Wa-5 | Wa-2 Wa-4 | Wa-101 |
| 40 | | | | | | | Wa-3 Wa-5 | Wa-1 |

Figure 3 Table 5 from OTM Book 6

Recommendation:

According to OTM Book 6:

- For curves with an advisory speed ≤ 30 km/h, the Wa-101R (right turn) warning sign is recommended (see Figure 4).
- The right-turn version is appropriate here because the first curve after the advance warning location bends to the right.
- Based on *Condition C (speed reduction condition)* from Table 4 of OTM Book 6, the minimum advance placement distance required is 135 metres, considering the difference between the posted speed (50 km/h) and advisory speed (10 km/h).

The sign placement is illustrated on the accompanying location map, positioned 135 m (see figure 5) in advance of the curve to ensure appropriate driver reaction time.



Figure 4 Wa-101 R Sign Illustration

Placement of the sign location is in the map below which is 135 meters from the extreme part of the curve.



Figure 5 Curve Signage Advance Location

I trust this information is of assistance.

YK Gandhi

Yashesh Gandhi
Transportation Engineer in Training

YKG
ecc.

Ryan Lemay, C.E.T., rcca, Acting Manager, Engineering Division
Robert D. Judd, P.Eng., Municipal Engineer – Infrastructure Renewal

Interoffice Memorandum

Infrastructure Services

June 04, 2025
File No. 360509

To: Traffic Coordinating Committee
From: Yashesh Gandhi, Transportation Engineer in Training
Subject: **OVERVIEW OF TRAFFIC CALMING PLAN DEVELOPMENT, NEW REQUESTS, ASSESSMENT AND NEXT STEPS**

This memo provides an overview of the traffic calming requests received since the last TCC meeting and identifies areas where physical traffic calming measures may be warranted. All requests were evaluated based on the criteria outlined in the Town of Fort Erie's Neighbourhood Traffic Calming Policy (By-law 74-2023).

The memo also includes the Town's 8-Step Traffic Calming Policy Process (see Appendix 1) and a summary of recent traffic count data (see Appendix 2) , including changes in volume and speed along Concession Road and adjacent streets.

Active Traffic Calming Projects:

1. **Concession Road Between Garrison Road and Albany Street:**

Town staff is currently evaluating the effectiveness of installed traffic calming measures based on 2025 Traffic Count data. One refinement involved relocating the side bollards to provide more width for fire trucks.

An Origin-Destination survey will be undertaken to assess whether traffic is diverting onto adjacent streets such as Collette Road, Canada Drive, and Baron Drive. If the evaluation reveals a 15% or greater increase in traffic volume (minimum 150 vehicles/day) on adjacent streets, future corrective action may be considered or permanent traffic calming reassessed.

2. **Farr Avenue Between Gorham Road and Ridge Road**

The installation of the Traffic Calming measures is planned to commence on August 11, 2025.

3. **Washington Road Between Helena Road and Dominion Road**

The installation of the Traffic Calming measures is planned to commence on August 04, 2025.

New Requests for Traffic Calming since the last TCC February meeting

Table 1 : Traffic Calming request assessment since the last meeting

| Traffic Calming Process Step | Result | Number |
|---|--|--------|
| Did not pass the initial screening (step 2) | considered for education and enforcement | - |
| Did not pass the technical threshold (step 3) | A 3-year moratorium for physical measures and considered for education and enforcement | - |

OVERVIEW OF TRAFFIC CALMING REQUESTS, ASSESSMENT AND NEXT STEPS

| | | |
|---|---|---|
| Passed the technical threshold (step 3) | Locations eligible for physical measures (Traffic Calming Plan) | - |
| Passed initial screening (step 2) | Pending technical assessment after collection of traffic counts and speed data in 2025. | 2 |
| Total number of Traffic Calming requests received and assessed | | 2 |

Table 1 above provides an overview of 2 new Traffic Calming requests that have been received and assessed by Town staff, systematically categorized based on their progress in the Neighbourhood Traffic Calming Policy process.

There are 2 requests in the queue that passed the initial screening and are pending technical assessment following the collection of traffic counts and speed data in 2025.

Priority sheet- Locations eligible for Traffic Calming Plan development for physical measures

| Street | From | To | Study Plan Schedule | By | Status |
|-----------------------------|---------------|------------------|---------------------|------------|--|
| Crescent Park Neighbourhood | | | 2025 | Consultant | RFP in June 2025 |
| Pettit Road | Garrison Road | Bertie Street | 2025 | Town Staff | Notice of Commencement published and online survey is live |
| Sunset Drive | Garrison Road | Bertie Street | 2025 | | |
| Aberdeen Street | Murray Street | Bertie Street | 2026 | Town Staff | Town Staff |
| Albany Street | Alfred Street | Concession Road | 2026 | Town Staff | Town Staff |
| Lakeshore Road | Albert Street | Dominion Road | 2026 | Town Staff | Town Staff |
| Mathewson Road | Ridgeway Road | Ridge Road South | 2026 | Town Staff | Town Staff |

Town staff commenced the Traffic Calming Study for Sunset Drive and Pettit Road. The initial survey is live, and residents and stakeholders can input their feedback.

I trust this information is of assistance.



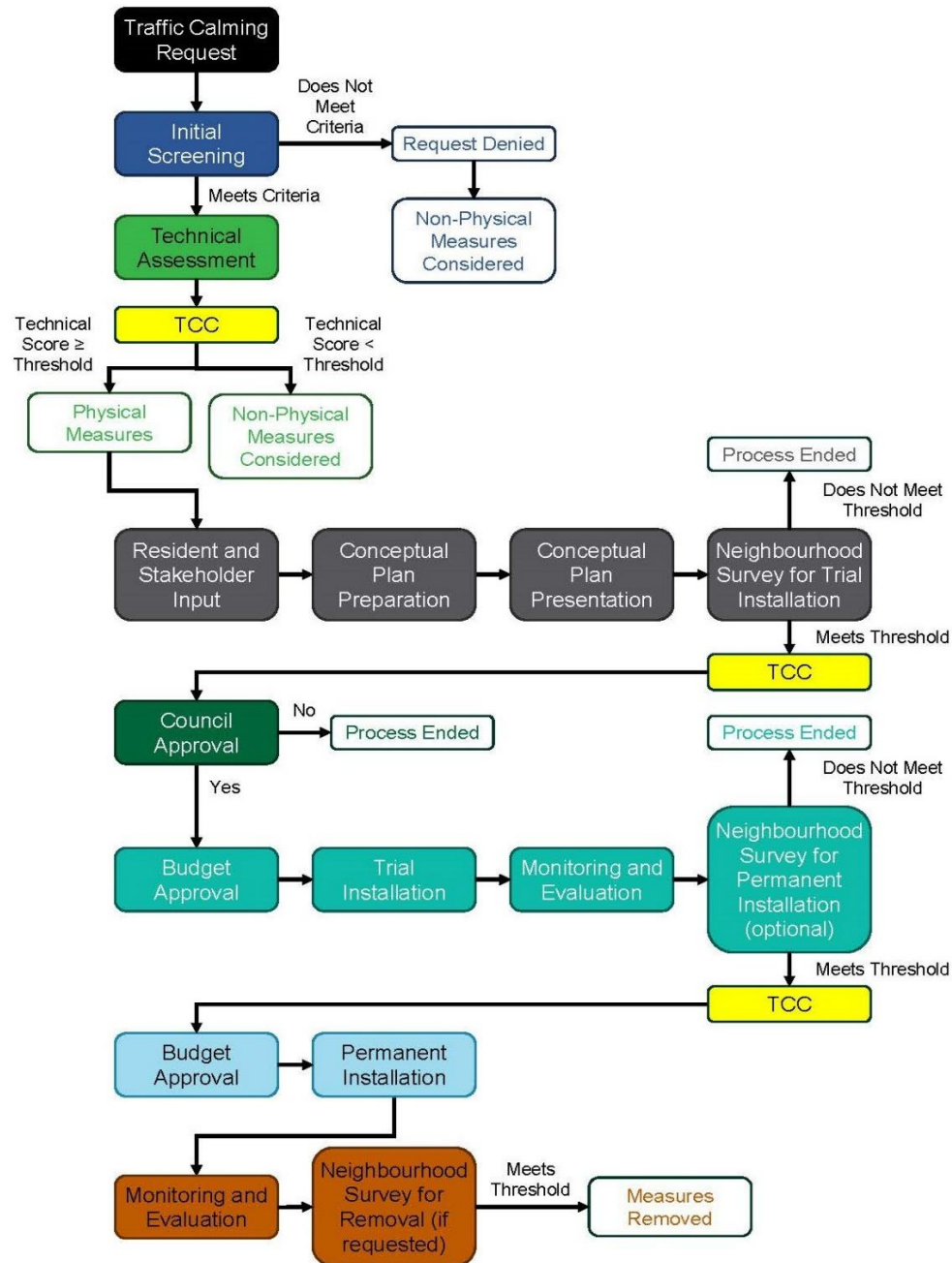
Yashesh Gandhi
Transportation Engineer in Training
YKG

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Ryan Lemay, C.E.T., rcca, Acting Manager, Engineering Division
Robert D. Judd, P.Eng., Municipal Engineer – Infrastructure Renewal

Attachment:

- Appendix 1: 8-step Traffic Calming Policy Process
- Appendix 2: Traffic Count Data Summary

APPENDIX 1 – Traffic Calming Policy 8-Step Process





Appendix 2: Traffic Count Data Summary

| Before/After Traffic Calming measures | Date | Road Section | ADT | 85 th Percentile | Change in ADT | Change in 85 th % |
|---------------------------------------|--------------------------|--|----------|-----------------------------|-----------------------------|---------------------------------|
| Before | June 20 to June 26, 2024 | Concession Road between Eva Rd and Canada Drive (Northbound) | 1840 Vpd | 59.85 km/hr | - | - |
| Before | June 20 to June 26, 2024 | Concession Road between Eva Rd and Canada Drive (Southbound) | 1789 Vpd | 64.58 km/hr | - | - |
| After | May 14 to May 20, 2025 | Concession Road between Eva Rd and Canada Drive (Northbound) | 1202 Vpd | 48.99 km/hr | -638 vpd or 34.7 % decrease | -10.86 km/hr or 18.1 % decrease |
| After | May 14 to May 20, 2025 | Concession Road between Eva Rd and Canada Drive (Southbound) | 1128 Vpd | 49.24 km/hr | -661 vpd or 36.9 % decrease | -15.34 km/hr or 23.7 % decrease |
| Before | June 20 to June 26, 2024 | Concession Road between Baron Drive and Canada Drive (Northbound) | 1991 Vpd | 58.97 km/hr | - | - |
| Before | June 20 to June 26, 2024 | Concession Road between Baron Drive and Canada Drive (Southbound) | 1892 Vpd | 59.43 km/hr | - | - |
| After | May 07 to May 13, 2025 | Concession Road between Baron Drive and Canada Drive (Northbound) | 1466 Vpd | 67.54 km/hr | -545 Vpd or 27.4 % decrease | +8.57 km/hr or 14.5% decrease |

OVERVIEW OF TRAFFIC CALMING REQUESTS, ASSESSMENT AND NEXT STEPS

| Before/After Traffic Calming measures | Date | Road Section | ADT | 85 th Percentile | Change in ADT | Change in 85 th % |
|---------------------------------------|-------------------------------|--|----------|-----------------------------|----------------------------|------------------------------|
| After | May 07 to May 13, 2025 | Concession Road between Baron Drive and Canada Drive (Southbound) | 1411 Vpd | 54.03 km/hr | -481 Vpd or 25.4% decrease | -5.4 or 9.1% decrease |
| Before | August 21 to August 27 , 2024 | Collete Rd (Northbound) | 81 Vpd | 47.95 km/hr | - | - |
| Before | August 21 to August 27 , 2024 | Collete Rd (Southbound) | 64 Vpd | 70 km/hr | - | - |
| After | May 07 to May 13, 2025 | Collete Rd (Northbound) | 120 Vpd | 46.58 km/hr | 39 vpd or 48.1% increase | -1.37 or - 2.9% decrease |
| After | May 07 to May 13, 2025 | Collete Rd (Southbound) | 64 Vpd | 47.71 km/hr | No change | -22.29 or - 31.8% decrease |
| After | May 07 to May 13, 2025 | Baron Drive (Northbound) | 107 Vpd | 46.63 km/hr | - | - |
| After | May 07 to May 13, 2025 | Baron Drive (Southbound) | 123 Vpd | 46.83 km/hr | - | - |