
The final plan and recommended traffic safety changes address the residents' concerns and incorporates feedback received from the Public Information Center.

5.0 Purpose and Overview

To implement the traffic safety plan developed for Ava Road.

6.0 Background

Staff met with area residents through a Ward 2 Public Information Center (PIC) for Ava Road on February 24, 2022, regarding safety concerns along Ava Road. Traffic Services presented a proposal at the meeting to address the high traffic volumes and speed concerns.

Based on comments received by area residents and further evaluation completed by staff, the final plan was generally accepted by residents.

7.0 Corporate Policy Context

City of Brantford Council Priorities, 2020-2021, #3:

- All neighbourhoods in the City are safe, vibrant, attractive and inclusive.
- A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

Vision Zero Action Plan

- The City of Brantford's Road Safety Plan aims to address a number of goals and priorities for the City, including promoting safe, healthy, and age friendly built environments; ensuring all neighbourhoods in the City are safe, vibrant, attractive, and inclusive; and promoting a safe and efficient transportation system that connects Brantford neighbourhoods and neighbouring communities.

8.0 Input From Other Sources

Ward Councillors hosted a virtual PIC on February 24, 2022 to present the findings from the roadway safety review. A copy of the presentation is attached as Appendix "A" to this report. Staff used the additional feedback from the PIC to complete the roadway safety review.

9.0 Analysis

Ava Road is classified as a local roadway with a posted speed limit of 50 km/h.

The primary function of a local roadway is for the movement and distribution of traffic specific to the neighbourhood. Local roadways are a function of neighbourhood connectivity that supports all road users.

As a result of the concerns raised by residents, staff undertook a number of traffic studies to determine the operational characteristics of the roadway. The following is a summary of the findings.

- Average Daily Traffic Volume – 3225 vehicles
- 85th Percentile Speed – 58 km/h (posted speed limit 50 km/h), there was evidence of higher sporadic speeding occurring.
- Five (5) year collision history – 4 reportable collisions, 2 Single Motor Vehicle collisions, 2 Rear-End collisions.

A review of the Transportation Master Plan Update 2020, identified Ava Road as a proposed “signed” bike route. This area provides active transportation access to numerous area parks, trails and schools.

Below is a summary of the recommended changes to address the concerns raised by area residents and incorporates changes from feedback received at the February 24, 2022, PIC.

1. Speed limit reduction to 40km/hr.
2. Pedestrian Crossover Type “D” at Glenhyrst Gallery.
3. Signed Bike Route and Sharrows.
4. Installation of 6 chicanes along Ava Road. An example chicane layout is attached at Appendix “B” to this report.

Bylaw Amendments are attached as Appendix “C” to this report.

10.0 Financial Implications

The estimated cost to complete all works is \$15,000. The funding for this project will be provided from existing Operational Services operating budgets.

11.0 Climate and Environmental Implications

The National Collaborating Centre for Healthy Public Policy, Urban Traffic Calming and Health, Literature Review, indicates that traffic calming is not a way of improving air quality, but rather as a way to reducing the number of collision, injuries and fatalities. While, generally speaking, they can be said to improve road safety, the information is not conclusive on the effects of pollutant emissions and ambient air quality.

12.0 Conclusion

The Ava Road traffic safety plan went through a comprehensive review. Residents were given opportunity to provide feedback on the proposed implementation plan and the final recommended plan has taken into account comments received from area residents.

The recommended traffic safety measures address many of the residents' concerns and creates a safer neighbourhood environment that promotes active and healthy living for all road users.



Inderjit Hans., P. Eng., PMP
General Manager, Public Works Commission

Prepared By:

David Ferguson, C.E.T.
Manager of Traffic Services

Attachments:

Appendix A – Ava Road Presentation Slides
Appendix B – Chicane Layout
Appendix C – Bylaw Amendments

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required yes no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk yes no

Is the necessary by-law or agreement being sent concurrently to Council?

yes no

APPENDIX “C”

A. Ava Road – Traffic Control

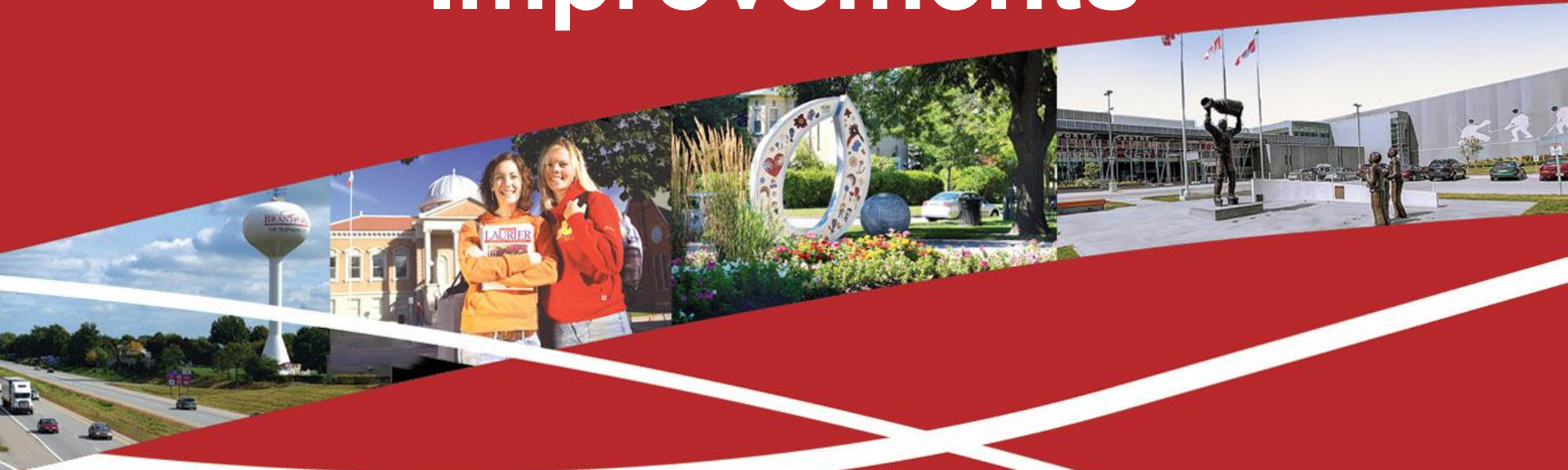
- a) RECOMMEND that Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” BE AMENDED to provide the following:

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>
Ava Road	From Hardy Road to Brant Avenue	40 km/hour

- b) RECOMMEND that Schedule “16” of Traffic by-law 37-83 which pertains to “Pedestrian Crossovers” BE AMENDED to provide the following:

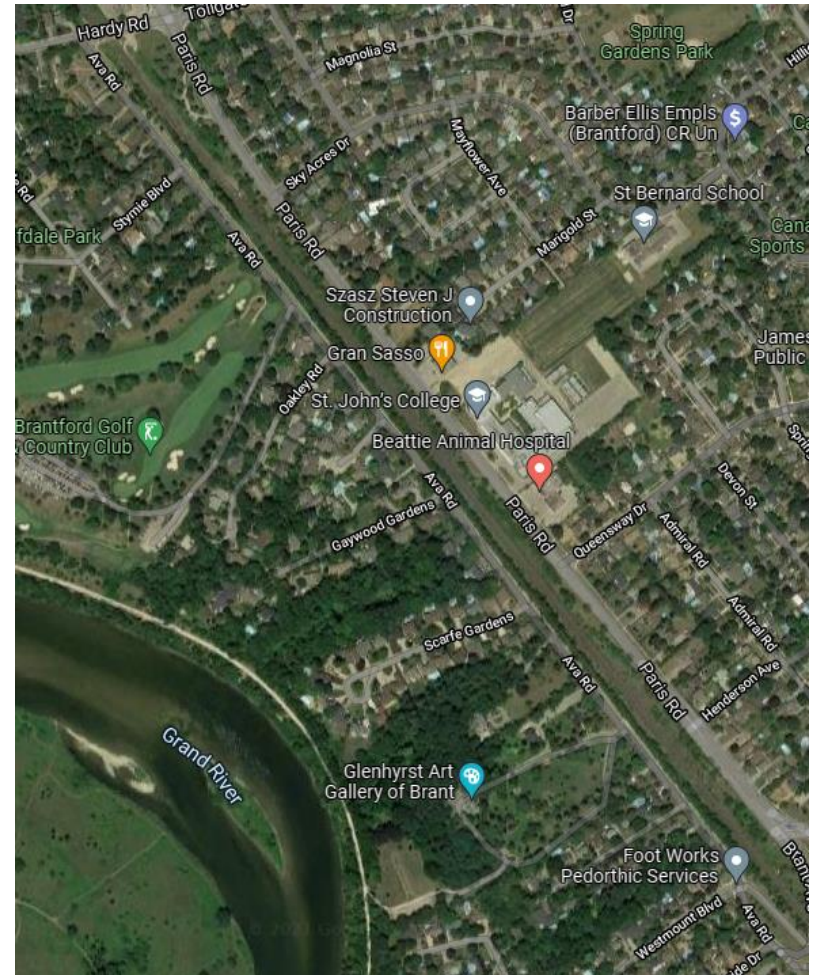
<u>STREET</u>	<u>LOCATION</u>
Ava Road	130 metres west of Inwood Drive, in front of Glenhyrst Gardens

Ava Road - Roadway Improvements



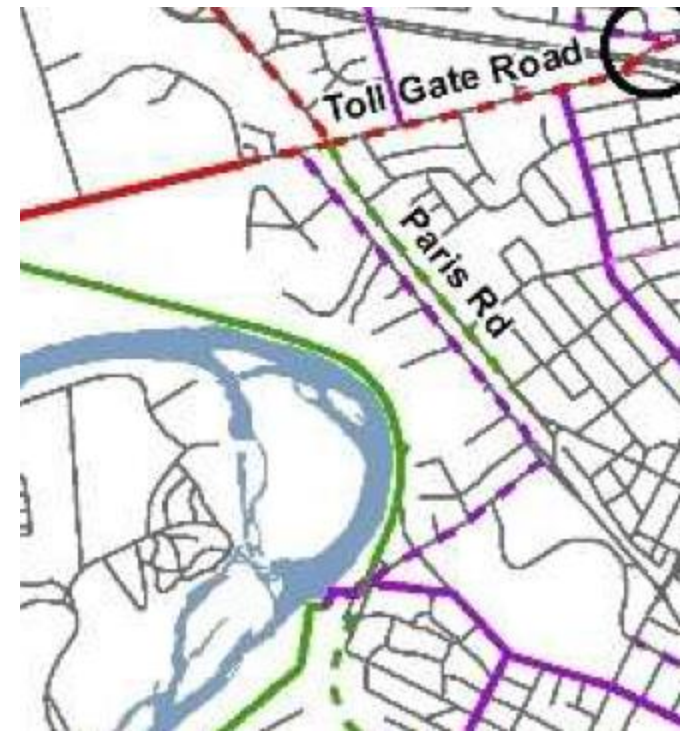
What are the Issues?

- Increased Volume and speeds
- Active transportation occurring, increased volumes and speed create uncomfortable environment
- Increasing area development, more vehicles using Ave Rd from Hardy Rd to avoid Paris Rd



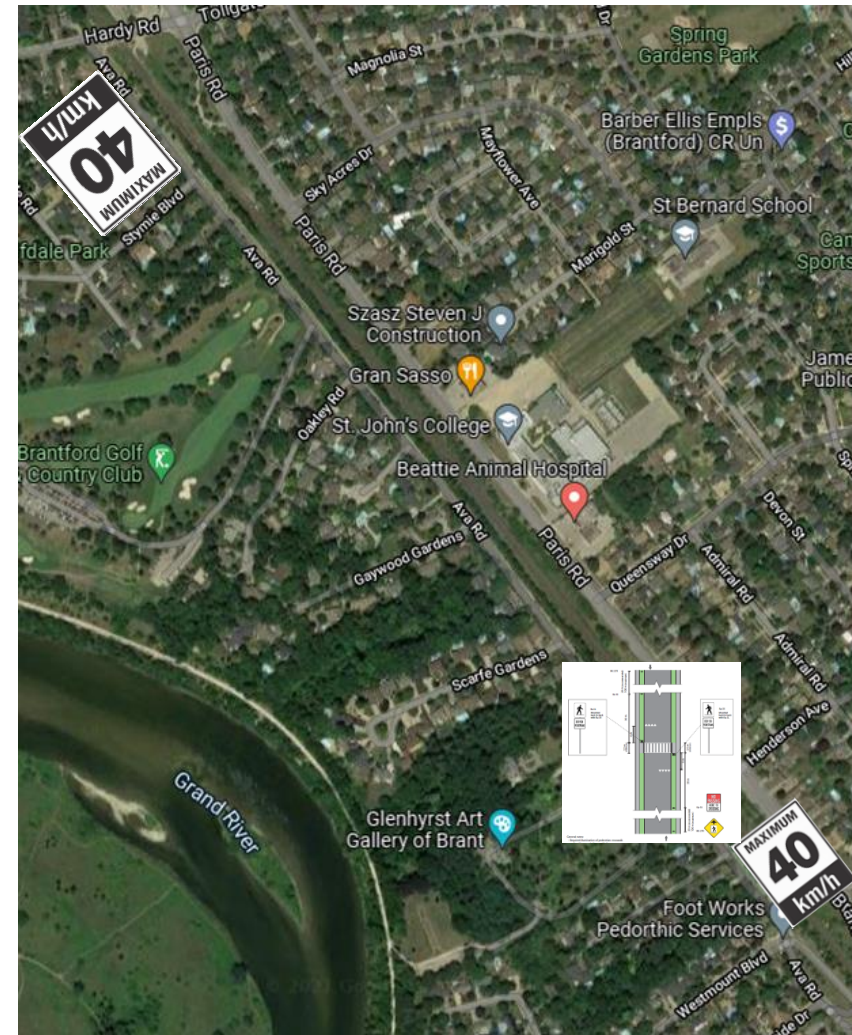
Ava Road Characteristics

- Ava Road is classified as a local roadway, intent is to collect traffic and distribute to local neighbourhood residential properties.
- Sidewalk located on one-side of roadway
- Connections to trails, parks and schools
- Identified as a cycling route as part of TMP



Public Works Recommendations

- Reduce Speed Limit to 40km/h
- Install PXO at Glenhyrst Art Gallery
- Install Bike Lanes and Chicane style traffic calming measures



Design Options

- Designated Bike Lane with chicane style measures, creates a one-lane design that requires motorists to yield to approaching vehicles
- Con – additional cost snow clearing



*Design Options

- Designated Bike Lanes however at chicanes, roadway becomes a shared use, creates a one-lane design that requires motorists to yield to approaching vehicles
- Con – doesn't provide as much protection for cyclist at pinch point
- Pro – addresses snow clearing issues



Design Options

- Designated Bike Lanes
Center line bollards, signs to reduce comfort level of motorist and reduce speeds
- Con – removed in winter months, maintenance
- Pro – addresses snow clearing issues



QUESTIONS





AVA ROAD

PROPOSED PAVEMENT MARKINGS

From: Hardy Road

To: 20.0m South of Dempster Place

Page: 1

Date: November 19, 2021 Scale: 1:400 Drawn By: C.G. Kendrick



See Page 1 - Bottom View



See Bottom View



See Page 3 - Top View

AVA ROAD		
PROPOSED PAVEMENT MARKINGS From: 20.0m South of Dempster Place To: 90.0m North of Inwood Drive		
Date: November 19, 2021	Scale: 1:400	Page: 2 Drawn By: C.G. Kendrick



See Page 2 - Bottom View

AVA ROAD

PROPOSED PAVEMENT MARKINGS
 From: 90.0m North of Inwood Drive
 To: Westmount Boulevard

Page: 3

Date: November 19, 2021

Scale: 1:400

Drawn By: C.G. Kendrick