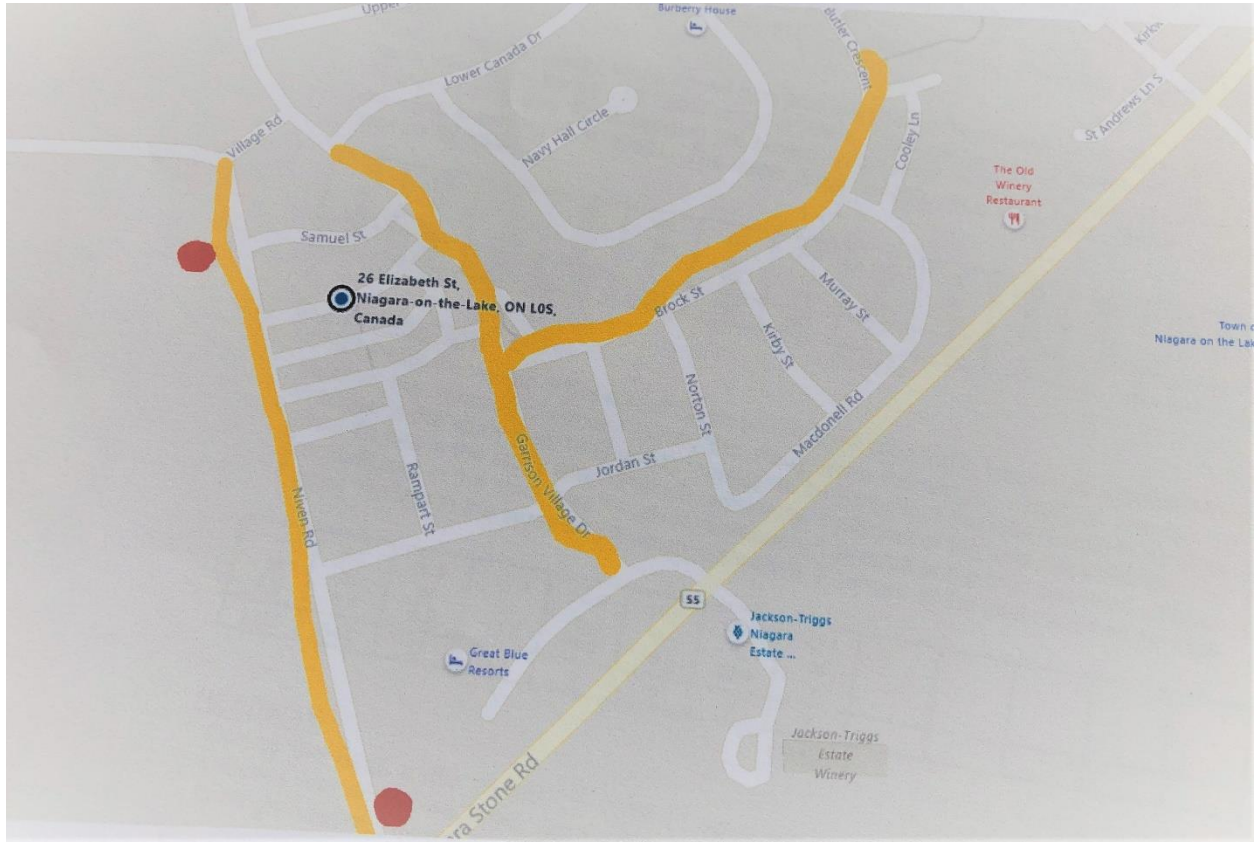


# **VILLAGE SPEEDING REPORT**

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# VILLAGE SPEEDING REPORT

## Background

A survey of the VCA membership identified concerns about speeding on Village streets as an issue worth addressing by the VCA Executive. Three streets were seen as of particular concern, primarily because they are “through” streets, and likely to carry motorists from outside the neighbourhood, who might be less concerned with speed safety than residents. The streets are Garrison Village Drive (GVD), Brock Street, and Niven Road, marked in yellow on the preceding page. The two red dots indicate existing speed signs on these streets.

This report summarises findings through research and interviews with residents, representatives of the Town administration, and the Niagara Regional Police Service (NRP), and makes some recommendations on how the VCA might address this issue. It should be noted that the Region was also contacted to determine if they had any jurisdiction on this issue. As all three roads are Town roads, not regional ones, there is no possibility of regional involvement in the issue.

The report organises its information roughly along the following lines:

- What are the current conditions along these three Village streets?
- Is there in fact, a speeding issue?
- If so, what options are available to address the problem?
- Who can assist in a solution?
- What results can residents expect?
- Next steps

## What are the current conditions along these three Village streets?

There are no stop signs anywhere along the full extent of these streets, and only two speed signs posted, as described below.

### Brock Street:

Brock Street, like Niven and Garrison Village is a 50km/hr speed limit, as they are all within the Town of Niagara on the Lake. However, there are no speed signs posted anywhere along Brock street in either direction for its full length from Garrison Village Drive at the north end to its other intersection with Garrison Village Drive at the south end. Until construction of the latest phase of houses was completed a few years ago, Brock Street was effectively a dead end at its eastern end by the pathway to Butler’s Burial Ground, and any traffic along Butler was exclusively local residents. Once the barrier was removed, Brock connected through to the existing Colonel Butler Crescent, making the road 1.3 kilometres long from end to end without a stop sign and ½ a kilometer long for the stretch within The Village ending at Garrison Village Drive. The removal of the barrier allowed Brock Street to become a short cut for residents on the older northern Garrison Village neighbourhood streets, providing them with a faster route through to Niagara Stone Road. According to a resident, perhaps 10% of motorists speed through the Village stretch, with volume increasing once Brock connected to Colonel Butler.

In a meeting with the Town's Traffic technologist, I noted the fact that there are no speed signs anywhere along Brock Street. She agreed that should be looked at by the town, and indicated that installing speed signs would be a possible deterrent and good reminder to drivers.

### Garrison Village Drive:

There is one 50km/hr speed sign posted at the northern end of Garrison Village Drive at Lakeshore Road. With the new home building phases completed, Garrison Village took on more vehicles feeding from Brock, Jordan and their connected streets and later, Perez, its connecting street(s), and access open from Niven Road, in addition to traditional traffic from the northern Garrison Village neighbourhood streets that were developed in the 1970's. Although the small roundabout by the parkette at the north end of The Village acts as a speed calming device, motorists appear to accelerate steadily beyond it for a straight run to the stop sign near the CIBC branch, despite cars often parked on both sides of the road, and a potentially dangerous blind corner at Jordan/Perez.

### Niven Road:

There is a 50km/hr speed sign posted on Niven, approximately at the corner of Village Drive and Niven as the road begins to border the west limit of The Village neighbourhood. Another 50km sign is placed at the "top" end of Niven, just in from Niagara Stone Road.

Niven allows drivers a straight run with no stop signs from Lakeshore Road to Niagara Stone Road-a distance of approximately 2 kilometres. Though vehicle traffic on the stretch nearest The Village (from Village Road to Niagara Stone) is fairly light, personal experience suggests that many drivers travel at high speeds along this 1/2 km distance, probably much higher than on GVD and Brock. This always has been an issue, prompting a resident to complaint to the police which resulted in speed monitoring a few years ago, but it will grow in importance as the 2-3 new intersecting streets are built out, and eventually, when the Village center public space is completed.

### Is there in fact, a speeding issue?

Anecdotal comments from residents along these streets indicate that they believe speeding occurs on each throughout the day. Excess speeds along Niven Road in both directions may be occurring primarily during the commute hours when volume is heavier, but are not restricted to those times.

The general feeling seems to be that Niven Road might be experiencing higher speeds above the limit because there are no (or few) cars, turns, or pedestrians compared to Brock and GVD within the Village and that drivers on these latter streets-while going faster than they should-naturally self-regulate when they see cars or pedestrians to manoeuvre around on the internal streets.

However, there is no clear way to determine whether speeding exists or the extent of it, other than to monitor it. Currently, there is only one source of statistical information, which is not encouraging

The Town provided data from a time and speed monitoring study conducted over three days in late November 2018 on Niven Road. Sensors were placed on both northbound and southbound between lanes between Colonel Cohoe and Jordan Street (see reports attached).

The results indicated that the average speed was 46km/h travelling north, with 32% of all vehicles exceeding the posted 50km limit. Going south, the average speed was 52km, with 41% of motorists exceeding 50km.

In analysing the data, the Town conforms to the provincially-accepted standard that if 85% of motorists are less than 10km/hr over the limit (which in this case is 50km/hr) then there is not a speeding issue. For this study, the 85 percentile speed for cars travelling northbound (ie. in the direction of Lakeshore) was just over 56km, and for cars travelling southbound (toward Niagara Stone Road), the figure was almost 59km/h. So, while these speeds seem excessive, in the Town's view, the speeds recorded do not confirm there is a speeding issue on that street, and that no further action is warranted

## What options are available to confirm the problem, and who can assist in a solution?

These steps-though they may take some time to accumulate data-will provide a base of information with which to determine next steps for all parties concerned: Village residents, the NRP, and the Town.

### Confirming the problem

Despite the fact that the Town's most recent speed study on Niven did not (by their standards) warrant any initiatives to correct speeding, most Village residents would still probably argue that there IS a problem.

Therefore, the first requirement is to take advantage of resources available to quantify speeding in the neighbourhood.

#### 1. Another speeding study:

While the Town's speed monitoring test results from November 2018 are discouraging, through discussions with the Town traffic technologist, I learned that the Town will conduct a speed monitoring assessment-similar to the one described previously, which will collect data on the three Village Streets in question: Brock, GVD, and Niven this coming summer. Monitors will be placed on lanes in both directions, and positioned at a point on each street between stop signs or other obstacles to provide an accurate measure. The results should be available about 6 weeks after the monitoring, probably in the fall of 2019.

Cost: None

Time: 6-7 months

Expected Results: Neutral, but even if negative can provide a baseline for speed/volume studies in future

#### 2. Visible speed monitors:

The Town owns a number of pole-mounted monitors that can be used to advise motorists of their speed. As the driver approaches the monitor a digital sign lights up, indicating the speed.

Apparently these units are being refurbished and programmed at the moment, but could be assigned to Village streets upon request to the Town.

Cost: None

Time: To be determined with the Town, but probably available over the summer/fall

Expected Results: Will provide data on speeding levels that might compliment/supplement the monitored study results, while at the same time provide a reminder to passing motorists that they are either speeding or to remain within speed limits.

### 3. NRP Patrols and Radar monitoring:

The Niagara Regional Police, upon request, can assign traffic officers to patrol the neighbourhood, and possibly set up radar traps. The NRP advises, however, that these measures are undertaken when resources (equipment and staffing) are available, and that these can often be reassigned or called away if a higher priority issue arises. The NRP also advised that it might not be possible to radar monitor Brock or Garrison Village Drive as those are primarily residential streets, not usually subject to speed efforts.

Cost: None

Time: Varies-Immediate and/or Ongoing

Expected Results: NRP advises that patrols and radar typically have an initial effect as motorists see marked cars, but once these disappear, behavior reverts to previous habits. However, data collected of tickets issued can again provide a base for future action by The Village.

## Who can assist in a solution, and what can be done?

If speed monitoring or other investigation provides practical data that confirms speeding is an issue on Niven, GVD and/or Brock Street, there are a number of possible solutions, which would primarily fall to the Town administration to put in place.

Failing that (or failing the Town's cooperation), there are a few casual measures that Village residents might consider.

## Possible solutions implemented by the Town, or Niagara Regional Police:

1. Speed Limit change: For the Town's Traffic administration, this outcome would probably require strong, positive evidence from monitoring devices planned for the summer of 2019 that speeding is evident on any (or all) of the three streets, but based on the Nov. 2018 Niven Road study, results favouring Village residents seem unlikely. Representatives from Niagara Regional Police and the Town both commented that lowering speed limits doesn't necessarily result in lower speeds-drivers tend to drive at a speed that they feel comfortable with, regardless of the posted speed.

However, to be successful in any case, a speed limit reduction would need to be passed as a by-law change by Council. The Town's traffic administration admits that a "political" appeal to the Council over the objections (and supporting data) of the administration is possible, but appears to be unlikely.

2. Posting more speed limit signs: As noted previously, there are no speed limit signs installed anywhere along Brock Street, starting in the Village, and continuing along into the older Colonel Butler street, and ending at the northern part of Garrison Village Drive. Town Traffic admitted that installing signs would be an effective reminder to motorists. The VCA should support and push for this change.
3. Installing Stop signs: Because each of the three streets allow long stretches of road without any stops, it seems logical that adding stop signs would slow motorists. According to the Town-based on studies-stop signs are an effective way to control traffic flow at intersections, but not speed, and are not used for that purpose. There is also evidence that drivers blow through neighbourhood stop signs when intersections are empty, which raises liability issues for the Town. Furthermore, stop signs would not be installed before a detailed study, similar to the “Garrison-CIBC intersection” debate in the village in recent years. Even if we advocated a stop sign policy as a solution in the Village, and forced the issue with the administration or politically, it would not likely gather much support.
4. Speed “Humps”: There are many Pro and Con studies concerning speed humps. The only pro seems to be that vehicles will slow down; cons include cost to install, delays for emergency vehicles, complaints from neighbours near the humps, damage by snowplows, noise as vehicles race between humps, damage to cars, etc. As with stop signs, installing humps would probably require a detailed study, with resulting delays.
5. Monitoring Device, Police patrols or Radar Traps: These three methods provide visible reminders to motorists to control their speed, and are apparently effective when they are deployed, but they are by their nature short term solutions. Evidence seems to indicate that motorists return to driving faster when the devices or traps disappear, or over time learn to avoid the monitored streets, which could result in more traffic or speeding on adjacent streets.

### Possible solutions implemented by Village residents:

1. Signs placed by residents: Last fall, some Chautauqua residents placed “Slow Down” signs on their lawns, though the initiative was not sponsored by their residents association. When I proposed this to the Town, they felt this was a good, “local” idea to warn drivers through Village streets, but advised that any signs should not be placed on Town property (ie. the grass area between the curb and sidewalks in the Village), as there would be a legal liability issue. I determined the cost for about 10 signs (with stands) would be about \$300-400.





2. Reporting speeders through Road Watch: The Town participates in a national program called Road Watch, providing a link to the Road Watch reporting form on its website. Using the form (currently paper only, but an online form is being developed), a citizen can report unsafe driving (including speeding) to Niagara Regional Police. The report includes the time and location of the incident, make, model and plate number of the vehicle, and the complaint. The citizen can remain anonymous.

With this information, NRP will send a letter to the driver about the issue that was reported. Should there be a subsequent complaint for the vehicle, another letter will be sent, possibly along with a call or visit to the owner. A third complaint may result in a charge to the driver.

For the Village, this program has merits in that it allows residents to become involved in monitoring speeds which many residents apparently do, and playing a part in getting results, without direct contact with the offender. At the same time, knowing neighbours are also keeping a watchful eye may cause Village residents to regulate their own speed through our streets. This program should be adopted and promoted within the Village.

3. Public relations campaign within the Village and the Town: Probably the best way to control speeding is to make everyone aware that it is a concern, and attempt to ensure that Village residents at the minimum do everything possible to reduce speeds on their own streets. Initiatives could include a banner attached to every VCA newsletter or email, regular reports to residents on results from the Town on the issue, coverage in the local newspapers, awareness campaigns to members of Town Council, among other initiatives.

## Conclusions / Next Steps

Taken alone, any of the measures described above could play a part in reducing speeds through the neighbourhood, but the most effective solution might be to view the 8 options above as a set of tools to be used together. For example, the Town's speed monitoring study in the summer could be followed by a SLOW DOWN sign campaign on Village lawns, followed by media coverage about residents reporting speeders through the Road Watch program, and pointing out that the Town will be installing speed signs along Village streets. If these activities fall in the latter part of summer, a link could be made to traditional warnings to drivers to reduce speed with the start of the school year. Finally, more awareness could be raised by publicizing the results of the Town's speed monitoring study (if favourable) which would be issued about 6 weeks after the study period.

## SUMMARY OF FINDINGS

- The Town of Niagara on the Lake conducted a speed monitoring study in November, 2018; by their standard, the results indicated no excessive speeding
- Another study will be conducted this summer on Garrison Village Drive, Brock Street and Niven Road. Results should be available in the fall of 2019
- There are a number of possible ways to monitor and control excessive speeds; many are the Town administration's responsibility, or require contact or co-operation with them, and some may require a period of time to study, gather data and implement.
- However, some are actionable in a shorter period of time, do not require study and are somewhat easier to implement, and for these, the Town Traffic department seems cooperative and interested in helping, at least at this point.
- Finally, there are some measures Village residents can undertake on a more casual basis, that can help to raise awareness of speed issues.

## RECOMMENDATIONS

1. Push for the Town to install speed limit signs within The Village on all three streets
2. Contact NRP for data on past speed monitoring, volume, accidents, fatalities, citations, charges and or tickets issued.
3. Contact Town to study speeding through a monitoring device, and NRP to have Traffic unit patrol neighbourhood and radar traps.
4. Form a small group of Village residents (with a requirement that at least one resident from each of the three affected streets be included-as well as a member of the VCA executive) to study the information in this report, decide on a course of action, and work with the Town and Niagara Regional Police contacts listed below to put the plan into effect.

## SOURCES

- Various residents of the Village facing Garrison Village Drive, Brock Street, and Niven Road
- Marci Weston, Engineering Technologist, Town of Niagara on the Lake
- Mike Komljenovic, Engineering Supervisor, Town of Niagara on the Lake
- Staff Sergeant Todd Waselovich, Niagara Regional Police Service (NRPS)
- President of the Chautauqua Residents Association, and two Chautauqua residents

## APPENDIX

Niven Road Speed Study, Nov/2018-Northbound

Niven Road Speed Study, Nov/2018-Southbound

Road Watch Citizen Report Form

# Niven Road Speed Study, Nov/2018-Northbound

**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report  
City: Niagara on the Lake  
Street: Niven Rd - NB  
Location: 17**

A study of vehicle traffic was conducted with the device having serial number 133788. The study was done in the NB lane at Niven Rd - NB in Niagara on the Lake, ON in btwn Colonel Cohoe & Jordan county. The study began on 2018-11-29 at 12:00 AM and concluded on 2018-12-02 at 12:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1,369 vehicles passed through the location with a peak volume of 63 on 2018-12-01 at [03:00 PM-04:00 PM] and a minimum volume of 0 on 2018-11-29 at [12:00 AM-01:00 AM]. The AADT count for this study was 456.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classified vehicles was 46 KM/H with 32.43% vehicles exceeding the posted speed of 50 KM/H. 0.70% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 56.37 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
2	13	57	172	629	353	47	10	9	0	0	0	0	0	0

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1272 which represents 98 percent of the total classified vehicles. The number of Small Trucks in the study was 7 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 10 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 3 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
978	294	7	10	0	1	2	0							

CHART 2

**HEADWAY**

During the peak traffic period, on 2018-12-01 at [03:00 PM-04:00 PM] the average headway between vehicles was 56.25 seconds. During the slowest traffic period, on 2018-11-29 at [12:00 AM-01:00 AM] the average headway between vehicles was 3600 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 0.00 and 9.00 degrees C.

## Niven Road Speed Study, Nov/2018-Southbound

**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report  
City: Niagara on the Lake  
Street: Niven Rd - SB  
Location: 17**

A study of vehicle traffic was conducted with the device having serial number 134589. The study was done in the SB lane at Niven Rd - SB in Niagara on the Lake, ON in btwn Colonel Cohoe & Jordan county. The study began on 2018-11-29 at 12:00 AM and concluded on 2018-12-02 at 12:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1,896 vehicles passed through the location with a peak volume of 76 on 2018-11-29 at [08:00 AM-09:00 AM] and a minimum volume of 0 on 2018-11-29 at [01:00 AM-02:00 AM]. The AADT count for this study was 632.

### SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 60 KM/H range or lower. The average speed for all classified vehicles was 52 KM/H with 41.11% vehicles exceeding the posted speed of 50 KM/H. 0.85% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 58.95 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
3	20	80	102	528	732	347	57	16	0	0	0	0	0	0

CHART 1

### CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1856 which represents 98 percent of the total classified vehicles. The number of Small Trucks in the study was 13 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 14 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
1312	544	13	14	2	0	0	0							

CHART 2

### HEADWAY

During the peak traffic period, on 2018-11-29 at [08:00 AM-09:00 AM] the average headway between vehicles was 46.753 seconds. During the slowest traffic period, on 2018-11-29 at [01:00 AM-02:00 AM] the average headway between vehicles was 3600 seconds.

### WEATHER

The roadway surface temperature over the period of the study varied between 0.00 and 8.00 degrees C.

# Road Watch Citizen Report Form



## Niagara-on-the-Lake Road Watch Citizen Report Form

"Road Watch" is a community road safety program sponsored by the Town of Niagara-on-the-Lake in cooperation with the Niagara Regional Police and the Niagara-on-the-Lake Traffic Safety Task Force.

**Fields marked with \* are mandatory.**

If this incident is an emergency, dial 911 immediately.

Time of Incident\*:

Date: \_\_\_\_\_ Time: \_\_\_\_\_  a.m.  p.m.  
Day Month Year

Location of Incident:  Old Town  Virgil  St. Davids  Queenston  Glendale  Rural

At\* (street/streets): \_\_\_\_\_

### Offending Vehicle Information

Vehicle Type\*:  Car  Mini-Van  SUV  Pick-up Truck  
 Large Truck  Other (specify) \_\_\_\_\_

Plate Number\*: \_\_\_\_\_ Province\*: \_\_\_\_\_

Vehicle Year (if known) \_\_\_\_\_ Vehicle Colour: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_

Description of Driver: \_\_\_\_\_

Sex of Driver:  Male  Female Approximate Age: \_\_\_\_\_

What Happened?\*: \_\_\_\_\_

(continue on reverse if necessary)

### Incident Reported By (this area MUST be completed and signed)

Name\*: \_\_\_\_\_  
Surname First Name

Address\*: \_\_\_\_\_

City/Town\*: \_\_\_\_\_ Postal Code\*: \_\_\_\_\_

Phone #\*: \_\_\_\_\_ Cell#/Bus.# \_\_\_\_\_

Signature\*: \_\_\_\_\_

**Your name will be kept confidential** and not disclosed. This Citizen Report Form is to be dropped off at a confidential drop box (a list of drop box locations is available below) or faxed to Niagara Regional Police [2 Division] at (905) 374-0604.