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**Date**                      **May 25, 2023**                                      **Report No. 2023-341**

**To**                      Chair and Members  
Vision Zero Road Safety Committee

**From**                      Mark Jacklyn  
Director of Operational Services, Public Works Commission

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## 1.0    Type of Report

Consent Item                      [ ]  
Item For Consideration                      [X]

**2.0    Topic            Ashgrove Neighbourhood Traffic Review [Financial Impact – None]**

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## 3.0    Recommendation

- A. THAT report no. 2023-341 regarding Ashgrove Neighbourhood Traffic Review BE RECEIVED; and
- B. THAT the recommended by-law changes as presented in Appendix “A” and further described in report no. 2023-341, Ashgrove Neighbourhood Traffic Review, BE APPROVED; and
- C. THAT a capital project to implement the Ashgrove neighbourhood recommendations BE CONSIDERED in the 2024 capital budget; and
- D. THAT the necessary by-laws BE PRESENTED to City Council for ADOPTION.

## 4.0    Background

At its meeting held March 22, 2022, City Council approved the following resolution:

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### **Ashgrove Avenue Stop Sign and Safety Measures**

WHEREAS the Ashgrove Avenue corridor is heavily travelled; and

WHEREAS the road width is extremely narrow; and

WHEREAS sightlines are restricted due to on-street parking; and

WHEREAS school children use the corridor to travel back and forth to Cedarland School; and

WHEREAS school times are very congested; and

WHEREAS an accident on February 1, 2022 has injured two children and further demonstrated the need for changes to improve safety;

NOW THEREFORE BE IT RESOLVED:

A. THAT all-way stop control BE BY-LAWED at the intersection of Ashgrove Avenue and Waxwing Way; and

B. THAT temporary stop signs BE INSTALLED immediately; and

C. THAT a neighbourhood meeting BE ARRANGED by staff to hear suggestions and then devise a plan to implement further safety measures; and

D. THAT any necessary by-laws BE PRESENTED to City Council for adoption.

## **5.0 Analysis**

Two hybrid Public Information Centres ("PIC") were held on September 8, 2022 and April 20, 2023. Approximately 40 residents participated in each meeting. Staff used the feedback received from the first PIC to complete the roadway safety review. A copy of the presentation is attached as Appendix "B" to this report.

The Brantford Police Services, Brant-Brantford Paramedic Services, and Brantford Fire department were all consulted and have no objections to the installation of these traffic calming measures. They noted response times could be negatively impacted because they would be slowed down when responding to an emergency.

The neighbourhood traffic plan developed for the Ashgrove neighbourhood is based on feedback received, traffic studies, procedures outlined in corporate policies Public Works-017 Guidelines for Establishing Posted Speed Limits and

Public Works-024 Pedestrian Crossovers, and is consistent with other neighbourhood traffic plans approved by Council.

Staff recommend the following traffic safety measures to address concerns raised by residents:

### **5.1 Ashgrove Avenue**

1. Install a type 'D' Pedestrian Crossover (PXO) and raised crosswalk at Wedgewood Drive by replacing the existing school crossing to enhance the crossing and encourage slower travel speeds
2. Install a type 'D' Pedestrian Crossover (PXO) and raised crosswalk at Beechwood Drive to provide pedestrian connectivity to park and encourage slower travel speeds

### **5.2 Powerline Road**

1. Speeding concern to be addressed using traditional speed enforcement by the Brantford Police Service
2. Need for a noise barrier will be reviewed as part of Powerline Road Environmental Assessment
3. Roadway to be evaluated for consideration of Community Safety Zone designation and future Automated Speed Enforcement.

### **5.3 Dunsdon Street**

1. Identified as a designated bicycle route in the Active Transportation Master Plan, to be presented to the Vision Zero Road Safety Committee concurrently with this report.
2. Consistent 40 km/h posted speed limit will be considered as part of corridor improvements

### **5.4 Four Seasons Drive**

1. Install a type 'D' Pedestrian Crossover (PXO) at Cedarland Park pathway to provide pedestrian connectivity between the park and Dunsdon Plaza

### **5.5 Miscellaneous Local Concerns**

1. Greenfield Road – improve signage and markings on bend at Glen Eden Circle
2. Colonial Crescent – consider prohibiting on-street parking on inside of bends to improve sightlines and access. To be reviewed following the on-street parking amendment process

### **5.6 Neighbourhood Recommendations**

1. Neighbourhood Area speed limit of 40 km/h
2. 30 km/h School Zones and Community Safety Zone (CSZ) designation on Ashgrove Avenue (CSZ approved by Council at

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their meeting March 28, 2023) and Cedarland Drive adjacent to Cedarland Public School

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The proposed plan was presented to area residents at the second PIC on April 20, 2023. The proposed changes were generally accepted by residents. Any additional suggestions were reviewed, if possible, included in the final plan noted above.

## **6.0 Financial Implications**

The work to be completed in 2023 will be funded from the Operational Services operating budget, at an estimated cost of \$1,600. A summary of the costs are outlined below:

- \$800 – parking control signs on Colonial Crescent
- \$400 – curve warning signs and pavement markings on Greenfield Road
- \$400 – Community Safety Zone signage on Cedarland Drive

Staff will submit a capital project for consideration as part of the 2024 capital budget deliberations, at an estimated cost of \$40,000. A summary of the costs are outlined below:

- \$30,000 – Two (2) PXO's with raised crosswalk on Ashgrove Avenue
- \$5,000 – PXO on Four Seasons Drive
- \$5,000 – Neighbourhood posted speed limit signage

It is important to note that enhancements, such as those noted in this report, will have a future impact on maintenance costs associated with asphalt repair, signs and pavement markings.

## **7.0 Climate and Environmental Implications**

The construction activities of traffic control and calming measures will temporarily increase greenhouse gas (GHG) emissions but since the construction variables are unknown at this time, GHG emissions cannot be quantified. However, traffic calming measures will overall reduce vehicle emissions since decreased speed leads to fewer GHG emissions. Additionally, traffic control and calming measures creates a safer environment for walking and cycling which encourages active transportation as well as improves the local air quality.

## **8.0 Conclusion**

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

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Mark Jacklyn

Director of Operational Services, Public Works Commission

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Attachments

Appendix "A" – Ashgrove Neighbourhood traffic control by-law amendments

Appendix "B" – Ashgrove Follow-up meeting April 20, 2023 presentation

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

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## APPENDIX “A”

- a) RECOMMEND that Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” BE REPEALED as follows:

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>
Ashgrove Avenue <b>By-law 154-91</b>	From Ivanhoe Road to Greenwood Trail	40 km/hour
Cedarland Drive <b>By-law 75-96</b>	From Woods End to Ashgrove Avenue	40 km/hour

- b) 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>
Amethyst Court	From Oriole Parkway to the northerly end of Amethyst Court	40 km/hour
Ashgrove Avenue	From Memorial Drive to Ivanhoe Road	40 km/hour
Ashgrove Avenue	From Ivanhoe Road to Greenwood Trail	30 km/hour
Ashgrove Avenue	From Greenwood Trail to Greenfield Road	40 km/hour
Ashgrove Court	From Ashgrove Avenue to the southerly end of Ashgrove Court	40 km/hour
Autumn Road	From Four Seasons Drive to Greenfield Road	40 km/hour
Beechwood Avenue	From Ashgrove Avenue to the northerly end of Beechwood Avenue	40 km/hour
Bell Manor Court	From Wedgewood Drive to the southerly end of Bell Manor Court	40 km/hour
Big Pine Place	From Ivanhoe Road to the westerly end of Big Pine Place	40 km/hour
Black Locust Way	From Greenfield Road (west intersection) to Greenfield Road (east intersection)	40 km/hour
Blue Forest Circle	From Ashgrove Avenue to the southerly end of Blue Forest Circle	40 km/hour

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Brookhaven Court	From Ivanhoe Road to the westerly end of Brookhaven Court	40 km/hour
Camrose Drive	From Oriole Parkway to the northerly end of Camrose Drive	40 km/hour
Canary Drive	From Waxwing Way to the westerly end of Canary Drive	40 km/hour
Candlewood Drive	From Woodway Trail to Cedarland Drive	40 km/hour
Cardinal Knoll	From Candlewood Drive to the northerly end of Cardinal Knoll	40 km/hour
Cedarland Drive	From Ashgrove Avenue to Woods End	30 km/hour
Cedarland Drive	From Woods End to Dunsdon Street	40 km/hour
Colonial Crescent	From Skylark Road (west intersection) to Skylark Road (east intersection)	40 km/hour
Forestwood Court	From Greenfield Road to the westerly end of Forestwood Court	40 km/hour
Four Seasons Drive	From October Place to Dunsdon Street	40 km/hour
Glen Eden Circle	From Greenfield Road to the easterly end of Glen Eden Circle	40 km/hour
Greene Lane Circle	From Greenfield Road to the easterly end of Greene Lane Circle	40 km/hour
Greenfield Road	From Powerline Road to Dunsdon Street	40 km/hour
Greenwood Trail	From Ashgrove Avenue to Beechwood Avenue	40 km/hour
Hemlock Court	From Ivanhoe Road to the westerly end of Hemlock Court	40 km/hour
Hidden Court	From Old Farm Road to the westerly end of Hidden Court	40 km/hour
Irongate Place	From Westbrier Knoll to the westerly end of Irongate Place	40 km/hour

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Ivanhoe Road	From Powerline Road to Ashgrove Avenue	40 km/hour
Kanata Crescent	From Dunsdon Street to Four Seasons Drive	40 km/hour
Mystic Court	From Ashgrove Avenue to the southerly end of Mystic Court	40 km/hour
October Place	From Autumn Road to the northerly end of October Place	40 km/hour
Old Farm Road	From Powerline Road to Oriole Parkway	40 km/hour
Oriole Parkway	From Ivanhoe Road to Beechwood Avenue	40 km/hour
Pioneer Place	From Skylark Road to the northerly end of Pioneer Place	40 km/hour
Red Rock Circle	From Greenfield Road to the northerly end of Red Rock Circle	40 km/hour
Rollingwood Crescent	From Woodway Trail to Candlewood Drive	40 km/hour
Rosewood Court	From Memorial Drive to the east end of Rosewood Court	40 km/hour
Roundtree Court	From Woodway Trail to the northerly end of Roundtree Court	40 km/hour
Sandhurst Court	From Greenfield Road to the westerly end of Sandhurst Court	40 km/hour
Sigurd Jensen Court	From Westchester Way to the easterly end of Sigurd Jensen Court	40 km/hour
Skylark Road	From Memorial Drive to Ivanhoe Road	40 km/hour
Southglen Road	From Greenfield Road to the easterly end of Southglen Road	40 km/hour
The Homestead Place	From Ashgrove Avenue to the southerly end of The Homestead Place	40 km/hour
Thicketwood Court	From Oriole Parkway to the northerly end	40 km/hour

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	of Thicketwood Court	
Waxwing Way	From Oriole Parkway to Ashgrove Avenue	40 km/hour
Waycliffe Lane	From Greenfield Road to Southglen Road	40 km/hour
Wedgewood Drive	From Ivanhoe Road to Ashgrove Avenue	40 km/hour
Westbrier Knoll	From Ashgrove Avenue to Dunsdon Street	40 km/hour
Westchester Way	From Ivanhoe Road to Oriole Parkway	40 km/hour
Westgate Circle	From Westbrier Knoll to the westerly end of Westgate Circle	40 km/hour
Woods End	From Cedarland Drive to the easterly end of Woods End	40 km/hour

- c) 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>
Ashgrove Avenue	At the east side of the intersection with Wedgewood Drive
Ashgrove Avenue	At the east side of the intersection with Beechwood Avenue
Four Seasons Drive	35 metres south of Autumn Road

- d) RECOMMEND that Schedule “17” of Traffic By-law 37-83 which pertains to “Community Safety Zones” BE AMENDED to provide the following:

<u>NAME OF STREET</u>	<u>LOCATION</u>
Cedarland Drive	Ashgrove Avenue to Woods End